



REGENT SUKOHARJO
PROVINCE OF CENTRAL JAVA

REGIONAL REGULATIONS OF SUKOHARJO DISTRICT
NUMBER 9 OF 2022

ABOUT

RELATIONSHIP ORGANIZATION

BY THE GRACE OF GOD ALMIGHTY

REGENT SUKOHARJO,

Considering: a. that the Implementation of Transportation in the Regions is a reform national development and integration, as an effort to advance general welfare carried out based on the principles of transparency, accountability, sustainability, participatory, useful, efficient and effective, balanced, integrated and independent, in accordance with the objectives of the Republic of Indonesia;

B. that in order to realize effective and efficient Regional Transportation Administration, it is necessary to make efforts to improve public services in safe, secure, smooth, orderly and orderly Transportation Management in order to support the achievement of sustainable economic development;

C. that Sukoharjo Regency Regional Regulation Number 11 of 2018 concerning the Implementation of Transportation is no longer in accordance with legal developments and community needs, so it needs to be replaced;

D. that based on the considerations as intended in letters a, b, and c, it is necessary to stipulate Regional Regulations concerning the Implementation of Transportation;

Remember : 1. Article 18 paragraph (6) of the 1945 Constitution of the Republic of Indonesia;

2. Law Number 13 of 1950 concerning the Establishment of Regency Regions within the Province of Central Java as amended by Law Number 9 of 1965 concerning the Establishment of the Batang Level II Region by amending Law No. 13 of 1950 concerning the Establishment of Regency Regions within the Province of Central Java (State Gazette of 1965 Number 52, Supplement to State Gazette Number 2757);

3. Law Number 23 of 2014 concerning Regional Government (State Gazette of the Republic of Indonesia of 2014 Number 244, Supplement to State Gazette of the Republic of Indonesia Number 5587) as amended several times, most recently by Law Number 11 of 2020 concerning Job Creation (State Gazette Republic of Indonesia 2020 Number 245, Supplement to the State Gazette of the Republic of Indonesia Number 6573);

With Mutual Consent
REGIONAL PEOPLE'S REPRESENTATIVE COUNCIL OF SUKOHARJO DISTRICT
And
REGENT SUKOHARJO

DECIDE:

To stipulate: REGIONAL REGULATIONS CONCERNING THE ORGANIZATION OF RELATIONS.

PIG
GENERAL REQUIREMENTS

article 1

In this Regional Regulation what is meant by:

1. The region is Sukoharjo Regency.
2. Regional Government is the Regent as the organizing element of the Regional Government which leads the implementation of government affairs which are the authority of the autonomous Region.
3. The Regent is the Regent of Sukoharjo.
4. Regional Apparatus is the supporting element of the Regent and the Regional People's Representative Council in administering government affairs which fall under the authority of the Region.
5. Roads are land transportation infrastructure covers all parts of the road, including buildings connecting, accessory buildings and equipment intended for the past cross, which is at ground level, above ground surface, below ground surface, and/or air, as well as above the air surface, except Rail road, truck road, and cable road.
6. Public roads are roads intended for general traffic.
7. Traffic is the movement of vehicles and people in the traffic area Cross Roads.
8. Road Traffic and Transportation, hereinafter abbreviated as LLAJ, is a unified system consisting of Traffic, Road Transportation, LLAJ Network, LLAJ Infrastructure, Vehicles, drivers, Road Users, and their management.

9. LLAJ Network is a series of Nodes and/or spaces interconnected activities for organizing LLAJ.
10. Traffic Management and Engineering is a series businesses and activities which include planning, procurement, installation, regulation and maintenance of road equipment facilities in order to realize, support and maintain security, safety, maintain and smooth traffic.
11. Nodes are places designated for intermodal and intermodal changes in the form of terminals, train stations, seaports, river ports and/or airports.
12. Terminal is a public motor vehicle base used to organize arrivals and departures, boarding and unloading people and/or goods, as well as changing modes of transportation.
13. Parking is the condition of a vehicle stopping or not moved for a few moments and was abandoned by the driver.
14. Traffic signs are parts of road equipment in the form of symbols, letters, numbers, and/or a combination of sentences that function as warnings, prohibitions, orders, or instructions for road users.
15. Road markings are signs that are on the road surface or above the road surface which includes equipment or signs that form longitudinal lines, transverse lines, oblique lines, as well as symbols that function to direct traffic flow and limit the interests of traffic areas.
16. Traffic Signaling Devices are electronic devices that use light signals which can be equipped with signal signals to regulate the traffic of people and/or Vehicles at intersections or on road sections.
17. Street lighting equipment is street lighting which functions to provide lighting in the traffic space.
18. Public Transport Company is a legal entity which providing transportation services for people and/or goods using public motorized vehicles.
19. LLAJ security is a state of freedom for everyone People, goods, and/or vehicles from being disturbed by unlawful acts, and/or fear in traffic.
20. LLAJ safety is a state of avoidance Everyone from the risk of accidents during traffic caused by humans, vehicles, roads and/or the environment.

21. Next Minimum Service Standards abbreviated as SPM are provisions regarding the type and quality of basic services that every citizen can obtain at a minimum for implementation relationship.
22. Route is a public vehicle route for people transportation services by bus, which has a fixed origin and destination, fixed route and fixed or unscheduled schedule.
23. Permit is approval from the Central Government or Regional Government to carry out activities business which must be fulfilled by Business Actors before carrying out their business activities.
24. Route Permit is a permit for organizing people's transportation by public motor vehicle for transportation within the route.
25. Operation Permit is a permit for operating transportation people using motorized public transportation for transportation not on the route.
26. OSS Management and Organizing Institution hereinafter referred to as the OSS Institution is the institution the government administers the affairs government in the field of investment coordination.
27. Urban Area is a unitary area which built with non-agricultural primary activities, has a high population density, road transport network infrastructure facilities, interaction of activities between regions which gives rise to high population mobility.
28. Public Passenger Transport Subsidies, hereinafter referred to as Subsidies, are assistance for operating costs for public transport at rates determined on the Route certain.
29. Route Network is a collection of Routes which form a unified human transportation service network.
30. Certain Vehicles Using Electric Motor Drives are means that use electric motor drives used to transport people in the region certain operations and/or lanes.
31. Railways are a unified system consisting of infrastructure, facilities and human resources, as well as norms, criteria, requirements and procedures for organizing railway transportation.
32. A train is a railway facility with movement power, whether running alone or coupled with other railway facilities, which is or is moving on a railroad connected with the train's journey.

33. River transportation is a transportation activity by using boats or other terms carried on rivers and reservoirs to transport passengers and/ or goods organized by River Transport companies.
34. River Port is a Port used to serve River Transport located on a river.
35. Ships or other names are water vehicles of a certain shape and type, which are driven by wind power, mechanical power, other energy, towed or towed, including vehicles with dynamic carrying capacity, vehicles below the surface of the air, as well as floating equipment and floating buildings who don't move around.
36. Ship Crew or other designations are people who work or work on board a Ship or other designation by the owner or operator of the Ship or other designation for carrying out duties on board the ship or other designation in accordance with the position stated in the certificate book.
37. Aviation is a unified system consisting of the use of airspace, aircraft, airports, air transportation, aviation navigation, safety and security, the environment, as well as maintenance facilities and other public facilities.
38. Helicopter Landing and Takeoff Place hereinafter referred to as Heliport is a place used to reach and take off helicopters on land, on top of buildings and in waters.
39. Buildings are physical manifestations resulting from construction work that are integrated with the place its position, partly or wholly in above and below the ground and/or water, which functions as a place for humans to do things activities, whether for residence or residence, religious activities, business activities, social, cultural activities and special activities.
40. Approval of the next building abbreviated as PBG is a permit given to building owners to build new, change, expand, reduce and/or maintain buildings.
in accordance with building technical standards.
41. Every person is an individual or body.

42. Business Entity is a group of people and/or capital which constitutes a unit, both those carrying on business and those not carrying on business which includes limited liability companies, limited liability companies, other companies, BUMN, or BUMD

by name and in whatever form, firm, kongsi, cooperative, pension fund, partnership, association, foundation, mass organization, social political organization, or other organization, institution and other form of entity including collective investment contracts and permanent business forms.

43. State-Owned Enterprises, hereinafter abbreviated to BUMN, are business entities whose capital is wholly or largely owned by the state through direct participation originating from separated state assets.

44. Regionally Owned Enterprises, hereinafter abbreviated to BUMD, are business entities whose capital is wholly or largely owned by the Region.

Section 2

Implementation of Transportation in the Region
based on the principle:

- A. expediency;
- B. safety;
- C. security and comfort;
- D. unity and oneness;
- e. efficiency and effectiveness;
- F. justice;
- G. harmony, harmony, and balance;
- H. integration;
- I. togetherness and partnership;
- J. sustainable;
- k. transparency and accountability; And
- l. participatory.

Article 3

Transportation Management Arrangements intended to serve as a guideline for Regional Apparatus, related parties and the community in the effective and efficient implementation of Regional Transportation in order to encourage the Regional economy and improve community welfare.

Article 4

Regulations for the Implementation of Transportation in the Regions aim to realize:

- A. order, security, smoothness and safety of the flow of passengers and goods, as well as legal certainty in the implementation of transportation;
- B. Organizing transportation that is capable of encouraging economic growth, accelerating logistics distribution, and equitable development;
- C. the optimal role of Transportation organizers in providing services to the community;

- D. service that is reliable and excellent and supports the interests of the community by fulfilling the performance of transportation facilities that are functional and competitive;
- e. an efficient and effective Transportation Network system to support the implementation of an integrated transportation system; And
- F. community participation in Transportation Management.

Article 5

The scope of regulation in this Regional Regulation includes:

- A. Regional Government authority; B. policy direction and local transportation levels; C. Implementation of LLAJ; D. Organizing River Transportation; e. Railway Management; F. Heliport construction; G. human resources; H. cooperation; I. information and communication systems; J. community participation; k. training and supervision; and l. establishment.

CHAPTER II

REGIONAL GOVERNMENT AUTHORITY

Part One
General

Article 6

- (1) The scope of Transportation Implementation in the Region includes: A. LLJ; B. River Transportation; C. Railways; and D. Heliport development.
- (2) Transportation operations as intended in paragraph (1) are carried out in an integrated manner through inter-modal and intra-modal linkages to reach and connect all areas in the Region and between the Region and other regions.

