



COPY

REGENT SUKOHARJO
PROVINCE OF CENTRAL JAVA
REGIONAL REGULATIONS OF SUKOHARJO DISTRICT
NUMBER 11 OF 2018
ABOUT
RELATIONSHIP ORGANIZATION
BY THE GRACE OF GOD ALMIGHTY

REGENT SUKOHARJO,

Considering: a. that transportation has a strategic role in supporting regional development as part of efforts to realize general welfare as mandated by the 1945 Constitution of the Republic of Indonesia;

b. that the Sukoharjo Regency Government has established Sukoharjo Regency Regional Regulation Number 19 of 2011 concerning the Implementation of Road Traffic and Transportation, with the development of national law and in the context of improving services to the community, maintaining smooth, orderly and safe traffic of people and goods, the Regency Regional Regulation Sukoharjo Number 19 of 2011 concerning the Implementation of Road Traffic and Transportation needs to be replaced;

c. that based on Law Number 23 of 2014 concerning Regional Government as amended several times, most recently by Law Number 9 of 2015 concerning the Second Amendment to Law Number 23 of 2014 concerning Regional Government, the Regency Government has the authority in government affairs in the field of transportation ;

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

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

2. Law Number 13 of 1950 concerning the Establishment of Regency Areas within the Province of Central Java;

3. Law Number 8 of 1981 concerning Criminal Procedure Law (State Gazette of the Republic of Indonesia of 1981 Number 76, Supplement to State Gazette of the Republic of Indonesia Number 3209);

4. Law Number 38 of 2004 concerning Roads (State Gazette of the Republic of Indonesia of 2004 Number 132, Supplement to State Gazette of the Republic of Indonesia Number 4444);
5. Law Number 23 of 2007 concerning Railways (State Gazette of the Republic of Indonesia of 2007 Number 65, Supplement to State Gazette of the Republic of Indonesia Number 4722);
6. Law Number 17 of 2008 concerning Shipping (State Gazette of the Republic of Indonesia of 2008 Number 64, Supplement to the State Gazette of the Republic of Indonesia Number 4849);
7. Law Number 1 of 2009 concerning Aviation (State Gazette of the Republic of Indonesia of 2009 Number 1, Supplement to State Gazette of the Republic of Indonesia Number 4956);
8. Law Number 22 of 2009 concerning Road Traffic and Transportation (State Gazette of the Republic of Indonesia of 2009 Number 96, Additional Gazette Republic of Indonesia Number 5025);
9. Law Number 12 of 2011 concerning the Formation of Legislation (State Gazette of the Republic of Indonesia of 2011 Number 82, Supplement to the State Gazette of the Republic of Indonesia Number 5234);
10. Law Number 5 of 2014 concerning State Civil Apparatus (State Gazette of the Republic of Indonesia of 2014 Number 6, Supplement to State Gazette of the Republic of Indonesia Number 5494);
11. Law Number 23 of 2014 concerning Regional Government (State Gazette of the Republic of Indonesia of 2014 Number 244, Supplement to the State Gazette of the Republic of Indonesia Number 5587) as amended several times, most recently by Law Number 9 of 2015 concerning the Second Amendment to the Law Law Number 23 of 2014 concerning Regional Government (State Gazette of the Republic of Indonesia of 2015 Number 58, Supplement to State Gazette of the Republic of Indonesia Number 5679);
12. Government Regulation Number 27 of 1983 concerning Implementation of the Criminal Procedure Code (State Gazette of the Republic of Indonesia of 1981 Number 76, Supplement to State Gazette of the Republic of Indonesia Number 3258), as amended by Government Regulation Number 58 of 2010 concerning Amendments to Regulations Government Number 27 of 1983 concerning Implementation of the Criminal Procedure Code (State Gazette of the Republic of Indonesia of 2010 Number 90, Supplement to State Gazette of the Republic of Indonesia Number 5145);
13. Government Regulation Number 34 of 2006 concerning Roads (State Gazette of the Republic of Indonesia of 2006 Number 86, Supplement to State Gazette of the Republic of Indonesia Number 4655);

