



Coordination of Supervision of Violations of Excess Tonnage in Goods Transportation

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Abstract

Article 19 Paragraph (2) of Law Number 22 of 2009 concerning Road Traffic and Transportation regulates Road Grouping according to the class of Roads and vehicles that can pass through it. Coordination in the supervision of excess tonnage violations in freight transportation between the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency is carried out with functional supervision. Establishing supervision standards to assess the object of supervision to see which things or parts are wrong or violations. Supervision of the use of public roads on overloaded vehicles in Sijunjung district, Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency. The implementation of supervision coordination between the Sijunjung Police Traffic Police and the Land Transportation Management Center Region III of Sijunjung Regency obtained the results of supervision that has been carried out in 2023 that out of 19,543 vehicles, there were 1,632 vehicles that committed violations consisting of 1,618 capacity violations, 14 vehicles committed dimensional violations. The obstacles faced by the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency in the implementation of supervision coordination for violations of excess tonnage, including facilities, and insufficient Human Resources (HR) are reviewed from the aspects of quantity and quality. The limitations of surveillance patrols, the limited cargo terminals/unloading locations make it more difficult for supervisory implementers to provide firmer corrective actions (sanctions).

INTRODUCTION

Transportation is a means of moving goods or people from one place to another desired place or sending goods from the place of origin to the destination. In the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 60 of 2019 concerning the Implementation of Freight Transportation with Motorized Vehicles on the Road. Transportation of people by motorized vehicles such as motorcycles, passenger cars, and non-motorized, and freight transportation. Transportation is an important element in the economy because it is related to the distribution of goods, services, and labor and is the core of economic movements in various forms of public transportation modes with the characteristics and level of service provided coloring the development of public transportation systems that should be oriented towards safety and comfort.¹ In the transportation of goods, problems that often arise are in the distribution of goods between cities and within cities. For the distribution of goods between cities, trucks with large capacities and special facilities for loading and unloading are generally used, while to meet the needs of residents in the city, some production and consumer goods are sent and imported from outside the city using large trucks.²

¹ Hendarsin, *Highway Engineering Planning*, Bandung State Polytechnic, Bandung, 2000, p. 89

² Saodang, *Highway Construction*, Nova, Bandung, 2005, p. 76

Sijunjung Regency is an area that cannot be separated from all forms of development from various aspects such as increasing development, education, investment in industry, trade, services and facilities and others. Because Sijunjung Regency is a Sumatran road crossing city. Where residents as connoisseurs of the facilities and infrastructure that have been provided from various types and forms of development. The denser the population, the more complex the needs used to support life.

The increase in the regional economy will also increase the traffic of the distribution of goods and services. As a result, traffic in the city is increasingly congested and vulnerable to urban traffic accidents and road damage. The problem is actually caused more by the movement of the primary system, especially related to the distribution of goods from outside the city into the city, so that the secondary movement (within the city) blends with the primary movement (between cities).³ Therefore, to minimize traffic problems in this city, urban roads must be freed from the movement of goods transportation in the city which generally uses large trucks.

Heavy-tonnage trucks are the transportation of goods that carry industrial products such as mining, plantations and so on.⁴ A truck is a transportation vehicle that also belongs to the category of heavy equipment. A truck is a road transportation vehicle with certain specifications that is used to transport large quantities of goods. The large truck not only passed from Sijunjung Regency but also came from Sijunjung Regency.

The heavy-tonnage truck has various interests such as delivering or distributing goods from outside into Sijunjung Regency. There are also those who just cross the road in the city as a crossing route to distribute goods to other cities. The ban on heavy-tonnage trucks passing through Sijunjung Regency is not only focused on heavy-tonnage trucks that come from outside the city to within Sijunjung Regency. But trucks coming from within the city itself are also prohibited from passing in accordance with traffic rules or signs that have been set and installed.

The increase in large-tonnage trucks has a lot of impact on safety and comfort in traffic. The part that touches on safety is like the occurrence of many accidents and comfort in traffic such as frequent traffic jams on the highway.⁵ Regulation is a form of action that is carried out as a regulator in a matter to be in accordance with expectations and create an orderly situation. In control, not only humans are the object of control, but infrastructure such as the availability of prohibition signs that can support the implementation of control, as well as personal personnel who handle the control so that it runs as expected.⁶

The Sijunjung district government has established a regulation where tonnage trucks are not allowed to enter the district capital. The classification of trucks that are prohibited from crossing into the city is trucks with a tonnage exceeding 8 tons. The determination of the tonnage figure is based on the provisions of the road class. Where the road class in Sijunjung Regency is the number II road class which can only be passed by trucks with a tonnage of 8 tons. When a regulation has been established, it should be followed by action. The Transportation, Communication, and Informatics Office as an implementer of traffic and highway transportation policies and assisted by the Sijunjung Police Traffic Police Unit has the responsibility to carry out traffic duties and order in Sijunjung Regency. The main problem studied is Coordination in the Supervision of Excess Tonnage Violations in Goods Transportation between the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency and its obstacles.