The second part
LLAJ

Article 7

In implementing LLAJ, the Regional Government has the authority to:

- A. establishment of the LLAJ network master plan;
- B. provision of road equipment on district roads and Village roads;
- C. management of type C passenger terminal;
- D. Issuance of permits for the operation and construction of facilities Parking;
- e. periodic testing of motor vehicles;
- F. implementation of Traffic Management and Engineering for district road networks; G. approval of the results of the Traffic impact analysis for district Street;
- H. district Road Safety audits and inspections;
- I. Provision of public transportation for people transportation services and/ or goods in the Region;
- J. determination of Urban Areas for transportation services urban; k. determination of the general plan for the Route Network urban; l. determination of the general plan for the Route Network rural areas that connect 1 (one) Region;
- M. issuance of permits for carrying out transportation of people on routes rural and urban areas in the Region;
- N. Determination of economy class tariffs for transportation of people serving intercity routes in the Region as well as urban and rural transportation whose service area is in the Region;
- Hi. determination of areas of people transport operations with using a taxi in Urban Areas whose operating area is in the Region; And
- P. Issuance of permits for operating taxis and transportation in certain areas whose operational areas are in the regions.

Article 8

Regional Government as organizer of LLAJ:

- A. provide guarantees to users of public transportation services to obtain services;
- B. provide protection to Public Transportation Companies by maintaining a balance between supply and demand for public transport;
- C. monitor and evaluate the transportation of people and goods;
- D. provide service facilitation and convenience and ensure the implementation of education and training for mechanics and drivers.
- e. conduct training for Public Transport Company management to improve service quality, security, safety, smoothness and smoothness of LLAJ.

Part Three
River Transport

Article 9

In organizing river transportation, the Regional Government has the authority to:

- A. issuance of Route Permits for River Transport for Ships or other designations that serve Routes within the Region;
- B. determination of ferry transportation rates for economy class passengers and vehicles and their loads on crossings within the Region; And
- C. construction and issuance of River Port Permits that serve Routes in the Region.

Part Four
Railways

Article 10

In administering the Railway, the Regent has the authority to:

- A. determination of the Regional Railway master plan;
- B. Issuance of business permits, development permits and permits Operation of public railway infrastructure with a network of routes in the region;
- C. determination of the railway route network network within the Region;
- D. determination of station class for stations on the railway network in the region;
- e. issuance of Railway Facilities Operation Permit general route network in the region;
- F. determination of the Railway service network on the Railway route network in the Region;
- G. Issuance of permits for the procurement or construction of special railways, operational permits and determination of special railway lines whose network is in the region.

Part Five
Heliport Construction

Article 11

The government in carrying out Heliport Development has the authority to issue PBG Heliports.

CHAPTER III

POLICY DIRECTIONS AND TRANSPORTATION LEVELS
LOCAL

Article 12

Integrated Transportation Management as intended in Article 4 letter e outlined in the transportation sector planning document.

Article 13

- (1) The transportation sector planning document as intended in Article 12 is used as a guideline for organizing transportation in the Region.
- (2) The transportation sector planning documents as referred to in paragraph (1) are at least load:
 - A. development of the internal and external strategic environment;
 - B. direction of development of land transportation networks, river transportation, railways; And
 - C. conditions of revival and attraction levels, as well as current and future movement patterns through transportation forecasting.
- (3) The transportation sector planning document as a local transportation level is determined by the Regent.

CHAPTER IV

ORGANIZATION OF LLAJ

Part One
General

Article 14

- (1) Regional Government in organizing LLAJ:
 - A. establish the goals and direction of the LLAJ policy system district and village roads;
 - B. provide guidance, training, certification and permits to Public Transport Companies in the Region; And
 - C. supervise the execution district LLAJ and village roads.
- (2) Regional Government in implementing permits as follows referred to in paragraph (1), prepare and determine the LLAJ Network Master Plan.

The second part
LLAJ Network Master Plan

Article 15

- (1) Regional Government develops the LLAJ Network to connect all land areas throughout the territory of the Unitary State of the Republic of Indonesia.
- (2) LLAJ Network Development as referred to in paragraph (1) is carried out as needed, guided by the LLAJ Network master plan.
- (3) The LLAJ Network master plan as intended in paragraph (2) is valid for 20 (twenty) years and is evaluated periodically at least once every 5 (five) years.

Article 16

- (1) Preparation of Network master plan
LLAJ is determined by the Regent.
- (2) Preparation of the LLAJ Network master plan district as intended in paragraph (1) is carried out by taking into account:
- a. national regional spatial planning document;
 - B. Provincial spatial planning document Central Java;
 - C. Regional spatial planning documents;
 - D. long-term development plan document Area;
 - e. Regional Railway master plan document; F. national port master plan document; G. airport national master plan document; H. national LLAJ Network master plan document;
- And
- I. provincial LLAJ Network master plan document.

Article 17

- (1) The LLAJ Network master plan as intended in Article 16 is stipulated in a Regent's Regulation after receiving consideration from the Governor and the Minister.
- (2) Further provisions regarding preparation procedures
The LLAJ Network master plan is regulated and implemented in accordance with statutory provisions.

Part Three
Transport

Paragraph 1
General

Article 18

- (1) Transportation of people and/or goods can use: a. Motor vehicle; and b. Non-Motorized Vehicles.
- C. Specific Vehicles by Use
Electric Motor Drive.
- (2) Motorized Vehicles as intended in paragraph (1) letter a, include: a. motorcycle;
- B. Passenger Car;
 - C. Car Bus; And
 - D. Goods Car.
- (3) Non-Motorized Vehicles as intended in paragraph (1) letter b, include: a. Vehicles driven by human power;
- And
- B. Vehicles pulled by animal power.

(4) Certain Vehicles Using Drive

Electric Motors as referred to in paragraph (1) letter c, include:

- A. Electric Scooter;
- B. Electric Bicycle;
- C. hover board;
- D. Unicycle; e.
- Autopet; And
- F. Electric Tourist Vehicles.

Paragraph 2

Transportation of People and Goods by Vehicle
Motorized

Article 19

(1) Transportation of people using vehicles

Motorized vehicles as intended in Article 18 paragraph (1) letter a are in the form of:

- A. motorbike;
- B. Passenger Car; or
- C. Car Bus.

(2) Transport of people by motor vehicle as intended in paragraph (1) does not use goods cars, except in the case of: a. the ratio of Motorized Vehicles to Transport people, geographical area conditions, and Road infrastructure on provincial roads or roads

the district is not yet capable; B.
for the deployment or training of the Indonesian National Army and/or the National Police of the Republic of Indonesia; or c. other interests based on the considerations of the Indonesian National Police and/or Regional Government.

(3) The exception to the use of goods cars for transporting people as intended in paragraph (2) letters a and b is implemented in accordance with the provisions of the invitation regulations.

(4) Exception for the use of Goods Cars as follows

referred to in paragraph (2) letter c
Determined by the Regent after obtaining
LLAJ Consideration Forum and the National Police of the
Republic of Indonesia.

Article 20

(1) Transportation of goods using vehicles

Motorized vehicles as intended in Article 18 paragraph (1) letter a must use goods cars.

(2) Transport of goods by Public Motorized Vehicle must be accompanied by documents, includes:

- a. bill of lading; And
- B. letter of agreement for the carriage of goods.

- (3) In terms of meeting technical requirements, transportation of goods by motor vehicle as intended in paragraph (1) can use:
- A. Passenger Car;
 - B. Car Bus; or
 - C. motorbike.
- (4) The technical requirements as intended in paragraph (2) for passenger cars and buses include:
- A. specially designed cargo space and/or cargo bay is available;
 - B. goods transported according to the cargo space;
And
 - C. The number of goods transported does not exceed the carrying capacity according to the type of vehicle.
- (5) The technical requirements as intended in paragraph (2) for motorbikes include: a. the load has a width not exceeding the steering handlebar; B. high load
load
not exceeding 900 (nine hundred) millimeters from above the driver's seat; and goods are placed behind the driver.
- (6) Transportation of goods by car
Passengers, buses or motorbikes as intended in paragraph (3) must pay attention to safety factors.

Article 21

- (1) Every person or business entity that violates the provisions as intended in Article 20 paragraph (1) and paragraph (2), are subject to administrative sanctions, in the form of:
- A. written warning;
 - B. administrative fines;
 - C. suspension of permits; and/or
 - D. Permit revocation.
- (2) Administrative sanctions as intended in paragraph (1) granted by the Regent in accordance with his authority.
- (3) Provisions regarding procedures and mechanisms for granting administrative sanctions as intended in paragraph (2) are implemented in accordance with the provisions of statutory regulations.

Paragraph 3
Transportation of People and Goods by Vehicle
Not Motorized

Article 22

- (1) Use of transportation of people and/or goods with Non-Motorized Vehicles as intended in Article 18 paragraph (1) letter b adapted to regional characteristics and needs.
- (2) Use of transportation of people and/or goods with Non-Motorized Vehicles as intended in paragraph (1) must meet safety requirements.
- (3) The Regional Government carries out data collection for vehicles as No Motorized intended in paragraph (1) and paragraph (2).

Paragraph 4
Specific Vehicles by Use
Electric Motor Drive

Article 23

- (1) The use of certain vehicles using electric motor drives as intended in Article 18 paragraph (4) must comply with specifications.
- (2) Every person who uses a particular vehicle as intended in paragraph (1) must fulfill the provisions:
 - A. use a helmet;
 - B. User age must be at least 12 (twelve) year;
 - C. not allowed to transport passengers except Electric Bicycles which equipped with passenger seating;
 - D. no modifications are allowed motor power that can increase speed;
 - e. understand and obey the rules of passageincludes: cross
 1. use certain vehicles in an orderly manner by paying attention to the safety of other road users;
 2. give priority to pedestrians;
 3. maintain a safe distance from other road users; And
 4. bring a certain vehicle with full concentration.

- (3) In the event that the user of a particular vehicle is aged 12 (two fifteen) years to 15 (fifteen) years, certain vehicle users must be accompanied by an adult.
- (4) The Regional Government carries out data collection to certain vehicles using electric motor drives as intended in paragraph (1).
- (5) Provisions regarding specifications for certain vehicles using electric motor drives as intended in paragraph (1) are implemented in accordance with the provisions of statutory regulations.

Part Four
Provision of Public Transport

Article 24

- (1) Public transportation is organized in an effort to fulfill the need for safe, secure, comfortable and affordable transportation of people and/or goods.
- (2) The Regional Government is responsible for implementation public transportation as intended in paragraph (1) for transportation services for people and/or goods using motorized vehicles

general.
- (3) The Regional Government guarantees the availability of public transportation for people and/or goods transportation services in the Region.

Article 25

- (1) The Regional Government guarantees the availability of public transportation for people transportation services within the Region as referred to in Article 24 paragraph (3) which includes:
 - A. determination of the General Plan for the Route Network and the need for Public Motor Vehicles to transport people on the Route;
 - B. provision of infrastructure and supporting facilities for public transportation;
 - C. implementation of transportation operations licensing
general;
 - D. provision of motorized public transportation;
 - e. supervision of the implementation of SPM
designated transportation of people;
 - F. creation of healthy competition in the industry
public transportation services; And
 - G. development of human resources in the transportation sector
general.