14. Government Regulation Number 56 of 2009 concerning the Operation of Railways (State Gazette of the Republic of Indonesia of 2009 Number 129, Supplement to the State Gazette of the Republic of Indonesia Number 5048) as amended by Government Regulation Number 6 of 2017 concerning Amendments to Government Regulation Number 56 of 2009 concerning the Implementation of Railways (2009 State Gazette of the Republic of Indonesia Number 29, Supplement to the State Gazette of the Republic of Indonesia Number 6022);
15. Government Regulation Number 72 of 2009 concerning Railway Traffic and Transportation (State Gazette of the Republic of Indonesia of 2009 Number 176, Supplement to the State Gazette of the Republic of Indonesia Number 5086);
16. Government Regulation Number 20 of 2010 concerning Water Transport (State Gazette of the Republic of Indonesia of 2010 Number 26, Supplement to State Gazette of the Republic of Indonesia Number 5108);
17. Government Regulation Number 32 of 2011 concerning Management and Engineering, Impact Analysis and Traffic Demand Management (State Gazette of the Republic of Indonesia of 2011 Number 61, Supplement to the State Gazette of the Republic of Indonesia Number 5221);
18. Government Regulation Number 37 of 2011 concerning Road Traffic and Transportation Forum (State Gazette of the Republic of Indonesia of 2011 Number 73, Supplement to State Gazette of the Republic of Indonesia Number 5229);
19. Government Regulation Number 51 of 2012 concerning Human Resources in the Transportation Sector (State Gazette of the Republic of Indonesia of 2012 Number 104, Supplement to the State Gazette of the Republic of Indonesia Number 5310);
20. Government Regulation Number 55 of 2012 concerning Vehicles (State Gazette of the Republic of Indonesia of 2012 Number 120, Supplement to State Gazette of the Republic of Indonesia Number 5317);
21. Government Regulation Number 80 of 2012 concerning Procedures for Inspecting Motor Vehicles on the Road and Taking Action against Traffic and Road Transport Violations (State Gazette of the Republic of Indonesia of 2012 Number 187, Supplement to the State Gazette of the Republic of Indonesia Number 5346);
22. Government Regulation Number 79 of 2013 concerning Road Traffic and Transportation Networks (State Gazette of the Republic of Indonesia of 2013 Number 193, Supplement to State Gazette of the Republic of Indonesia Number 5468);
23. Government Regulation Number 74 of 2014 concerning Road Transport (State Gazette of the Republic of Indonesia of 2014 Number 260, Supplement to State Gazette of the Republic of Indonesia Number 5594);

24. Government Regulation Number 37 of 2017 concerning Road Traffic and Transportation Safety (State Gazette of the Republic of Indonesia of 2017 Number 205, Supplement to the State Gazette of the Republic of Indonesia Number 6122);
25. Sukoharjo Regency Regional Regulation Number 14 of 2011 concerning Sukoharjo Regency Regional Spatial Plan for 2011-2031 (2011 Sukoharjo Regency Regional Gazette Number 14, Supplement to Sukoharjo Regency Regional Gazette Number 192) as amended by Sukoharjo Regency Regional Regulation Number 1 of 2011 2018 concerning Amendments to Sukoharjo Regency Regional Regulation Number 14 of 2011 concerning Sukoharjo Regency Spatial Planning for 2011-2031 (2018 Sukoharjo Regency Regional Gazette Number 1, Supplement to Sukoharjo Regency Regional Gazette Number 262);
26. Sukoharjo Regency Regional Regulation Number 4 of 2016 concerning Civil Servant Investigators (Sukoharjo Regency Regional Gazette of 2016 Number 4, Supplement to Sukoharjo Regency Regional Gazette Number 229);
27. Sukoharjo Regency Regional Regulation Number 12 of 2016 concerning the Formation and Structure of Regional Apparatus (Sukoharjo Regency Regional Gazette of 2016 Number 12, Supplement to Sukoharjo Regency Regional Gazette Number 236);

With Mutual Consent

REGIONAL PEOPLE'S REPRESENTATIVE COUNCIL OF SUKOHARJO DISTRICT

And

REGENT SUKOHARJO

DECIDE:

Establish: REGIONAL REGULATIONS CONCERNING IMPLEMENTATION RELATIONSHIP.

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 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 the implementation of Government Affairs which fall under regional authority.

5. Transportation is everything related to traffic and telecommunications.
6. Transportation management is a directed, integrated and sustainable effort carried out by the Regional Government which includes: planning, implementation, guidance, supervision and control relating to traffic and telecommunications.
7. Traffic is the movement of vehicles and people in space
Road Traffic.
8. Road Traffic and Transport, hereinafter abbreviated as LLAJ, is a unified system consisting of Traffic, Road Transport, Road Traffic and Transport Network, Road Traffic and Transport Infrastructure, Vehicles, Drivers, Road Users, and their management.
9. Transportation is the movement of people and/or goods from one place to another using vehicles in road traffic.
10. Traffic Impact Analysis, hereinafter referred to as Andalalin, is a series of study activities regarding Traffic impacts from the development of activity centers, settlements and infrastructure, the results of which are expressed in the form of analysis results documents traffic impact.
11. A vehicle is a means of transport on a road consisting of Motorized Vehicles and Non-Motorized Vehicles.
12. Motorized Vehicle is any vehicle that is driven by mechanical equipment in the form of an engine other than a vehicle that runs on rails.
13. Non-motorized vehicle is any vehicle that is driven by human and/or animal power.
14. Public Motorized Vehicle is any vehicle used to transport goods and/or people for a fee.
15. Road Traffic Space is infrastructure intended for the movement of vehicles, people and/or goods in the form of roads and supporting facilities.
16. Roads are all parts of roads, including complementary buildings and equipment intended for public traffic, which are at ground level, above ground level, below ground and/or water level, and above water level, except railways and Cable road.
17. Regency roads are local roads in the primary road network system that connect the district capital with the sub-district capital, between sub-district capitals, district capitals and local activity centers, between local activity centers, as well as public roads in the secondary road network system within the district area, and strategic roads regency.