³ Adisasmita, Rahardjo, *Fundamentals of Transportation Economics*, Graha Ilmu, Yogyakarta, 2014, p. 29

⁴ Fidel Miro, *Urban Transportation System*, Tarsito, Bandung, 1997, p. 1.

⁵ Sudarso, *Urban Adolescent Traffic Behavior*, Journal of Society, Culture and Politics, Th XIII. No 2, 2007

⁶ Sujamto, *Aspects of Supervision in Indonesia*, Sinar Grafika, Jakarta, 1987

RESEARCH METHODS

The specification of the research is *descriptive analytical*, with the normative juridical approach method supported by empirical juridical. The types of data used are secondary data and primary data. Secondary data was obtained from document studies, primary data was obtained by interview. The data obtained were then analyzed qualitatively.

RESULTS AND DISCUSSION

Coordination in the Supervision of Excess Tonnage Violations in Freight Transportation Between the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency

Based on the implementation process, the supervision of the Transportation Department in the control of large-tonnage vehicles in Sijunjung Regency is grouped into functional supervision, namely supervision carried out by functional officials or supervisory apparatus whose functional duties do indeed supervise the implementation of tasks. The executor of this supervision is the Land Transportation Management Center Region III of Sijunjung Regency which coordinates directly with the Sijunjung Police traffic police unit.

In the theory of coordination, according to Awaluddin Djamin, coordination is a cooperative effort between agencies, and units in the implementation of certain tasks in such a way, so that there is mutual complementarity, mutual help, and complementarity.⁷

Moekijat stated that coordination can be done in the following ways:⁸

1. Hold coordination meetings between officials
2. Holding a formal meeting between officials called a meeting.
3. Making chain circulars to the required offices
4. Distributing business cards to officials in need
5. Appoint coordinator
6. Create organizational manuals, work guidelines, and rule sets
7. Relating to communication tools
8. Create signs, symbols, codes, and more.

The first standard, the supervision of heavy-tonnage truck vehicles is the executor/supervisor. The implementation of supervision is carried out by the Sijunjung Police Traffic Police Unit, where in the implementation of supervision can coordinate with the Land Transportation Management Center Region III of Sijunjung Regency whose scope of duties is in charge of Traffic and Road Transportation affairs at the Sijunjung Regency Transportation Office, with the scope of work in the Sijunjung Regency area.

The second standard is the supervision of heavy-tonnage truck vehicles, namely coaching/counseling by the supervisor of regional regulations or provisions that must be followed by users of heavy-tonnage trucks. Provisions/obligations of users of heavy tonnage trucks, every holder of a public road use permit must fulfill the following obligations:

1. Using a mode of transportation that meets the requirements in accordance with the provisions of laws and regulations.
2. Weigh and check loads internally before entering exit portals and public roads.
3. Install software that contains all vehicle data provided by the government.
4. Install and cover tarpaulins or other materials on the top of the load that can ensure the safety and cleanliness of public roads.
5. Perform washing and/or ensuring that the wheels or tires of the vehicle are free from dirt, clay or mud or other particles that may disturb other road users when entering public roads.

⁷ Malayu S.P. Hasibuan, *Management: Basics, Definition, and Problems*. Revised Edition. Seventh Edition, Bumi Aksara, Jakarta, 2008, p. 86

⁸ Mukiyat, *Op., Cit.*, hlm 57

6. Cleaning public roads that are passed due to negligence in the procedures for transporting/packaging cargo.
7. Comply with the provisions of the amount of weight allowed in accordance with the road MST and vehicle specifications and the height limit of the load and vehicle completeness as referred to in the law, as well as applicable regulations.
8. Using a transport vehicle driver who is capable, skilled, disciplined on the road and avoiding bad habits that harm other road users.

Based on the results of the research, the form of coaching/counseling provided is in the form of briefing by the Land Transportation Management Center Region III of Sijunjung Regency to vehicle users who manage vehicle operational permits. Coaching/counseling in the form of briefings by the Transportation Department for vehicle users who manage/apply for vehicle operational permits. Coaching activities in the form of briefings are given directly by the Land Transportation Management Center Region III of Sijunjung Regency, carried out during the processing of vehicle operational permits or applications for roadworthy operational permits.