- (2) To ensure the provision of supporting infrastructure and facilities for public transportation, the provision of public motorized vehicles, and the development of human resources in the field of public transportation as intended in paragraph (1) letter b, letter d and letter g, the Regional Government can include sector participation private and implemented in accordance with statutory regulations.

provision

Article 26

Further provisions regarding the mechanisms and procedures for providing public transportation as intended in Article 24 and Article 25 are regulated in a Regent's Regulation.

Part Five

Designation of Urban Areas for Services Urban Transportation

Article 27

- (1) The Regent determines Urban Areas for services urban transportation in the region.
- (2) Urban areas as intended in paragraph (1) are based on statutory provisions.

Part Six

General Plan for Urban Route Networks

Article 28

- (1) The Regent determines the General Network Plan Urban Route.
- (2) General Urban Route Network Plan as intended in paragraph (1) are arranged based on Urban Areas.
- (3) Preparation of a General Route Network Plan Urban areas as intended in paragraph (2) are guided by:
- A. national LLAJ network master plan;
 - B. provincial LLAJ network master plan; And
 - C. district/city LLAJ network master plan.
- (4) The General Plan for the Urban Route Network as intended in paragraph (1) consists of:
- A. Route network between sub-districts within the region;
And
 - B. Route Network for each Urban Area in Area.
- (5) Preparation of a general plan for the Route Network urban areas as intended in paragraph (2) are carried out in coordination with related agencies.
- (6) General plan of Route Network as intended in paragraph (5) is reviewed periodically for a maximum of 5 (five) years.

Part Seven
General Plan for Rural Route Networks

Article 29

- (1) The Regent determines the General Plan of the Route Network Rural for rural areas that connect 1 (one) region.

- (2) Rural Route Network as intended in paragraph (1) is a Route Network that serves a rural area and does not intersect with Urban Transport Routes.

- (3) General Plan for Rural Route Networks as follows referred to in paragraph (2) is a unified document with the general plan for Urban Routes in the Region.

- (4) The General Plan for Route Networks in rural areas as intended in paragraph (3) is divided based on the Route Network coverage in rural areas under the provisions with connecting rural areas within the Region;
- (5) General Plan for Rural Route Networks as intended in paragraph (1) is guided by:
 - A. national LLAJ network master plan;
 - B. LLAJ network master plan for Central Java Province; And
 - C. Regional LLAJ network master plan.
- (6) The General Plan for the Rural Route Network as intended in paragraph (5) contains at least:
 - A. The origin and destination of the Route are the Nodes rural transportation and other areas has the potential for arousal and attraction Rural Transport trips;
 - B. The road network traversed can be national road network, provincial road network, district/city road network and/or roads village;
 - C. Estimated demand for Passenger Transportation services Rural;
 - D. Origin and destination terminals and Terminals lowest stopover Terminal type C or Other transportation nodes include, among others railway station; And
 - e. number of needs and types of Rural Transport vehicles.

Part Eight
Licensing for Organizing Internal Transportation
tray

Article 30

- (1) Public transportation companies are required to have a permit organizing transportation of people using public motorized vehicles on routes.
- (2) The permit as intended in paragraph (1) is subject to a fee as a regional levy in accordance with the provisions of the invitation regulations.
- (3) Public transportation companies that violate the provisions as intended in paragraph (1) are subject to administrative sanctions in the form of:
 - A. written warning;
 - B. suspension of permits;
 - C. permission to revoke; and/or
 - D. administrative fines.
- (4) Administrative sanctions in the form of suspension of permits and revocation of permits as intended in paragraph (3) letters b and c, are imposed in the event that discrepancies and/or violations are found in the implementation of public transportation on routes.
- (5) Provisions regarding mechanisms and procedures for imposing administrative sanctions as intended in paragraph (3) are implemented in accordance with the provisions of statutory regulations.

Article 31

- (1) The public transportation company as intended in Article 30 paragraph (1) must be an Indonesian legal entity in accordance with the provisions of statutory regulations.
- (2) The Indonesian legal entity as intended in paragraph (1) is in the form of:
 - A. BUMN;
 - B. BUMD;
 - C. limited liability company; or
 - D. cooperative.

Article 32

- (1) To obtain a permit as intended in Article 30 paragraph (1), a Public Transport Company must fulfill the following requirements:
 - A. own at least 5 (five) vehicles;
 - B. own or control the storage area
vehicles that can accommodate according to the number of vehicles owned;
 - C. provide vehicle maintenance facilities
proven by ownership documents or cooperation agreements with other parties; And

D. there is a need for vehicles according to the results of the evaluation and determination of vehicle needs for transporting people using public motorized vehicles on the route.

- (2) Provisions regarding licensing procedures and mechanisms implemented in accordance with statutory provisions.

Part Nine
Tariff Determination

Paragraph 1
Passenger Fare

Article 33

Passenger fares consist of:

- A. Passenger rates for transporting people on routes; and b. tariff

Passengers for people transport are not inside tray.

Article 34

- (1) Passenger Rates for transporting people on Routes as intended in Article 33 letter a, consists of:

- A. economy class fare; And
B. non-economy class fare.

- (2) The Regent determines the economy class tariff as intended in paragraph (1) letter a in accordance with his authority.

- (3) Passenger rates for transporting people on routes non-economic class as referred to in paragraph (1) letter b is determined by the Public Transport Company.

Article 35

Determination of passenger rates for transportation of people not on routes as intended in Article 33 letter b consists of: a. Passenger rates for transporting people not on

routes using
taxi; And

- B. Passenger rates for transporting people not on routes with certain destinations, tourism, and in certain areas.

Article 36

- (1) Public Transport Companies propose the amount of Passenger fares for Transport of people not on Routes using taxis as intended

what is meant in Article 35 letter a to the Regent in accordance with his authority.

- (2) The Regent gives approval based on the proposal Public Transport Company as intended in paragraph (1).

Article 37

Passenger rates for transporting people not on routes for certain purposes, tourism, and in certain areas as intended in Article 35 letter b are determined based on an agreement between the service user and the Public Transport Company.

Article 38

Public transportation companies can provide discounted fares for elderly people and children.

Paragraph 2
Tariff Subsidies

Article 39

- (1) Regional Governments on certain routes or routes may provide transportation subsidies.
- (2) Subsidy provision by the Regional Government as intended in paragraph (1) is given to:
 - A. public passenger transportation with class fares economics on certain routes; and/or
 - B. transportation of goods on certain routes.

Article 40

- (1) General passenger transportation with class rates economy on certain routes as referred to in Article 39 paragraph (2) letter a, is determined based on:
 - A. financial factors; And
 - B. connectedness factor.
- (2) Financial factors as referred to in paragraph (1) letter a, include:
 - A. Routes that connect border areas and/ or other areas due to consideration of socio-political aspects;
 - B. Urban transport and transport routes rural areas specifically for students and/or student;
 - C. Urban routes with mass transportation the economic tariff is not affordable by power buy society; or
 - D. Routes that set their rates below cost operations determined by the Government Central and/or Regional Government.
- (3) Connectivity factors as referred to in paragraph (1) letter b includes routes that connect isolated and/or undeveloped areas with urban areas that are not yet served by public transportation.
- (4) The provision of subsidies by the Regional Government as intended in paragraph (1) is allocated to the Regional income and expenditure budget.
- (5) Further provisions regarding the provision of subsidies regulated in the Regent's Regulations.

Paragraph 3
Goods Transportation Rates

Article 41

Determination of goods transportation rates is based on an agreement between the service user and the goods transportation company.

Part Ten
Transporting People Using Internal Taxis
Urban Area

Article 42

- (1) The Regent has the authority to regulate people's transportation services using public motorized vehicles not within Routes using taxis.
- (2) People Transport Services Using Taxis as intended in paragraph (1) are classified as:
 - A. ordinary; And
 - B. executive.
- (3) People Transport Services Using Regular Taxis as referred to in paragraph (1) letter a, are taxis that use vehicles with a minimum limit of 1,000 (one thousand) cubic centimeters up to 1,500 (one thousand five hundred) cubic centimeters equipped with standard facilities at vehicle.
- (4) People Transport Services Using Executive Taxis as referred to in paragraph (1) letter b, are taxis that use vehicles over 1,500 (one thousand five hundred) cubic centimeters equipped with standard facilities and additional facilities on the vehicle.
- (5) Vehicles intended for service people transport is not on Route with using a taxi includes:
 - A. Sedan passenger car that has 3 (three) room; And
 - B. Passenger cars are not sedans which have 2 (two) rooms.

Article 43

- (1) Transportation of People by Taxi as intended in Article 42 must fulfill services:
 - A. the service operation area is in an urban area;
 - B. unscheduled;
 - C. door to door service;
 - D. the purpose of the trip is determined by the User Service;

- e. The amount of transportation rates is in accordance with that listed on a taximeter equipped with a proof of payment printer or on an information technology-based application with electronic document proof;
 - F. must fulfill the specified SPM; And
 - G. Orders can be made via the application information technology based.
- (2) The Regent determines the operational area for people transportation services using public motorized vehicles not on Routes using taxis as intended in paragraph (1) letter a.
 - (3) Business Entities that fulfill the services as intended in paragraph (1) letter f, are subject to administrative sanctions in the form of:
 - A. written warning;
 - B. suspension of the permit for carrying out transportation of people not on the route; and/or
 - C. revocation of transportation operating permits
People Not On Route.
 - (4) The imposition of administrative sanctions as intended in paragraph (3) is imposed by the Regent through the Regional Apparatus that administers government in the field of land transportation.
 - (5) Administrative sanctions in the form of written warnings as intended in paragraph (3) letter a charged a maximum of 2 (two) times within a period of time 30 (thirty) days each.
 - (6) In the case of a Permit holder within a period of 30 (thirty) calendar days from the imposition of sanctions
If the administration does not correct the violations committed, it will be subject to sanctions for freezing the License in the form of freezing the Service Standards Electronic Card.
 - (7) Within 30 (thirty) calendar days from
On the date of suspension of the permit as intended in paragraph (6), the permit holder does not make corrections to the violation committed, and will be subject to sanctions for revocation of the permit in the form of revocation of the Service Standard Electronic Card.

Article 44

Further provisions regarding transportation services for people using public motorized vehicles not on routes using taxis are regulated in Regent Regulations.

Part Eleven
Licensing for operating taxis and transportation
Certain Areas

Paragraph 1
Taxi Operations Licensing

Article 45

- (1) The Business Entity that will carry out the organizing activities
Taxi transportation must have a permit.
- (2) Business Entities as intended in paragraph (1)
grant permission for operating taxis to the Regent through the
OSS Institution.
- (3) Permits as intended in paragraph (2), are granted to Business Entities
that have fulfilled the requirements in accordance with the
provisions of statutory regulations regarding the
implementation of risk-based business licensing.