18. Terminal is a public motor vehicle base that is used to organize arrivals and departures, boarding and unloading people and/or goods, as well as changing modes of transportation.
19. Parking is a condition where the vehicle stops or does not move for a while and is left by the driver.
20. Traffic signs are parts of road equipment in the form of symbols, letters, numbers, sentences, and/or combinations that function as warnings, prohibitions, orders, or instructions for road users.
21. Road markings are signs located on the road surface or above the road surface which include equipment or signs that form longitudinal lines, transverse lines, oblique lines, as well as symbols that function to direct traffic flow and delimit areas of traffic interest.
22. Traffic Signaling Device, hereinafter abbreviated as APILL, is an electronic device that uses light signals which can be equipped with sound signals to regulate the traffic of people and/or vehicles at intersections or on road sections.
23. Motorcycles are two-wheeled motorized vehicles with or without housing and with or without side carriages or three-wheeled motorized vehicles without housing.
24. A legal entity is an entity or association that is recognized in law as supporting rights and obligations.
25. Agency is a form of business entity which includes limited liability companies, limited liability companies, state or regional owned business entities with any name and in any form, pension fund institutions and cooperatives.
26. Public Transportation Company is a Legal Entity that provides transportation services for people and/or goods using Public Motorized Vehicles.
27. Service Users are individuals or Legal Entities who use the services of Public Transport Companies and/or parking services.
28. A driver is a person who drives a motorized vehicle on the road who already has a driving license.
29. A traffic accident is an unexpected and unintentional incident on the road involving a vehicle with or without other road users which results in human casualties and/or property loss.
30. Passengers are people in the vehicle other than the driver and crew of the vehicle.
31. Road users are people who use roads for traffic

32. Traffic Management and Engineering is a series of businesses and activities that include planning, procurement, installation, regulation and maintenance of road equipment facilities in

in order to realize, support and maintain security, safety, order and smooth traffic.
33. Traffic and Road Transport Safety is a condition where everyone is protected from the risk of accidents during traffic caused by humans, vehicles, roads and/or the environment.
34. Smooth traffic and road transportation is a condition of traffic and the use of transportation that is free from obstacles and congestion on the road.
35. The Road Traffic and Transportation Information and Communication System is a collection of subsystems that are interconnected by combining, processing, storing and distributing data related to the implementation of Road Traffic and Transportation.
36. A bus is a motor vehicle transporting people that has seating for more than 8 (eight) people, including the driver or weighs more than 3,500 (three thousand five hundred) kilograms.
37. Passenger Car is a Motorized Vehicle transporting people which has seating for a maximum of 8 (eight) people, including the driver or which weighs no more than 3,500 (three thousand five hundred) kilograms.
38. Goods Car is a Motorized Vehicle designed partly or wholly to transport goods.
39. A trailer is a means of transporting goods whose entire load is supported by the means itself and is designed to be towed by a motorized vehicle.
40. An Attached Car is a means of transporting goods that is designed to be towed and part of the load is supported by the towing Motor Vehicle.
41. Route is a Public Motor Vehicle route for transportation services for people using passenger cars or buses that have a fixed origin and destination, fixed route, and fixed type of vehicle and are scheduled or unscheduled.
42. Traffic Network is a collection of routes that form a single goods transportation service network.
43. Route Network is a collection of Routes which form a unified human transportation service network.

44. Inter-City Inter-Provincial Transport, hereinafter abbreviated as AKAP, is transport from one city to another that passes between Regency/City areas and passes through more than one Provincial area using public buses or public passenger cars tied to routes;
45. Inter-City Transport within a Province, hereinafter abbreviated as AKDP, is transport from one city to another that passes between Regency/City areas within one Provincial area using public buses or public passenger cars tied to routes;
46. City transportation is transportation from one place to another within a city area or district capital area using public buses or public passenger cars tied to a route.
47. Rural Transportation is transportation from one place to another within a Regency area which is not included in city routes in the area
Regency capital by using public buses or public passenger cars tied to the route.
48. Special transportation is transportation that has a fixed origin and/or destination, which serves pick-up and drop-off for general passengers, pick-up and drop-off for employees, settlements and different nodes.
49. Tourism transportation is transportation using public buses equipped with special signs for tourism purposes or other purposes outside of transportation services on the route, such as for family needs and other social purposes.
50. Total permitted weight, hereinafter abbreviated as JBB, is the maximum weight of a motorized vehicle and its load that is permitted according to its design.
51. Parking Facilities are locations designated as non-temporary stopping places for vehicles to carry out activities for a certain period of time.
52. Parking Facilities in Road Spaces are facilities for parking vehicles using part of the Road Body.
53. Off-Street Parking Facilities are specially made vehicle parking facilities which can be in the form of parking parks and/or parking buildings, hereinafter referred to as public parking facilities.
54. Motor vehicle testing is a series of activities to test and/or inspect parts or components of motor vehicles, trailers, etc
patch train in order to comply with
technical and roadworthy requirements.