Socialization/counseling of road use regulations when vehicle users apply for operational permits for roadworthy vehicles in Sijunjung Regency or periodic vehicle tests, with guidance based on Vehicle Type Determination Letter (SPJK) and/or Vehicle Nature Determination Letter (SPSK). Based on the results of the research, work standards related to the socialization of road use regulations or the obligations of public road users are based on the type of vehicle and/or the nature of the vehicle, where the nature of the heavy-tonnage goods transport vehicle is a freight transport vehicle with special characteristics and passes through a special track with the obligation to use public roads for goods vehicles.

The third standard, the supervision of heavy tonnage truck vehicles is the supervision process or monitoring system and the track/road route of heavy tonnage truck vehicles. To control and supervise compliance with the obligations of public road users for the transportation of heavy tonnage goods (trucks) in Sijunjung district, the Land Transportation Management Center Region III of Sijunjung Regency implements a supervision and track system with special permits for heavy-tonnage truck vehicles in accordance with local regulations based on regional regulations with mechanisms or standard operating procedures for the supervision system including First, by conducting monitoring (monitoring posts) at each entrance to Sijunjung Regency. Second, Checking that permit holders/owners of goods vehicles must fulfill the obligations/obedience of public road users for goods vehicles. And third, weighing, load violations are subject to sanctions in the form of unloading of cargo (load weight check, weighing equipment that is installed on a mandatory or movable/vortable, location of unloading for specified overloaded vehicles, recording the type of goods transported, the weight of the transport, and the origin of the destination).

Supervision of the use of public roads on overloaded vehicles in Sijunjung Regency, the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency are tasked with implementing road use regulations and policy targets are focused on the community of owners or drivers of loaded vehicles.

The implementation of Law Number 22 of 2009 concerning Road Traffic and Transportation and its implementing regulations is the legal basis and guidelines for the Sijunjung Police Satlantas with the Land Transportation Management Center Region III of Sijunjung Regency in carrying out supervision of Excess Tonnage Violations in Goods Transportation. The amendment of Law Number 14 of 1992 concerning Road Traffic and Transportation with Law Number 22 of 2009 does not necessarily facilitate law enforcement against violations of excess tonnage. The application of the law is still constrained in law enforcement against violations of excess tonnage on the road using movable weighing devices,

especially for violations of carrying capacity and road classes carried out by general motor vehicles, special goods of hazardous materials, heavy equipment and containers.

Then another form of coordination between the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency is by conducting checks and surveys in the field. One of the activities carried out is by patrolling around the large tonnage vehicle track area in Sijunjung Regency, this Surveillance patrol activity is carried out by an integrated team, namely from the Land Transportation Management Center Region III of Sijunjung Regency and the Sijunjung Police Satlantas. This Patrol activity is carried out with a schedule that has been set by the Land Transportation Management Center Region III of Sijunjung Regency and the determination of Officers that have been carried out previously.

However, based on the results of interview research with the community around Sijunjung Regency, it is rare for there to be patrol cars that supervise large tonnage trucks in the area. So that violations are only left without any fines that should be carried out. The implementation of supervision of the load of goods trucks can be identified several problems in the supervision of heavy or large-tonnage vehicles (trucks) on the Sumatra cross road in Sijunjung Regency, including the discovery of trucks that violate the obligation to use road permits or overloaded trucks. There are heavy-tonnage trucks that cross public roads at times that are prohibited from crossing (at 21.00 WIB to 06.00 WIB) such as on the Sumatra crossroads, precisely in Tanjung Gadang Kenagarian, Sijunjung Regency.

The lack of coordination and optimal supervision at the supervision post is carried out between the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency, affected by several obstacles, namely the first Supervisory Implementation Ability. The Land Transportation Management Center Region III of Sijunjung Regency and the Sijunjung Police Satlantas in conducting supervision in the field do not have an adequate number of officers with the needs of road routes that are the target of supervision.

Obstacles faced by the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency in the implementation of supervision coordination against violations of excess tonnage

The results of the analysis show that the facilities and facilities and Human Resources (HR) of law enforcement against violations of excess tonnage on the Sumatra crossroads, especially in the jurisdiction of the Sijunjung Police, are insufficient in terms of quantity and quality, so as to affect the effectiveness of the patrol against vehicle violations that exceed the tonnage.