Paragraph 2
Transportation in Certain Areas

Article 46

- (1) Transport of people in certain areas is a transport service provided to
serve certain areas on the local road network and neighborhood
roads.
- (2) Transportation of People in Certain Areas as follows
This matter in paragraph (1) is implemented by
using a public passenger car with a limited operating area in the
organization's area or other certain areas in the form of
educational areas, industrial areas, trade areas and tourist
areas.
- (3) People Transportation Services in Certain Areas
as intended in paragraph (1) must fulfill the following services:
 - A. Limited transportation services within the area
specific organizations or regions; And
 - B. must fulfill the specified SPM.
- (4) Business Entities that fulfill the services as intended in paragraph
(3) letter b, are subject to administrative sanctions in the
form of:
 - A. written warning;
 - B. suspension of the permit for carrying out transportation of people
not on the route; and/or
 - C. revocation of transportation operating permits
People Not On Route.
- (5) The imposition of administrative sanctions as intended in paragraph
(4) is imposed by the Regent through the Regional Apparatus
that administers government in the field of land transportation.
- (6) Administrative sanctions in the form of written warnings as intended
in paragraph (4) letter a are imposed a maximum of 2 (two) times
with a period of 30 (thirty) days each.

- (7) In the event that the Permit holder within a period of 30 (thirty) calendar days from the imposition of administrative sanctions does not make improvements to the violations committed, he will be subject to sanctions for freezing the Permit in the form of freezing the Service Standard Electronic Card.
- (8) Within a period of 30 (thirty) calendar days from the date of suspension of the Permit as intended in paragraph (7), the Permit holder does not make improvements to the violations committed, and will be subject to sanctions for revocation of the Permit in the form of revocation of the Service Standard Electronic Card.

Article 47

- (1) Vehicles intended for service
Transportation of People in Certain Areas as follows
what is meant by Article 46 paragraph (2) must be fulfilled
following requirements:
 - B. using a public passenger car with wheels
four and/or three-wheeled General Passenger Cars with a seating capacity of not more than 4 (four) people;
 - C. equipped with writing that states
the name of the area served and permanently affixed to the left and right of the vehicle body;
 - D. use motor vehicle registration plates
with a yellow base color or black writing
in accordance with the provisions of laws and regulations; And
 - e. equipped with a vehicle registration certificate
Motorized, periodic test card, and card
electronic service standards that are still valid; And
 - F. include the complaint service telephone number
people inside and outside the vehicle that is easy for Service Users to read.
- (2) Further provisions regarding services
Transportation of People in Certain Areas is regulated in Regent Regulations.

Part Twelve
Public road

Paragraph 1
General

Article 48

- (1) Public roads according to their status are locked into the
 - A. National roads;
 - B. Provincial roads;
 - C. District roads
 - D. City roads, and

- e. Village Road.
- (2) The Regional Government determines the status of the road accordingly by grouping as intended in paragraph (1) based on function and conducting periodic evaluations.
- (3) Regency roads as referred to in paragraph (1) letter c includes:
- A. Collector roads in the Road Network System primary roads which do not include national roads as intended in paragraph (1) letter a and provincial roads as intended in paragraph (1) letter b which are roads primary collector 4;
 - B. Local roads in the Road Network System primary connecting:
 - 1. district capital with sub-district capital;
 - 2. district capital with village center;
 - 3. between sub-district capitals;
 - 4. sub-district capital with village center;
 - 5. district capital with activity center local;
 - 6. center for local activities;
 - 7. inter-village; And
 - 8. village axis.
 - C. Public Roads in the Road Network System secondary in the Region; And
 - D. Regional strategic roads.
- (4) Village roads as intended in paragraph (1) letter e includes public roads that connect areas and/or between settlements within the village as well as roads environment in the village.

Paragraph 2
Road Equipment

Article 49

- (1) Every district road and village road used for general traffic, it is equipped with road equipment, in the form of:
- A. Traffic Signs;
 - B. Road Markings; C. Traffic Signaling Equipment; D. Street lighting equipment; e. user control and safety devices Road;
 - F. Road monitoring and security equipment;
 - G. facilities for bicycles, pedestrians and people with disabilities; and h. facility supporting LLAJ activities on the road and outside the road.
- (2) Planning, requirements and installation of road equipment as intended in paragraph (1) are carried out based on the results of the analysis Traffic Management and Engineering.

- (3) Determination of location, procurement, installation and maintenance and removal of road equipment as intended in paragraph (1) implemented by the Regent for district roads and village roads.
- (4) Determination of location, procurement, installation and maintenance and removal of road equipment as intended in paragraph (3) The Regent delegates authority to the Regional Apparatus that administers government in the field of land transportation.

Part Thirteen
Terminal

Paragraph 1
General

Article 50

- (1) The Regional Government has the authority to administer Type C passenger terminal.
- (2) The operation of the Terminal as intended in paragraph (1) is carried out by the Regional Apparatus which carries out government affairs in the field of land transportation.

Paragraph 2
Type C Passenger Terminal

Article 51

- (1) To organize arrivals and departures, pick up and drop off people, as well as integrated transport mode transfers and transport supervision at the Terminal

type C passengers.
- (2) Type C passenger terminal as referred to in paragraph (1) is the Terminal whose function is mainly to serve public transportation for urban or rural transportation.
- (3) The passenger terminal as intended in paragraph (2) must meet the following requirements:
 - A. Allocation;
 - B. technical; And
 - C. service.

Article 52

- (1) Requirements for the location of the passenger terminal as intended in Article 51 paragraph (3) letter a are determined by taking into account:
 - a. level of accessibility for transportation service users;

B. availability of land with the national regional spatial plan, Central Java Province regional spatial plan, Regional regional spatial plan;

C. land suitability with the development and/or performance of the Road and Route Network; ^{plan}

D. conformity with the development plan and/or activity center;

e. harmony and balance with other activities;

F. transportation demand;

G. technical, financial and economic feasibility;

H. LLAJ Security and LLAJ Safety; And

I. sustainability of environmental functions.

(2) Location of passenger terminal as referred to in paragraph (1) is stipulated by the Regent.

Article 53

Further provisions regarding location, technical and service requirements for type C passenger terminals are implemented in accordance with statutory provisions.

Article 54

(1) Every passenger terminal operator must provide
Terminal facilities are adequate
LLAJ Safety and Security requirements
LLAJ.

(2) Passenger terminal facilities as intended in paragraph (1) consist of: a. main facilities; And

B. supporting facilities.

(3) Main facilities as referred to in paragraph (2) letter a consists of:

A. departure path;

B. line arrival;

C. passenger, delivery and/or pick-up waiting area;

D. place for passengers to get on and off;

e. vehicle parking area;

F. environmental management facilities;

G. Road equipment;

H. media information;

I. office organizer terminal; And

J. ticket sales counter.

(4) The main facilities as intended in paragraph (3) in the form of departure lanes, arrival lanes, passenger boarding and disembarking areas, and vehicle parking can be placed in one area.

(5) The area, design and number of main facilities provided placed in one area as intended in (4) must consider: a. need for people transportation services;

- B. service characteristics;
- C. setting vehicle waiting times;
- D. Parking pattern settings; And
- e. vehicle dimensions.

Article 55

(1) Supporting facilities as intended in Article 54 paragraph (2) letter b are facilities provided at the Terminal to support the main activities of the Terminal.

(2) Supporting facilities as intended in paragraph

(1) can be:

- A. facilities for people with disabilities and pregnant or breastfeeding mothers;
- B. health post;
- C. health facilities;
- D. worship facilities;
- e. Police station;
- F. fire extinguisher; And
- G. public facilities.

(3) Public facilities as referred to in paragraph (2) letter g includes:

- a. toilet;
- B. restaurant;
- C. telecommunications facilities;
- D. vehicle rest area;
- e. air pollution and nuisance reduction facilities;

F. air and gas quality monitoring facilities

throw away;

- G. cleaning facilities;
- H. public vehicle light repair facilities;
- I. trade facilities, shops; and/or
- J. hotel facilities.

(4) The provision and management of public facilities as intended in paragraph (3) can be carried out jointly with a third party.

(5) The cooperation as intended in paragraph (4) is carried out in accordance with the provisions of the invitation regulations.

Article 56

(1) Terminal facilities must provide space for micro and small business activities at least 30% (thirty percent).

(2) Provision of business premises for micro and small business activities is carried out based on needs by taking into account LLAJ Safety and LLAJ Security requirements.

Article 57

- (1) The Terminal work environment is an area designated for Terminal facilities.
- (2) Arrangement and utilization of work environment areas
The terminal as intended in paragraph (1) is the responsibility of the Terminal operator.
- (3) Terminal work environment as referred to in paragraph (1) is managed by the Terminal operator and is used for the construction, development and operation of Terminal facilities.
- (4) The Terminal work environment must be utilized as optimally as possible for Terminal management activities.

Article 58

Further provisions regarding the operation of the Type C Passenger Terminal are regulated in the Regent's Regulation.

Part Fourteen
Parking

Paragraph 1
Outside the Street and Inside the Space
Belongs to the Road

Article 59

- (1) Provision of parking facilities for the public can only be provided outside the road space after obtaining a Business License in accordance with statutory regulations.
- (2) Providing parking facilities outside the on-road space as intended in paragraph (1) can be carried out by individual Indonesian citizens or Indonesian legal entities in the form of:
 - A. special parking business; or
 - B. start a main business.
- (3) Parking Facilities in On-Street Spaces can only be held at certain places on district roads or village roads which must be stated by traffic signs and/or Road Markings.
- (4) Determination of location and construction of public parking facilities carried out by the Regional Government by taking into account:
 - A. general spatial plan;
 - B. Traffic impact analysis; And
 - C. convenience for service users.

Paragraph 2
Facilitation of Goods Transport Parking

Article 60

- (1) Regional Governments and/or Agencies or individuals can organize Goods Transport Parking Facilities.
- (2) Goods Transport Parking as intended in paragraph (1) is a place for carrying out loading and unloading transit activities for Goods Transport vehicles, movement intramodal and intermodal transportation of goods, consolidation of goods/logistics activity centers, and/or parking area for goods cars.

Article 61

- (1) Goods Transport Parking as intended in Article 60 consists of: a.
Public Goods Transport Parking; And
B. Goods Transport Parking for purposes Alone.
- (2) Parking of goods transportation vehicles for the public as referred to in paragraph (1) letter a is parking for goods transport vehicles used for the public.
- (3) Parking of Goods Transport vehicles for purposes as intended in paragraph (1) letter b is Parking

Goods Transport vehicles used
for goods transportation activities themselves to support their main activities.