55. Periodic Test is a motor vehicle test that is carried out periodically on every motor vehicle, trailer, trailer that is operated on the road.
56. Motor Vehicle Tester is an officer who is given full duties, responsibilities, authority and rights by the authorized official to carry out periodic testing of motor vehicles.
57. Roadworthy is the minimum condition requirements for a vehicle that must be met to ensure safety and prevent air pollution and environmental noise when operated on the road.
58. General Motor Vehicle Workshop is a general repair shop whose function is to repair, repair and maintain Motor Vehicles so that they continue to meet technical requirements and are roadworthy.
59. Shipping is a unified system consisting of water transportation, ports, safety and security as well as maritime environmental protection.
60. River and lake transportation is a transportation activity using ships carried out on rivers, lakes, reservoirs, swamps, anjir, canals and canals to transport passengers, goods and/or animals organized by river and lake transportation entrepreneurs.
61. Working Environment Areas (DLKr) are water and land areas at ports or special terminals that are used directly for port activities.
62. Environmental Areas of Interest (DLKp) are waters surrounding the working environment of port waters which are used to ensure shipping safety.
63. Aviation is a unified system consisting of the use of air, aircraft, airports, air transportation, flight navigation, safety and security, the environment as well as supporting facilities and other public facilities.
64. Railways are a unified system consisting of infrastructure, facilities and human resources as well as norms, criteria, requirements and procedures for organizing railway transportation.
65. Inspection is a series of actions carried out by inspection officers on drivers, motorized and non-motorized vehicles regarding the fulfillment of technical and roadworthy requirements as well as fulfillment of administrative requirements as well as violations of parking and orderliness at the Terminal.
66. Civil Servant Investigators, hereinafter abbreviated to PPNS, are certain Civil Servant Officials within the Regional Government who are given special authority by law to carry out investigations into violations of Regional Regulations.

67. Investigation is a series of investigative actions in terms of and according to the methods regulated by law to search for and collect evidence which will shed light on the criminal act that occurred and in order to find the suspect.

68. People are natural persons.

CHAPTER II
PRINCIPLES, AIMS AND OBJECTIVES

Part One

Principle

Section 2

Transportation management in the Region is carried out based on the principles:

- a. transparent;
- b. accountable;
- c. sustainable;
- d. participative;
- e. beneficial;
- f. efficient and effective;
- g. balanced;
- h. integrated;
- i. independent; And
- j. fair.

The second part
Purpose and objectives

Article 3

The purpose of the Transportation Implementation Regulations is as a guideline for Regional Government, the business world and the community in implementing transportation in the Region.

Article 4

Implementation of Transportation in the Region aims to:

- a. realizing safe, comfortable, secure, orderly, smooth and integrated transportation services;
- b. encourage the regional economy and advance community welfare;
- c. creating polite traffic ethics and culture; And
- d. provide legal certainty in the field of transportation.

CHAPTER III
SCOPE

Article 5

The scope of this Regional Regulation includes:

- a. organizing LLAJ; b. LLAJ network; c. transportation type;
- d. Motor Vehicle testing;
- e. general motor vehicle repair shop;
- f. terminal;
- g. road user development;
- h. handling Traffic Accidents;
- i. Traffic management and engineering;
- j. Traffic Impact analysis;
- k. transport; l. parking;
- m. inspection of motorized vehicles on the road; n. implementation of information and communication systems as well transportation intelligence system;
- o. LLAJ forum;
- p. LLAJ coaching;
- q. organizing shipping;
- r. Flight management;
- s. organizing Railways;
- t. human resources in the field of transportation;
- u. cooperation; And
- v. community participation.