All stakeholders and law enforcement in the field of traffic and road transportation are responsible for increasing the effectiveness of law enforcement against violations of freight transportation in West Sumatra. Violations of freight transportation loads are part of traffic and road transportation violations, thus efforts that can be made in law enforcement against violations of freight transportation loads basically have the same strategy as law enforcement of other traffic violations through several efforts, including preemptive efforts, preventive efforts, and repressive efforts.

Constraints from Supervision facilities and infrastructure. The implementation of supervision will not run optimally without being supported by the availability of facilities and infrastructure for monitoring heavy-tonnage trucks on public roads, so that the ideality of personnel and supporting facilities with the existing supervision burden is one of the important measures carried out so far. The limitations of surveillance patrols, the limited cargo terminals/unloading locations make it more difficult for supervisory implementers to provide firmer corrective actions (sanctions). The lack of locations where goods are placed, as a result of which if there is a violation of excess cargo, it will be very difficult to unload some of the cargo. In addition, the location of weighing goods only exists at the BPTD terminal which

causes long queues because the number of vehicles with large loads exceeds the capacity of the terminal. This then caused the transport driver not to weigh and enter the Sijunjung Regency area with a vehicle that exceeded the set amount of tonnage.

Third, namely coordination constraints. Coordination carried out between the Land Transportation Management Center of Region III of Sijunjung Regency and the Sijunjung Police Traffic Task Force in charge of road transportation traffic was carried out during raid operations on goods transport trucks. Supervision by efforts to form an integrated team is only carried out at certain times or in other words, the implementation of supervision of violations of heavy tonnage truck users carried out through the coordination function between agencies in the field of road traffic (integrated team) has not been carried out optimally on public roads in Sijunjung Regency. Coordination is carried out between the Land Transportation Management Center Region III of Sijunjung Regency and related agencies in charge of road transportation traffic/Sijunjung Police Satlantas carried out during special operations/raids of transport vehicles with an indental (sudden) and uncertain schedule. In addition to special operations/raids, there is no form of binding coordination, where the nature of coordination is only based on the awareness of officers in the field from the relevant agencies.

These obstacles are not in line with the theory of supervision by Lyndal F. Urwick, namely supervision is an effort to make something carried out in accordance with the rules that have been set and the instructions issued.

CONCLUSION

Coordination in the supervision of excess tonnage violations in freight transportation between the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency is carried out by functional supervision carried out by functional officials or supervisory officials. Establishing supervision standards in order to assess the object of supervision to see which things or parts are wrong or committing violations: 1) supervision of heavy-tonnage truck vehicles is the implementer/supervisor, 2) coaching/counseling of regional regulations or provisions that must be followed by users of heavy-tonnage trucks by the supervisor. 3) Systematic supervision of the track/road route of heavy tonnage trucks. Supervision of the use of public roads on overloaded vehicles in Sijunjung district, Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency. The implementation of supervision coordination between the Sijunjung Police Traffic Police and the Land Transportation Management Center Region III of Sijunjung Regency was obtained from the results of supervision that has been carried out in 2023 that out of 19543 vehicles, there were 1632 vehicles that committed violations consisting of 1618 violations of carrying capacity, 14 vehicles committed dimensional violations.

The obstacles faced by the Sijunjung Police Satlantas and the Land Transportation Management Center Region III of Sijunjung Regency in the implementation of supervision coordination on violations of excess tonnage include: 1) violations of excess tonnage on the road using movable weighing equipment, especially violations of carrying capacity and road classes carried out by general motor vehicles, special goods of hazardous materials, heavy equipment and containers. 2) Facilities, and Human Resources (HR) for law enforcement against violations of excess tonnage on the Sumatra crossroads, especially in the jurisdiction of the Sijunjung Police, are insufficient in terms of quantity and quality. 3) The amount of road maintenance costs borne by the Government, both in this case the Center that authorizes national roads and the West Sumatra cross-country road region due to road damage, vehicles that exceed capacity. 4) The limitation of surveillance patrols, the limited cargo terminals/unloading locations make it more difficult for supervisory implementers to provide firmer corrective actions (sanctions). 5) Lack of locations where goods are placed, as a result if there is a violation of excess cargo, it will be very difficult to unload some of the cargo. 6)

The location of weighing goods is only at the BPTD terminal which causes long queues because the number of large-loaded vehicles exceeds the capacity of the terminal. 7) The lack of coordination carried out between the Land Transportation Management Center Region III of Sijunjung Regency and the Sijunjung Police Satlantas in charge of road transportation traffic is carried out when raiding transportation vehicles, trucks, and goods.

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