Article 62

Further provisions regarding the implementation of parking as referred to in Article 59 and Goods Transport Parking as intended in Article 60 and Article 61 is regulated in Regional Regulations.

Paragraph 3
Locking Motor Vehicle Wheels

Article 63

- (1) Locking the wheels of motorized vehicles is carried out in the event that:
 - A. Parking in places where stopping and/or parking is prohibited; and/or
 - B. Parking in spaces belonging to roads where parking is prohibited based on statutory provisions.
- (2) Prohibition of stopping and/or parking as per referred to in paragraph (1) letter a is stated with a prohibition sign.

- (3) Road space where parking is prohibited as intended in paragraph (1) letter b, includes:
- A. designated pedestrian crossings or bicycle crossings;
 - B. special pedestrian path;
 - C. special bicycle lane;
 - D. bend;
 - e. bridge;
 - F. tunnel;
 - G. the place approaching the level crossing;
 - H. the place approaching the intersection/leg intersection;
 - I. front of the entrance and exit of the yard/activity center;
 - J. a place that can cover traffic signs or traffic signaling devices;
 - k. connected to a fire cage or air source for fire fighting; l. on sections with high levels of congestion;
 - M. stop; And
 - N. special facilities for people with disabilities and elderly humans.
- (4) Locking the wheels of motorized vehicles as follows as intended in paragraph (1) is carried out by Regional Apparatus which carries out government affairs in the field of land transportation.

Article 64

- (1) Opening the wheel locks of motorized vehicles is carried out after the owner/driver shows a letter of proof of a traffic violation from a Civil Servant Transportation Inspector.
- (2) The opening of motor vehicle wheel locks as intended in paragraph (1) is carried out by the Regional Apparatus that carries out government affairs in the field of land transportation.

Paragraph 4
Transfer of Motor Vehicles

Article 65

- (1) The transfer of motorized vehicles is carried out in cases where: Motorized vehicles stop and/or park in places as intended in Article 63 which have the potential to disrupt the security, safety, smoothness and smoothness of traffic.

- (2) Has the potential to disrupt security, safety, smoothness and smoothness of traffic
as intended in paragraph (1)
based on the considerations of the Regional Apparatus that carries out government affairs in the field of land transportation.

Article 66

- (1) The transfer of motorized vehicles as intended in Article 65 is carried out with the following provisions:
- D. vehicle transfer is carried out by use a tow truck and/or motorized vehicle to move

motorized vehicles that are suitable for their intended purpose;
 - e. a representative vehicle storage area is available; And
 - F. there is a guarantee of security.
- (2) A tow truck that is in accordance with its designation as intended in paragraph (1) letter a, must be equipped with:
- A. towing technical equipment, both mechanical and manual; And
 - B. safety device in the form of a signal light (rotator).
- (3) The security guarantee as intended in paragraph (1) letter c, includes:
- A. the transfer is carried out by officers with complete markings or uniforms;
 - B. transmission information system to the owner;
 - C. minutes of storage transfer;
 - D. the transfer is carried out by minimizing the risk and/or damage and loss of equipment due to the process of towing a motor vehicle; And
 - e. the tow truck must be bigger or stronger than

on vehicles that are built in terms of construction, weight, dimensions, size and engine power.
- (4) Transfer of motorized vehicles as follows as intended in paragraph (1) is implemented by the Regional Apparatus which carries out government affairs in the field of land transportation.

Part Fifteen

Periodic Testing of Motor Vehicles

Article 67

- (1) Periodic motor vehicle testing is mandatory for cars public passengers, buses, goods cars, trailers and attached trains operated on the road.

- (2) Periodic testing as referred to in paragraph (1) includes activities:
- A. Motor vehicle registration is mandatory periodically;
 - B. first periodic test; And
 - C. periodic testing of validity period extensions.
- (3) Periodic tests as intended in paragraph (1) implemented by:
- A. Regional Government testing implementation unit in accordance with the norms, standards, procedures and criteria established by the Minister;
 - B. sole implementing agent unit of the brand holder who received a Business License from the Minister; or
 - C. private testing implementation unit obtain a Business License from the Minister.
- (4) The first periodic test and the periodic test for the extension of the validity period as intended in paragraph (2) letters b and c include:
- A. technical requirements inspection;
 - B. roadworthiness requirements testing; And
 - C. provide proof of passing the test.
- (5) The sole agent implementing unit of the brand holder and the private testing implementing unit as intended in paragraph (3) letters b and c only carry out periodic tests for the extension of the validity period.
- (6) The periodic test implementing unit as intended in paragraph (3) is required to:
- A. perform testing in accordance with accreditation unit implementing testing and certification of testing personnel;
 - B. maintain the quality of testing held;
 - C. make plans and report periodically for each test provider to the Minister;
 - D. using testing equipment; And
 - e. follow the testing procedures.

Article 68

- (1) Every vehicle owner is obliged to carry out a Periodic Test the provisions as intended in Article 67 paragraph (1) are subject to administrative sanctions, in the form of:
- A. written warning; and/or
 - B. administrative fines.
- (2) The written warning as intended in paragraph (1) letter a is given 3 (three) times with a period of 30 (thirty) calendar days each.

- (3) In the event that the Motor Vehicle owner does not carrying out obligations after the end of the 3rd (three) written warning period, will be subject to administrative sanctions in the form of an administrative fine of a maximum of IDR 24,000,000.00 (twenty four million rupiah).

Article 69

- (1) Every Business Permit holder carries out testing periodically Motorized Vehicles as intended in Article 67 paragraph (3) letter a which Business Licensing provisions as intended in Article 67 paragraph (6) are subject to administrative sanctions, in the form of:

- A. written warning;
- B. administrative fines;
- C. suspension of business permits; and/or
- D. revocation of Business License.

- (2) Administrative sanctions in the form of written warnings as intended in paragraph (1) letter a is subject to a maximum of 2 (two) times with a period of 30 (thirty) calendar days each.

- (3) In the event that the holder of a Business License still does not carrying out obligations after the end of the second written warning period as intended in paragraph (2), is subject to an administrative fine of Rp. 24,000,000.00 (twenty-four million rupiah).

- (4) If within a period of 30 (thirty) days calendar from the imposition of administrative fines Business Permit holders do not do so payment of fines and carrying out repairs against violations committed, the holder Business licensing is subject to suspension Business Licensing.

- (5) If within a period of 30 (thirty) days calendar from the date of licensing suspension Doing business as intended in paragraph (4) does not carry out corrections If the business permit holder for violations committed, the business permit holder will be subject to the sanction of revocation of the business permit.

Article 70

Further provisions regarding motor vehicle testing as intended in Article 67 to Article 69 are regulated by Regent's Regulations.

Part Sixteen
Traffic Management and Engineering For Networks
Road

Article 71

Traffic Management and Engineering includes activities:

- A. planning;
- B. setting;
- C. engineering;
- D. empowerment; And
- e. supervision.

Article 72

(1) Traffic Management and Engineering Planning as intended in Article 71 letter a, includes:

- A. identification of Traffic problems;
- B. inventory and analysis of the traffic flow situation;
- C. inventory and analysis of transportation needs people and goods;
- D. inventory and analysis of availability or capacity Road; e. inventory and analysis of availability or capacity vehicle; F. inventory and analysis of violation numbers and traffic accident;
- G. inventory and analysis of traffic impacts;
- H. determination of service levels; And
- I. establishing a network usage management plan Roads and Traffic movement.

(2) Planning in Traffic Management and Engineering as intended in paragraph (1) is carried out after receiving recommendations from the relevant agencies which include considerations in accordance with their authority.

(3) The relevant agencies as intended in paragraph (2), include:

- A. officials responsible for that field LLAJ facilities and infrastructure, regarding LLAJ facilities and infrastructure; B. stakeholders responsible for the Road sector, regarding Roads; C.

National Police of the Republic of Indonesia, regarding operational Traffic Management and Engineering; And

- D. Regional government of Central Java Province.

(4) Planning in Traffic Management and Engineering carried out after coordinating with the district government/ cities that occur simultaneously.

Article 73

- (1) Arrangements as intended in Article 71
letter b is carried out by the Regent in accordance with its authority is through determining policies on the use of the road network and traffic movement on certain road networks.
- (2) Road network usage and traffic movement policies
Traffic as intended in paragraph (1) includes:
- A. orders, prohibitions, warnings, and/or instructions is general on all district roads and village roads; And
 - B. orders, prohibitions, warnings, and/or instructions applies to each district road and village road as determined by the Regent.
- (3) Further provisions regarding orders, prohibitions, warnings, and/or general instructions on all district roads and village roads as intended in paragraph (2) letter a are regulated in the Regent's Regulation.

Part Seventeen
Traffic Impact Analysis

Article 74

- (1) Every development plan:
- A. activity center;
 - B. organization; And
 - C. infrastructure,
- which will cause disruption to the security, safety, comfort and smooth running of LLAJ
Traffic impact analysis is carried out.
- (2) Integrated traffic impact analysis document
with impact analysis documents
environment or environmental management efforts and
environmental monitoring efforts.
- (3) The activity center as intended in paragraph (1) letter a is a building for:
- A. trading activities;
 - B. office activities;
 - C. industrial activities;
 - D. tourism activities;
 - e. educational facilities;
 - F. public service facilities; and/or
 - G. other activities that can cause seizures and/or
or Traffic pull.
- (4) Settlements as intended in paragraph (1) letter b
in the form of:
- A. housing and organizations;
 - B. flats and apartments; and/or
 - C. other organizations that can give rise to
traffic generation and/or attraction.

- (5) Infrastructure as intended in paragraph (1)
letter c in the form:
- A. access to and from toll roads;
 - B. Terminals;
 - C. Railway station;
 - D. Vehicle storage area;
 - e. Parking facilities for the public; and/or
 - F. other infrastructure that may cause traffic generation and/or attraction.

Article 75

- (1) The developer or builder carries out Traffic impact analysis according to Scale the impact of traffic generation for activities created by developers or builders.
- (2) The scale of the impact of traffic generation as referred to in paragraph (1) is classified into 3 (three) categories, including activities with traffic generation that:
- B. high;
 - C. moderate; And
 - D. low.
- (3) Analysis of the impact of traffic as intended in paragraph (1) is carried out with the following provisions:
- A. for activities with traffic generation high, developer or builder submit a Traffic impact analysis document prepared by experts who have a Certificate of Competence in preparing Traffic impact analysis;
 - B. for activities with traffic generation who are, developers or builders Submit technical recommendations for traffic handling prepared by experts who have a Certificate of Competence in preparing traffic analysis; or
 - C. for activities with traffic generation low, developer or builder:
 1. Meet technical handling standards Traffic impacts in accordance with statutory provisions; And
 2. convey a general description of the location and development or development plans which will be implemented.