CHAPTER IV
LLAJ ORGANIZATION

Article 6

In administering the LLAJ sector as intended in Article 5 letter a, the Regent exercises the authority:

- a. establishing a regional LLAJ network master plan;
- b. provision of road equipment on regional roads; c. management of type C passenger terminal; d. issuance of permits for the operation and construction of parking facilities;
- e. periodic testing of motor vehicles;
- f. implementation of traffic management and engineering for regional road networks;
- g. approval of ANDALALIN results for regional roads;

- h. LLAJ safety audits and inspections on regional roads;
- i. Providing public transportation for people transportation services and/or goods within the region;
- j. determination of urban areas for urban transportation services in 1 (one) area;
- k. establishing a general plan for urban route networks in 1 (one) region;
- l. determination of the general plan for the rural route network connecting 1 (one) area;
- m. determining the operational area for transportation of people using taxis in urban areas whose operational area is within the region;
- n. issuance of permits to operate people's transportation on rural and urban routes in 1 (one) region;
- o. issuance of permits to operate taxis and transportation in certain areas whose operational areas are within the region; And
- p. Determination of economy class tariffs for human transportation serving intercity routes within regions as well as urban and rural transportation whose service areas are within regions.

Article 7

The implementation of LLAJ in direct service activities to the community is carried out by the Regional Government, legal entities, and/or the community.

Article 8

Implementation of LLAJ as intended in Article 6 includes:

- a. LLAJ network;
- b. transportation type;
- c. Motor Vehicle testing;
- d. general motor vehicle repair shop;
- e. terminal;
- f. road user development;
- g. handling Traffic Accidents;
- h. Traffic management and engineering;
- i. Traffic Impact analysis;
- j. transport;
- k. parking;
- l. inspection of motorized vehicles on the road;
- m. implementation of information and communication systems as well transportation intelligence system;
- n. LLAJ forum; And
- o. LLAJ coaching.

CHAPTER V
LLAJ NETWORK

Article 9

- (1) The Regional Government prepares and determines the Regional LLAJ Network Master Plan by taking into account:
 - a. National Regional Spatial Planning document;
 - b. National LLAJ Network Master plan document;
 - c. Provincial Spatial Planning document;
 - d. Provincial LLAJ Network Master plan document;
 - e. Regional Spatial Planning document; And
 - f. Long Term Development Plan document area.
- (2) The Regional LLAJ Network Master Plan as intended in paragraph (1) is a guideline for developing the LLAJ network in the Region.
- (3) Further provisions regarding the Network Master Plan Regional LLAJ is regulated in Regent Regulations.

Article 10

The Regional LLAJ Network Master Plan as intended in Article 9 contains:

- a. forecasts of movement of people and/or goods according to origin of travel destination within the Regional scope;
- b. direction and policy of the role of Regional LLAJ in overall mode of transportation;
- c. location plan and regional scale node requirements; And
- d. regional scale traffic space requirements plan.

Article 11

The Regional LLAJ Network master plan as intended in Article 10 is direction and guidance for:

- a. LLAJ Network development;
- b. integration between and intra modes of transportation;
- c. preparation of the LLAJ general plan;
- d. preparation of general road network plans;
- e. preparation of a general plan for the transport route network urban and/or rural;
- f. preparation of general plans for cross-transportation networks goods;
- g. Node construction; and h. LLAJ technology and industrial development.

The second part
Traffic Space

Paragraph 1
Road Class

Article 12

- (1) Roads are grouped into several classes based on:
 - a. traffic function and intensity for the purposes of regulating Road use and smooth running of LLAJ; And
 - b. carrying capacity to accept the heaviest axle loads and dimensions of Motor Vehicles.
- (2) Grouping of roads according to road class as intended in paragraph (1) consists of:
 - a. class I roads, namely arterial and collector roads that can be passed by motorized vehicles with a width not exceeding 2,500 (two thousand five hundred) millimeters, a length not exceeding 18,000 (eighteen thousand) millimeters, a maximum dimension of 4,200 (four thousand two hundred) millimeters, and the heaviest axle load is 10 (ten) tons;
 - b. class II roads, namely arterial, collector, local and environmental roads that can be passed by motorized vehicles with a width not exceeding 2,500 (two thousand five hundred) millimeters, a length not exceeding 12,000 (twelve thousand) millimeters, a maximum size of 4,200 (four thousand two hundred) millimeters, and the heaviest axle load is 8 (eight) tons;
 - c. class III roads, namely arterial, collector, local and environmental roads that can be passed by motorized vehicles with a width not exceeding 2,100 (two thousand one hundred) millimeters, a length not exceeding 9,000 (nine thousand) millimeters, a maximum size of 3,500 (three thousand five hundred) millimeters, and the heaviest axle load is 8 (eight) tons; And
 - d. special class roads, namely arterial roads that can be passed by motor vehicles with a width exceeding 2,500 (two thousand five hundred) millimeters, a length exceeding 18,000 (eighteen thousand) millimeters, a maximum size of 4,200 (four thousand two hundred) millimeters, and a maximum load of 4,200 (four thousand two hundred) millimeters. the heaviest axle is more than 10 (ten) tons.
- (3) In certain circumstances the carrying capacity of class III roads as intended in paragraph (2) letter c can be determined as the heaviest axle load of less than 8 (eight) tons.

- (4) Road class is based on provision specifications
Road infrastructure is grouped into:
- a. freeway;
 - b. Highway;
 - c. medium road; And
 - d. small road.

Article 13

- (1) The Regional Government determines the road class on each Regency Road section.
- (2) The road class as intended in paragraph (1) is stated by Traffic Signs.
- (3) The road class as intended in paragraph (1) is determined by the Regent.

Paragraph 2 Road Use and Equipment

Article 14

- (1) Every road has a maximum speed limit nationally determined.
- (2) The highest speed limit as intended in paragraph (1) is determined based on residential areas, urban areas, intercity roads and freeways.
- (3) Based on safety considerations or other special considerations, the Regional Government can determine the highest local speed limit which must be stated with a Traffic Sign.

Article 15

Every road used for public traffic must be equipped with road equipment in the form of:

- a. Traffic signs;
- b. Road markings;
- c. Traffic Signaling Equipment;
- d. street lighting equipment;
- e. Road User control and safety devices;
- f. road monitoring and security equipment;
- g. facilities for bicycles, pedestrians and people with disabilities; And
- h. supporting facilities for Road Traffic and Transportation activities on the Road and outside the Road.

Article 16

- (1) Provision of district and village road equipment is carried out by the Regional Government.
- (2) Provision of road equipment as intended in paragraph (1) is adjusted to the results of traffic engineering management and regional financial capabilities.

Article 17

Every person is prohibited from carrying out actions that cause interference with the function of road equipment as intended in Article 15.

Paragraph 3

Use of roads other than for traffic purposes

Article 18

- (1) The use of roads for carrying out activities outside their functions can be carried out on district roads and village roads.
- (2) The use of district roads and village roads as intended in paragraph (1) may be permitted for national, regional and/or personal public interests.

Article 19

- (1) Use of roads as intended in Article 18 paragraph (1) which results in road closures may be permitted if there is an alternative route.
- (2) The diversion of traffic flow to alternative roads as intended in paragraph (1) must be stated with temporary traffic signs.
- (3) Road use permits as intended in Article 18 paragraph (2) are given by the Police based on authority.

Article 20

Road users outside the road function are responsible for all consequences.

CHAPTER VI

TRANSPORTATION TYPE

Article 21

Vehicles consist of:

- a. Motor vehicle; And
- b. Non-Motorized Vehicles.

Article 22

- (1) Motorized Vehicles as intended in Article 21 letter a based on type are grouped into:
 - a. motorcycle;
 - b. passenger car;
 - c. bus car;
 - d. freight cars; And
 - e. special vehicle.
- (2) Motorized Vehicles as intended in paragraph (1) letter b, letter c, and letter d based on function are grouped into individual Motorized Vehicles and general Motorized Vehicles.

Article 23

- (1) Non-Motorized Vehicles as referred to in Article 21 letter b is grouped into:
 - a. vehicles driven by human power; And
 - b. vehicles pulled by animal power.
- (2) Further provisions regarding Non-Motorized Vehicles as intended in paragraph (1) are regulated in a Regent's Regulation.

CHAPTER VII

MOTOR VEHICLE TESTING

Part One
General

Article 24

- (1) Motorized vehicles, trailers and attached trains imported, manufactured and/or assembled domestically which will be operated on the road are required to undergo periodic testing.
- (2) Testing as intended in paragraph (1) is to fulfill technical and roadworthy requirements.
- (3) Technical requirements as intended in paragraph (2) includes:
 - a. arrangement;
 - b. equipment;
 - c. size;
 - d. bodywork;
 - e. technical design of the vehicle in accordance with its intended purpose;
 - f. loading;
 - g. use; And
 - h. towing motor vehicles and/or attaching motor vehicles.

- (4) Roadworthy requirements as intended in paragraph (2) are determined based on the minimum performance of motorized vehicles which at least includes:
- a. exhaust gas emissions;
 - b. sound noise;
 - c. efficiency of the main brake system;
 - d. parking brake efficiency;
 - e. front wheel arch;
 - f. horn sound;
 - g. transmit power and direction of the main light beam;
 - h. turning radius;
 - i. accuracy of speed indicating devices;
 - j. suitability of wheel performance and tire condition; And
 - k. suitability of driving engine power to vehicle weight.
- (5) Every motorized vehicle operated on the road must meet the technical and roadworthy requirements in accordance with applicable laws and regulations.