Article 76

- (1) The results of the Traffic impact analysis as intended in Article 75 paragraph (3) must obtain permission from the Regent for Roads district and village roads.
- (2) To obtain approval as intended in paragraph (1), the developer or builder must submit the results of the traffic impact analysis in accordance with the scale of traffic generation impact from the activities generated to the Regent.

- (3) Submission of traffic impact analysis results as intended in paragraph (1) is carried out through the OSS Institution which is integrated with Business Licensing in the environmental sector.
- (4) In terms of Traffic impact analysis results has fulfilled the requirements as intended in Article 75, the developer or builder is obliged to submit a statement of ability to carry out all traffic impact analysis obligations to the Regent.
- (5) In terms of Traffic impact analysis results in the form of a traffic impact analysis document for activities with a high scale impact of traffic generation, the approval as intended in paragraph (1) is given after obtaining technical approval from the traffic impact assessment evaluation team.

Article 77

- (1) Any developer or builder who violates the commitment of the Article 76 statement as intended in paragraph (4) will be subject to administrative sanctions by the Regent.
- (2) Administrative sanctions as intended in paragraph (1) are in the form of:
- A. written warning;
 - B. temporary suspension of activities/services general;
 - C. administrative fines; and/or
 - D. Cancellation of approval for the results of the Past Impact Analysis Traffic and/or Licensing Try.
- (3) Administrative sanctions in the form of written warnings as intended in paragraph (2) letter a, it is imposed 3 (three) times for a period of time each time 30 (thirty) calendar days.
- (4) In the event that the developer or builder does not carrying out obligations after the end of the third written warning period, will be subject to administrative sanctions in the form of a temporary permit for public activities/services for 30 (thirty) calendar days.
- (5) In the event that the developer or builder still does not carry out the obligations after the end of the period as intended in paragraph (2), an administrative fine of a maximum of 1% (one percent) of the value of the obligations that must be fulfilled by the developer or builder is imposed.

- (6) Within 10 (ten) calendar days from the date the imposition of an administrative fine or 90 (ninety) calendar days from the payment of the fine, the developer or builder does not carry out its obligations, then the approval of the results of the Traffic Impact Analysis and/or Business Licensing is cancelled.

Article 78

- (1) Regarding the implementation of obligations developer or builder listed in the approval of the results of the Traffic impact analysis as intended in Article 76

paragraph (1) monitoring and evaluation are carried out periodically.

- (2) Periodic monitoring and evaluation as follows referred to in paragraph (1) is carried out by a monitoring and evaluation team formed by the Regent in accordance with

his authority.

Article 79

Further provisions regarding Traffic generation categories, Traffic impact analysis documents, technical recommendations for handling Traffic Impacts, technical recommendations for handling Traffic Impacts, and monitoring and evaluation teams, are carried out in accordance with statutory provisions.

Part Eighteen

Audit, Inspection, Observation and Monitoring
LLAJ Safety

Paragraph 1
General

Article 80

- (1) Supervision of program implementation
LLAJ safety includes:
A. auditing;
B. inspection; And
C. observation and monitoring.
- (2) Scope of supervision of program implementation
LLAJ safety covers the following areas:
A. Road;
B. facilities and infrastructure; And
C. motor vehicle driver.
- (3) Supervision of the implementation of the Safety program as intended in paragraph (1) is carried out by the Regional Government as the LLAJ supervisory agency for district roads and coordinated in the LLAJ Forum.

Paragraph 2
LLAJ Safety Audit

Article 81

- (1) The LLAJ Safety Sector Audit as intended in Article 80 paragraph (1) letter a is carried out by an independent auditor appointed by the Regent.
- (2) Independent auditors as referred to in paragraph (1) are auditors who are not directly involved with the activities being audited and have competence.

Article 82

- (1) Audits in the Road sector are carried out on:
 - A. New roads and/or improved roads;
And
 - B. Roads that are already operational.
- (2) Audit of new roads and/or improved roads as intended in paragraph (1) letter a is carried out at the following stages:
 - C. planning;
 - D. initial design;
 - e. detailed design;
 - F. construction; And
 - F. before surgery.
- (3) Audits of appropriate roads as intended in paragraph (1) letter b are carried out as needed.
- (4) Audits in the field of LLAJ facilities and infrastructure include audit of:
 - A. Road equipment and supporting facilities for new roads and/or improved roads;
 - B. Terminals;
 - C. motor vehicle testing unit;
 - D. Public Transportation Companies.

Paragraph 3
LLAJ Safety Inspection

Article 83

- (1) LLAJ Safety Sector Inspections as intended in Article 80 paragraph (1) letter b are carried out by inspectors or officers appointed by the Regent
- (2) Inspector or officer appointed by the Regent as intended in paragraph (1) must have competence according to their field.

Article 84

- (1) LLAJ Safety Sector Inspection carried out at Roads are carried out on roads that are already operational.

- (2) LLAJ Safety Inspection carried out at
The Road sector as referred to in paragraph (1) is the responsibility of the Regent.
- (3) Inspection of LLAJ facilities and infrastructure includes inspection:
 - A. Road equipment and supporting facilities for roads that are already in operation;
 - B. Terminals;
 - C. motor vehicle testing unit; And
 - D. Public Transportation Companies.

Paragraph 4

LLAJ Safety Observation and Monitoring

Article 85

- (1) Observation and Monitoring of LLAJ Safety as intended in Article 80 paragraph (1) letter c includes activities:
 - A. Recording factual conditions and problems each field;
 - B. evaluation and assessment of development LLAJ safety in accordance with their respective fields; And
 - C. regular reporting on LLAJ Safety developments in accordance with their respective fields.
- (2) Observation and Monitoring of the LLAJ Safety Sector as referred to in paragraph (1) is carried out on an ongoing basis by the Regent accordingly with its duties, functions and authority.

Part Nineteen
LLAJ Forum

Article 86

- (1) Implementation of LLAJ in the Region in activities
Direct services to the community are carried out by the Regional Government, legal entities, and/or the community.
- (2) Implementation of LLAJ as intended in paragraph (1) carried out in a coordinated manner.
- (3) Coordination of LLAJ implementation as follows
This in paragraph (2) is carried out by the LLAJ Forum.
- (4) The LLAJ Forum as intended in paragraph (3) is tasked with coordinating between organizing agencies which require integration in planning and resolving LLAJ problems.

Article 87

- (1) Membership of the LLAJ Forum as intended in Article 86 paragraph (3) consists of elements of builders, creators, academics and the community which include:
 - a. Regent;
 - B. Regional Police Chief;

- C. BUMN and/or BUMD whose business activities are in the field of LLAJ;
 - D. Association of Regional Public Transport Companies;
 - e. university representatives;
 - F. experts in the field of LLAJ;
 - G. non-governmental organizations whose activities are in the field of LLAJ;
 - And
 - H. LLAJ observer in the region.
- (2) In the discussion forum, the Regent as intended in paragraph (1) letter a must include Regional Apparatus who carry out Government affairs in the areas of:
- A. LLAJ facilities and infrastructure;
 - B. Road; And
 - C. research and development.
- (3) Further provisions regarding the formation, duties, functions and working mechanisms of the LLAJ Forum are regulated in a Regent's Regulation.

CHAPTER V

ORGANIZATION OF RIVER TRANSPORT

Part One
River Transport

Article 88

- (1) River transportation activities are carried out by people individual Indonesian citizens or Business Entities using Indonesian-flagged ships or other designations that meet seaworthiness requirements manned by Indonesian crew members of ships or other designations.
- (2) River Transportation operational areas as follows
The meaning of paragraph (1) includes rivers and reservoirs.

Article 89

- (1) River transportation activities are organized using:
- A. Fixed and regular route; And
 - B. The route is not fixed and irregular.
- (2) River Transportation Activities that serve Routes permanent and regular as intended in paragraph (1) letter a is carried out in the Route Network determined by the Regent's Decree.
- (3) The Regent in establishing a Route Network as intended in paragraph (2) must consider:
- A. development of potential transportation areas; And
 - B. integration of intra and intermodal transportation.
- (4) Determination of River Transport Route Network as intended in paragraph (3) is carried out after fulfilling the requirements:
- A. in accordance with the national port master plan;
 - B. there is a need for transportation;

- C. Port plans and/or availability
River;
- D. availability of ships or other river names with technical specifications for ships or other names according to port facilities on the route
who will be served; And
- e. Regional economic potential.

Article 90

- (1) Regional Government in implementation
River Transport:
 - A. build river transportation infrastructure in the form of main buildings and supporting facilities, along the operational areas serving the region.
 - B. supervision, care and maintenance of river transportation infrastructure in the form of main buildings and supporting facilities.
 - C. carry out the procurement, installation and maintenance of Traffic Signs in the River Transport operational area.
 - D. determine the location and type of traffic signs in the River Transport operational area.
- (2) In River Transport infrastructure development activities and procurement, installation and maintenance of Traffic Signs as intended in paragraph (1) letters a and c, the Regional Government can carry out work
The same
with Third Parties in accordance with the provisions of laws and regulations.

Article 91

- (1) Every ship or other designation that provides transportation services Rivers, must meet the following technical requirements:
 - A. fulfill technical/feasibility requirements in accordance with applicable regulations;
 - B. have facilities in accordance with technical specifications port infrastructure on the routes served;
 - C. has a crew or other designation in accordance with the provisions of manning requirements for ships or other designations river;
 - D. has good main facilities and/or supporting facilities for the needs of the Ship's Crew or other designations as well as passengers, goods and/or animals, in accordance with applicable technical requirements;
 - e. include the identity of the company/owner and the name of the ship or other designation placed on the part of the ship or other designation that is easy to read from the left and right sides of the ship or other designation; And

- F. include the necessary information/instructions using Indonesian.
- (2) Every person or business entity that violates the provisions as intended in paragraph (1) will be subject to administrative sanctions in the form of:
 - A. written warning;
 - B. freezing of river transportation business permits; And/ or
 - C. revocation of Transportation Business License
 - River.**
 - (3) Administrative sanctions as intended in paragraph (2) are given by the Regent through the Regional Apparatus administering government in the field of land transportation.
 - (4) Administrative sanctions in the form of written warnings as intended in paragraph (2) letter a are given 3 (three) times in a row for a period of 30 (thirty) calendar days each.
 - (5) In the event that an individual or Business Entity does not carry out its obligations after the end of the 3rd (three) written warning period as intended in paragraph (4), it will be subject to administrative sanctions in the form of freezing the River Transport business permit.
 - (6) Suspension of business permits as intended in paragraph (5) is valid for 30 (thirty) calendar days.
 - (7) In the event that any Person or Business Entity does not carrying out obligations after the expiration of the period for freezing the business permit as intended in paragraph (6), will be subject to administrative sanctions in the form of revocation of the River Transport Business Permit.