The second part
Periodic Test

Article 25

- (1) Periodic tests as intended in Article 24 paragraph (1) are mandatory for public passenger cars, buses, goods cars, trailers and attached trains operated on the road.
- (2) The periodic test as intended in paragraph (1) consists of from:
- a. vehicle registration requires periodic testing;
 - b. first periodic test; And
 - c. periodic test of validity period extension.
- (3) Vehicle registration for periodic testing as intended in paragraph (2) letter a is carried out at the motor vehicle periodic testing implementing unit according to the domicile of the vehicle owner no later than 14 (fourteen) days from the first issuance of the Motor Vehicle Registration Certificate.
- (4) Vehicle registration for periodic testing as intended in paragraph (2) letter a for trailers and attached trains is carried out at the motor vehicle periodic testing implementing unit according to the domicile of the vehicle owner no later than 14 (fourteen) days from the issuance of the Type Test Registration Letter.
- (5) The first periodic test as intended in paragraph (2) letter b is carried out no later than 1 (one) year from the issuance of the Motor Vehicle Registration Certificate for the first time.

- (6) The first periodic test as intended in paragraph (2) letter b for trailers and attached trains is carried out no later than 1 (one) year from the issuance of the Type Test Registration Letter.
- (7) The extension periodic test as referred to in paragraph (2) letter c is carried out 6 (six) months after the first periodic test and thereafter is carried out every 6 (six) months.

Article 26

- (1) Periodic tests as intended in Article 25 implemented by:
 - a. testing implementation unit belonging to the Regional Government;
 - b. the sole agent implementing unit holding the brand which has permission from the minister responsible for the field of traffic and road transport facilities and infrastructure; And
 - c. private testing implementation unit that has received permission from the minister responsible for traffic and road transportation facilities and infrastructure.
- (2) The unit implementing periodic tests as intended in paragraph (1) must obtain accreditation from the minister responsible for the field of traffic and road transportation facilities and infrastructure.
- (3) The testing implementation unit as intended in paragraph (1) letter a is carried out by the Regional Apparatus that carries out Government affairs in the field of land transportation.
- (4) In certain cases, periodic tests can be carried out using a mobile periodic test unit.
- (5) Periodic tests carried out by Regional Apparatus as intended in paragraph (3) are subject to a levy whose amount is regulated by a separate Regional Regulation.

Article 27

- (1) Test implementing units as intended in Article 26 paragraph (1) letters b and c located in the regions are required to collaborate with the Regional Government.
- (2) Further provisions regarding cooperation as intended in paragraph (1) are regulated in a Regent's Regulation.

Article 28

- (1) To carry out motor vehicle testing, the Regent has the authority to plan, build and maintain motor vehicle testing facilities, both static in the form of a testing building and dynamic in the form of mobile testing vehicles.

- (2) Motor vehicle testing as intended in paragraph (1) is equipped with periodic test equipment in accordance with statutory provisions.
- (3) Periodic test equipment as intended in paragraph (2) includes:
 - a. main equipment; And
 - b. supporting equipment.
- (4) The Motor Vehicle Periodic Test Implementation Unit must carry out care, maintenance and repairs to motor vehicle periodic test equipment periodically and/or incidentally.
- (5) To ensure the accuracy of the main test equipment as intended in paragraph (3) letter a, calibration must be carried out periodically once every 1 (one) year.

Article 29

- (1) Vehicles required to be periodically tested and which have been declared to have passed inspection and testing are given proof of passing the motor vehicle Periodic Test.
- (2) Proof of passing the test as intended in paragraph (1) is given in the form of a test card and test mark.

Article 30

- (1) In the event that a motor vehicle is declared not to have passed the test, the examiner is obliged to issue a certificate of failure to pass the test.
- (2) A certificate of failure to pass the test as intended in paragraph (1) is submitted in writing to the owner of the motor vehicle by stating at least:
 - a. items that do not pass the test;
 - b. reasons for not passing the test;
 - c. improvements that need to be made; And
 - d. time and place for the retest.
- (3) Motor vehicle owners are required to carry out repairs as intended in paragraph (2) letter c.
- (4) Motorized vehicles that are declared not to have passed the test and have had repairs as intended in paragraph (3) are required to carry out a retest in accordance with the time and place specified in the certificate of failure to pass the test.
- (5) No Retest as intended in paragraph (4).
treated as a new applicant unless the retest application is made after the specified time limit.

Article 31

- (1) Under certain circumstances, motor vehicle testing can be carried out at the Motor Vehicle Periodic Test Implementation Unit in other areas.
- (2) To carry out periodic testing of motor vehicles at the Motor Vehicle Periodic Testing Implementation Unit in other areas, motor vehicle owners must fulfill the requirements in accordance with applicable regulations.

Article 32

Further provisions regarding Periodic Tests as referred to in Article 26 and Article 27 are regulated by Regent's Regulations.