The second part
River Transport Operation Approval

Article 92

- (1) Every person or business entity that will carry out River Transportation Business activities must have approval for River Transportation operations.
- (2) Business Entities as intended in paragraph (1) shaped:
 - A. BUMN;
 - B. BUMD;
 - C. limited liability company; or
 - D. cooperative.
- (3) Approval of implementation as intended in paragraph (1) is given by the Regent.
- (4) Every Person or Business Entity as intended referred to in paragraph (1) permits permission to operate River Transport to the Regent through the OSS Institution.

- (5) Approval for broadcast as intended in paragraph (3) is valid for a period of 5 (five) years.

Article 93

- (1) Every person or business entity that carries out river transportation activities that violates the provisions as intended in Article 93
- paragraph (1) is subject to administrative sanctions, in the form of:
- A. written warning;
 - B. freezing of River Transportation business permits; And/ or
 - C. revocation of transportation business permits
- River.**
- (2) Administrative sanctions as intended in paragraph (1) are given by the Regent through the Regional Apparatus administering government in the field of land transportation.
- (3) Administrative sanctions in the form of written warnings as intended in paragraph (1) letter a are given 3 (three) times in a row for a period of 30 (thirty) calendar days each.
- (4) In the case of individuals or business entities does not carry out its obligations after the end of the 3rd (three) written warning period as intended in paragraph (3), will be subject to administrative sanctions in the form of licensing suspension trying river transportation.
- (5) Suspension of business permits as intended in paragraph (4) is valid for 30 (thirty) calendar days.
- (6) In the event that any Person or Business Entity does not carrying out obligations after the expiry of the period for freezing business permits as intended in paragraph (5), shall be subject to administrative sanctions in the form of revocation of river transportation business permits.

Article 94

Provision regarding approval giving the operation of River Transport as intended in Article 92 is carried out in accordance with the provisions of laws and regulations regarding risk-based Business Licensing.

CHAPTER VI

RAILWAY ORGANIZATION

Part One General

Article 95

- (1) According to its function, railways consist of:
- A. Public railways; and b.
 - Special railway.

- (2) Public railways as referred to in paragraph (1) letter a consists of:
 - A. Urban railway; and b. Intercity railway.
- (3) The special railway as intended in paragraph (1) letter b is only used specifically by certain Business Entities to support the main activities of that Business Entity.

The second part
Railway Transport

Article 96

- (1) Type of transportation by train in the region includes goods transportation.
- (2) Transportation of goods as intended in paragraph (1) must be carried out using carriages or baggage carts.
- (3) Transportation of goods as intended in paragraph (2) is carried out in accordance with statutory provisions.

Part Three
Development of Railway Management

Article 97

- (1) The Regent carries out implementation guidance Railways in the Region.
- (2) Regional Railway Development includes:
 - A. determining the direction and targets of Regional Railway development policies;
 - B. Directions for providing, guidance, training and technical assistance to organizers and users of Railway services; And
 - c. Regional to matter Railway supervision.

Article 98

- (1) Determination of development policy direction and targets Regional Railways as referred to in Article 97 paragraph (2) letter a include the development direction and performance targets of urban Railways in the Region.
- (2) Providing direction, guidance, supervision, training, licensing, as well as technical assistance in the field of development and operation to Railway operators as intended in Article 97 paragraph (2) letter b includes at least:
 - A. operation of Regional Railways;
 - B. procedures for inspection and maintenance of Regional Railway infrastructure and facilities;
 - C. increasing the competency of Regional Railway facility crew and infrastructure officers; And
 - D. making regional train travel charts.

- (3) Providing direction, guidance, training and technical assistance to service users as intended in Article 97 paragraph (2) letter b includes at least:
- A. understanding of safety aspects in the operation of railway transportation;
 - B. provisions for implementation provisions Railways; And
 - C. Transportation in train transportation.
- (4) Supervision of the operation of Regional Railways as intended in Article 97 paragraph (2) letter c includes supervision activities of:
- A. development of infrastructure and procurement of facilities Regional Railways;
 - B. Regional Railway infrastructure and facilities; And
 - C. maintenance of railway infrastructure and facilities Area.
- (5) Supervision as intended in paragraph (1) is carried out through monitoring and evaluation including corrective action.

Part Three

Railway Line Intersection With Regency Roads and/or Village Roads

Paragraph 1

Non-plane intersections

Article 99

- (1) The cut between the Railway and Road lines district and/or village roads are made in non-level form.
- (2) Non-level intersections as intended in paragraph (1) can be above or below a railway line.
- (3) The intersection is not at a level above the railway line as intended in paragraph (2) must at least fulfill the following requirements:
- A. outside free space;
 - B. does not interfere with free viewing;
 - C. does not disturb the stability of the railroad construction;
 - D. according to the railway line development plan;
 - e. does not interfere with the function of the airways; And
 - F. does not interfere with other complementary buildings.
- (4) The intersection is not under a railway line as intended in paragraph (2) must at least fulfill the following requirements:
- A. Railway construction must comply with railway bridge requirements;
 - B. The road is under the railway line does not interfere with rail construction;
 - C. Road free space under the railway line according to the Road class; And

D. equipped with bridge construction safety equipment.

Paragraph 2
Plane Intersection

Article 100

- (1) Intersection of a plane can only be done in
matter:
- A. geographic location that does not allow building cuts are not equal; And
 - B. do not disturb or interfere with the smooth operation of trains and traffic Road.
- (2) To ensure the safety and smoothness of train and road traffic, level intersections must meet the following requirements:
- A. fulfill the machinist's free viewing and Road Traffic users;
 - B. equipped with Road Traffic Signs and signaling equipment; C. limited only to class III (three) roads; And
 - D. meet the technical specification standards for level intersections determined by the Minister in charge of transportation affairs.

CHAPTER VII

DEVELOPMENT HELIPORT

Part One
General

Article 101

- (4) Heliport development in the Region is carried out by Government Area, Body, and/or individual.
- (5) Heliport as intended in paragraph (1), consists of:
- A. Heliport on land; And
 - B. Heliport on top of the building.

The second part
Heliport Construction

Article 102

- (1) Every Heliport as intended in Article 101 that is operated must comply with aviation safety and security provisions.
- (2) Construction of a Heliport on land as intended in Article 101 letter a is implemented by the Initiator after meeting development standards, which consist of:
- A. proof of land ownership in accordance with the provisions of laws and regulations in the land sector;

- B. location determination, for Heliports located outside airports or outside the area of their main business activities, in accordance with the provisions of laws and regulations in the field of location determination procedures and procedures;
 - C. Heliport detailed engineering design documents; And
 - D. environmental approval.
- (3) Construction of a Heliport on top of the building as intended in Article 101 letter b is carried out by the Initiator after meeting development standards, which consist of:
- A. proof of ownership and/or control of the building, in accordance with the provisions of laws and regulations in the field of building;
 - B. detailed technical design documents for the Heliport that meet the suitability and structural strength of the Heliport Building in accordance with the provisions of the invitational laws and regulations; And
 - C. environmental approval.
- (4) Further provisions regarding the operation of Heliports implemented in accordance with statutory provisions.

Part Three
PBG

Article 103

- (1) Every initiator in the construction of a Heliport on a building as intended in Article 102 paragraph (2) is required to have a PBG.
- (2) Provisions regarding PBG for Heliport construction in on the building as intended in paragraph (1) is carried out in accordance with the provisions of statutory regulations.
- (3) Heliport initiators who violate the provisions as intended in paragraph (1) are subject to administrative sanctions, in the form of:
 - C. written warning;
 - B. freezing;
 - C. permission to revoke; and/or
 - D. administrative fines.
- (4) Imposition of administrative sanctions as referred to in paragraph (3) is carried out by the Regent in accordance with his authority.
- (5) Further provisions regarding mechanisms and procedures
The administration of administrative sanctions as intended in paragraph (3) and paragraph (4) is carried out in accordance with the provisions of statutory regulations.

CHAPTER VIII

HUMAN RESOURCES

Article 104

- (1) Human resources in the transportation sector, includes:
- a. human resources in the field of LLAJ; B. human resources in the Railway sector;
 - C. human resources in the field of River Transportation; and D. human resources in the field of multimodal transportation.
- (2) Human resources as referred to in paragraph (1) include human resources who carry out functions as regulators, transportation service providers, and workers in the transportation sector.

CHAPTER IX

COOPERATION

Article 105

- (1) In the context of organizing transportation in the Region, the Regional Government can collaborate with the community, other regional governments and other institutions related to transportation.
- (2) Cooperation as intended in paragraph (1) can take the form of:
- A. Cooperation in transporting people/ goods transportation;
 - B. cooperation in improving human resources/ employee; And
 - C. cooperation in providing infrastructure and facilities cross.
- (3) The cooperation as intended in paragraph (1) is carried out in accordance with the invitation regulations.

CHAPTER X

INFORMATION AND COMMUNICATION SYSTEMS

Article 106

- (1) The Regional Government organizes the system information and communication in the transportation sector to support the implementation of duties and responsibilities in the transportation sector.
- (2) The implementation of information and communication systems as intended in paragraph (1) is carried out with information technology-based development and is carried out in accordance with the provisions of statutory regulations.

CHAPTER XI
COMMUNITY PARTICIPATION

Article 107

- (1) The public has the right to participate in the management of communications.
- (2) Community participation as intended in paragraph (1)
 - in the form of:
 - A. Monitoring, safeguarding and reporting security, safety, comfort and smooth communication;
 - B. input to the Regional Government and organizers transportation in improving regulations, guidelines and technical standards in the field of transportation;
 - C. opinions and considerations to the Regional Government and transportation organizers regarding transportation management activities that cause environmental impacts;
 - D. maintenance of road facilities and infrastructure and development traffic discipline and ethics;
 - e. support for the implementation of communications.
- (3) The Regional Government considers and approves input, opinions, and/or support conveyed as referred to by the community in paragraph (2).

Article 108

Community participation as intended in Article 107 can be carried out by:

- A. individual;
 - B. group;
 - C. professional organizations;
 - D. Business Entities; or
 - e. other social organizations,
- in accordance with the principles of openness and partnership.

CHAPTER XII
GUIDANCE AND SUPERVISION

Article 109

- (1) The Regent carries out internal guidance and supervision managing communications.
- (2) Guidance and supervision as intended in paragraph (1) implemented by the Regional Apparatus that carries out government affairs in the field of land transportation.
- (3) Further provisions regarding supervision and training as intended in paragraph (1) is regulated in the Regent's Regulation.

CHAPTER XIII
FUNDING

Article 110

Funding for the implementation of Transportation is charged to:

- A. Regional income and expenditure budget; And
- B. other legal and non-binding sources of funds
in accordance with the provisions of statutory regulations.

CHAPTER XIV
TRANSITIONAL PROVISIONS

Article 111

Transportation Operation Permits that have been issued before the enactment of this Regional Regulation, remain valid until the licensing period

ends as long as it does not conflict with this Regional Regulation.

CHAPTER XV
CLOSING

Article 112

When this Regional Regulation comes into force, then The Implementing Regulations of Sukoharjo Regency Regional Regulation Number 11 of 2018 concerning the Implementation of Transportation (Sukoharjo Regency Regional Gazette of 2018 Number 11, Supplement to Sukoharjo Regency Regional Gazette Number 271), remain in effect as long as they do not except the provisions of this Regional Regulation.

Article 113

Implementing regulations for this Regional Regulation must be established no later than 1 (one) year from the promulgation of this Regional Regulation.

Article 114

When this Regional Regulation comes into force, the Regulation Sukoharjo Regency Area Number 11 2018 concerning the Implementation of Transportation (2018 Sukoharjo Regency Regional Gazette Number 11, Supplement to Sukoharjo Regency Regional Gazette Number 271) is revoked and declared invalid.

Article 115

This local regulation are applied at the date stated.

So that everyone knows, it is ordered that this Regional Regulation be promulgated by placing it in the Sukoharjo Regency Regional Gazette.

Set in Sukoharjo on November 25
2022

REGENT SUKOHARJO,

Signed.

ETIK SURYANI

Promulgated in Sukoharjo on
November 25 2022

REGIONAL SECRETARY
SUKOHARJO DISTRICT,

Signed.

WIDODO

SUKOHARJO DISTRICT REGIONAL GAZETTE OF 2022 NUMBER 9

The copy corresponds to the original
HEAD OF LEGAL SECTION,

SIGNED

RETNO WIDIYANTI B. SH NIP

Trustee.

19790801 200501 2 010

SUKOHARJO DISTRICT REGIONAL REGULATION LIST NUMBER,
CENTRAL JAVA PROVINCE : (9-285/2022)

EXPLANATION
ON
REGIONAL REGULATIONS OF SUKOHARJO DISTRICT
NUMBER 9 OF 2022
ABOUT
RELATIONSHIP ORGANIZATION

I.GENERAL _

As part of the national transportation system, Transportation Management must develop the potential and principles to realize security, prosperity and order in order to support economic development and the development of science and technology, regional autonomy and accountability in state administration.

To provide a sense of security and safety to transportation users, especially LLAJ, the Government should have a priority program to implement an integrated and unified LLAJ system.

The implementation of Transportation in the Regions is an acceleration of national development and integration, as an effort to advance general welfare which is implemented based on the principles of transparency, accountability, sustainability, participation, useful, efficient and effective, balanced, integrated and independent, in accordance with the objectives of the Republic of Indonesia.

The development of science and technology can make a positive contribution to the implementation of regional transportation. To realize an effective and efficient implementation of regional transportation, efforts are needed to improve public services in the implementation of transportation that is safe, secure, smooth, orderly and orderly in order to support the achievement of sustainable economic development.

The Regional Government of Sukoharjo Regency itself has a legal umbrella for the implementation of transportation, namely through Sukoharjo Regency Number 11 of 2018 concerning the Implementation of Transportation.

However, with the promulgation of Law Number 11 of 2020 concerning Job Creation along with its implementing regulations, several statutory regulations have been amended which are the legal basis for the Regional Regulations, as well as with the promulgation of Law Number 2 of 2022 concerning the Second Amendment to the Law. -Law Number 38 of 2004 concerning Roads, the substance or content of the Regional Regulation is no longer in accordance with legal developments and to meet the needs of the community in Sukoharjo Regency, so adjustments need to be made.

The scope of regulation in this Regional Regulation includes:
Regional Government authority; policy direction and local transportation levels;
Implementation of LLAJ; Organizing River Transportation;
Railway Management; Heliport Construction; human Resources; cooperation; information and communication systems; community participation; training and supervision; and funding. Transportation Management Regulations serve as guidelines for Regional Apparatus, related parties and the community in effective and efficient Transportation Management in the Region in order to encourage the Regional economy and improve community welfare.

II. ARTICLE BY ARTICLE

article 1

Quite clear.

Section 2

Letter a

What is meant by "principle of benefit" is the principle underlying the implementation of transportation to be able to provide maximum added value for the national interest in the context of realizing social welfare.

Letter b

What is meant by "safety principles" are the principles that underlie the management of transportation to create safety in community traffic.

Letter c

What is meant by "principles of security and comfort" are the principles underlying the operation of communications to pay attention to security issues in the conduct of communications in accordance with engineering requirements.

Letter d

What is meant by "the principle of unity and integrity" is the principle that underlies the implementation of communications that unite and connect all regions of Indonesia.

Letter e

What is meant by "principles of efficiency and effectiveness" are the principles that underlie proper transportation management that pay attention to methods that save energy, save time, save energy, and the highest ratio of benefits to costs incurred.

Letter f

What is meant by "principle of justice" is the principle underlying the implementation of communications that can be utilized by all people by providing equal treatment to everyone in a proportional manner.

Letter g

What is meant by "principle of harmony, harmony and balance" is the principle that underlies the implementation of transportation to realize harmony between spatial structure and spatial pattern, integration between sectors, balance of growth and development between regions, as well as paying attention to

significant impact on the environment.

Letter h

What is meant by "principle of integration" is the principle that underlies the implementation of transportation in the Region which starts from the idea of development at the program stage, planning, construction, operation and preservation must be carried out in an integrated manner.

Letter i

What is meant by "principle of togetherness and partnership" is the principle that underlies the implementation of communications carried out by the Regional Government by involving the participation of stakeholders in order to fulfill the principles of mutual need, trust, strengthening and benefit, both directly and indirectly.

Letter j

What is meant by "sustainable principle" is the principle that organizes the implementation of transportation which is carried out consistently and sustainably by utilizing resources that guarantee an increase in people's welfare for the present and future by paying attention to efficiency.

especially the development of non-renewable materials and natural resources, safety and security of road users, mobility, emissions and ecosystems.

Letter k

What is meant by "principle of transparency and accountability" is the principle that underlies the implementation of communications in which every process and stage can be known to the public and its implementation can be accounted for.

Letter l

What is meant by "participatory principle" is the principle underlying Road Administration which involves community participation both directly and indirectly in every stage of Road Administration, starting from regulation, guidance, construction and supervision.

Article 3

Quite clear.

Article 4

Quite clear.

Article 5

Quite clear.

Article 6

Quite clear.

Article 7

Quite clear.

Article 8

Quite clear.

Article 9

Quite clear.

Article 10

Quite clear.

Article 11

Quite clear.

Article 12

Quite clear.

Article 13

Quite clear.

Article 14

Quite clear.

Article 15

Quite clear.

Article 16

Quite clear.

Article 17

Quite clear.

Article 18

Quite clear.

Article 19

Quite clear.

Article 20

Quite clear.

Article 21

Quite clear.

Article 22

Quite clear.

Article 23

Paragraph (1)

Use of certain vehicles using electric motor drives which are operated on special routes and/or certain areas determined by the Regional Government, including: a. Bike Lane; B. organization; C. roads designated for motor vehicle free days (car

free
day); D. tourist area;
e. office area; and f. off-road
areas.

Paragraph (2)

Quite clear.

Paragraph (3)

Quite clear.

Paragraph (4)

Quite clear.

Paragraph (5)

Quite clear.

Article 24

Quite clear.

Article 25

Quite clear.

Article 26

Self-explanatory.

Article 27

Quite clear.

Article 28

Quite clear.

Article 29

Quite clear.

Article 30

Quite clear.

Article 31

Self-explanatory.

Article 32

Quite clear.

Article 33

Quite clear.

Article 34

Quite clear.

Article 35

Self-explanatory.

Article 36

Quite clear.

Article 37

Quite clear.

Article 38

Quite clear.

Article 39

Quite clear.

Article 40

Quite clear.

Article 41

Quite clear.

Article 42

Quite clear.

Article 43

Quite clear.

Article 44

Quite clear.

Article 45

Quite clear.

Article 46

Quite clear.

Article 47

Quite clear.

Article 48

Quite clear.

Article 49

Quite clear.

Article 50

Quite clear.

Article 51

Quite clear.

Article 52

Quite clear.

Article 53

Quite clear.

Article 54

Self-explanatory.

Article 55

Quite clear.

Article 56

Quite clear.

Article 57

Quite clear.

Article 58

Self-explanatory.

Article 59

Paragraph (1)

Quite clear.

Paragraph (2)

Quite clear.

Paragraph (3)

Quite clear.

Paragraph (4)

Letter a

What is meant by "general spatial planning" is a regional spatial management device prepared based on an administrative regional approach which hierarchically consists of a national regional spatial planning plan, a regional spatial planning plan for Central Java Province, and a regional spatial planning plan for Sukoharjo Regency.

Letter b

Quite clear.

Letter c

What is meant by "service user convenience" includes ease of accessibility for parking service users and transportation service users, as well as other service users who are included in the scope of LLAJ implementation.

Article 60

Quite clear.

Article 61

Quite clear.

Article 62

Quite clear.

Article 63

Quite clear.

Article 64

Quite clear.

Article 65

Self-explanatory.

Article 66

Quite clear.

Article 67

Quite clear.

Article 68

Quite clear.

Article 69

Quite clear.

Article 70

Quite clear.

Article 71

Quite clear.

Article 72

Quite clear.

Article 73

Quite clear.

Article 74

Quite clear.

Article 75

Quite clear.

Article 76

Quite clear.

Article 77

Quite clear.

Article 78

Quite clear.

Article 79

Quite clear.

Article 80

Quite clear.

Article 81

Quite clear.

Article 82

Quite clear.

Article 83

Quite clear.

Article 84

Self-explanatory.

Article 85

Quite clear.

Article 86

Quite clear.

Article 87

Quite clear.

Article 88

Quite clear.

Article 89

Quite clear.

Article 90

Quite clear.

Article 91

Quite clear.

Article 92

Self-explanatory.

Article 93

Quite clear.

Article 94

Quite clear.

Article 95

Quite clear.

Article 96

Quite clear.

Article 97

Quite clear.

Article 98

Quite clear.

Article 99

Quite clear.

Article 100

Quite clear.

Article 101

Quite clear.

Article 102

Quite clear.

Article 103

Self-explanatory.

Article 104

Quite clear.

Article 105

Quite clear.

Article 106

Quite clear.

Article 107

Self-explanatory.

Article 108

Quite clear.

Article 109

Quite clear.

Article 110

Quite clear.

Article 111

Quite clear.

Article 112

Quite clear.

Article 113

Quite clear.

Article 114

Quite clear.

Article 115

Quite clear.

SUPPLEMENTARY SUKOHARJO DISTRICT REGIONAL GAZETTE NUMBER 309