Part Three

Personnel Implementing Periodic Tests

Article 33

- (1) Periodic motor vehicle testing must be carried out by examiners who have competency in the field of motor vehicle testing in stages.
- (2) Motor vehicle testers at the testing implementation unit belonging to the Regional Government consist of:
 - a. Civil Servants (PNS); And
 - b. Government Employees with Contract Agreements (PPPK).

Article 34

The competency of motor vehicle periodic testers as intended in Article 33 paragraph (1) consists of 8 (eight) levels in order from the lowest level to the highest level as follows:

- a. assistant examiner;
- b. novice tester;
- c. level one examiner;
- d. second level examiner;
- e. third level examiner;
- f. fourth level examiner;
- g. level five examiner; And
- h. master examiner.

CHAPTER VIII
GENERAL MOTOR VEHICLE REPAIR

Part One
General

Article 35

- (1) The general motor vehicle repair shop functions to repair and maintain motor vehicles so that they continue to meet technical requirements and are roadworthy.
- (2) General motor vehicle repair shops in the Region consist of on :
 - a. class I workshops Type A, B, C;
 - b. class II workshops Type A, B, C; And
 - c. class III workshops Type A, B, C.
- (3) Determination of the classification as intended in paragraph (2) in order to create a healthy, professional and productive business climate, capable of building, maintaining and repairing vehicles in accordance with technical and roadworthy requirements.

The second part
Development and Supervision of General Vehicle Workshops
Motorized

Article 36

- (1) The development and supervision of general motor vehicle repair shops is carried out by the Regional Apparatus which carries out Government affairs in the field of land transportation.
- (2) In the context of guidance and supervision as intended in paragraph (1), a team is formed which is determined by a Regent's Decree.

CHAPTER IX
TERMINAL

Part One
General

Article 37

- (1) To support the smooth movement of people and/or goods as well as intramodal and intermodal integration, in certain places Terminals can be built and maintained.
- (2) The terminal as intended in paragraph (1) is a Type C passenger terminal.

The second part
Passenger Terminal

Paragraph 1
Maintenance

Article 38

- (1) The Regional Government organizes the Terminal Type C Passenger
- (2) Type C passenger terminal as intended in paragraph (1) is a terminal whose main role is to serve public transportation for urban or rural transportation.
- (3) The operation of the Type C Terminal as intended in paragraph (1) is carried out by the Regional Apparatus which carries out Government affairs in the field of land transportation.
- (4) The implementation as intended in paragraph (3) includes management, maintenance and control activities.

Paragraph 2
Terminal Operational Objectives

Article 39

Passenger terminal operations aim to:

- a. support the smooth movement of people and/or goods and intramodal and intermodal integration; And
- b. carry out transportation supervision to management functions.

Paragraph 3
Location Determination

Article 40

- (1) The location of the passenger terminal is determined by the Regent.
- (2) The Regent as in paragraph (1) pays attention to proposals/input from Regional Apparatus carrying out Government affairs in the field of land transportation.
- (3) Determination of the Terminal location as intended in paragraph (1) is carried out by taking into account:
 - a. level of accessibility for transportation service users;
 - b. land suitability with the National Regional Spatial Plan, Provincial Spatial Plan, and Regency Regional Spatial Plan;
 - c. conformity with the development plan and/or performance of the road network, route network and traffic network;

- d. conformity with development plans and/or activity centers;
 - e. harmony and balance with other activities;
 - f. transportation demand;
 - g. technical, financial and economic feasibility;
 - h. LLAJ security and safety; and/or
 - i. environmental sustainability.
- (4) Every land that has been designated as a planned location for Terminal construction, is given or installed with clear designation boundaries with the Terminal plan stakes.

Paragraph 4
Terminal Construction

Article 41

- (1) The construction of the passenger terminal is the responsibility of the Regional Government.
- (2) The construction of the passenger terminal as referred to in paragraph (1) can be collaborated with third parties in accordance with the provisions of statutory regulations.
- (3) The construction of a passenger terminal as intended in paragraph (1) must be equipped with:
- a. feasibility study documents;
 - b. design;
 - c. design workbook;
 - d. terminal master plan;
 - e. traffic impact analysis; And
 - f. environmental permit.

Paragraph 5
Terminal Facilities

Article 42

- (1) Regional Governments are obliged to provide passenger terminal facilities that meet safety and security requirements.
- (2) Passenger terminal facilities as intended in paragraph (1) consist of:
- a. main facilities; And
 - b. supporting facilities.

- (3) Main facilities as intended in paragraph (2) letter a consists of:
- a. vehicle departure lane;
 - b. vehicle arrival lane;
 - c. vehicle parking area;
 - d. environmental management facilities (*waste management*);
 - e. information media;
 - f. departure waiting room (*boarding*);
 - g. Terminal office building and information center ;
 - h. sign boards in terminals;
 - i. Bulletin board;
 - j. emergency gathering place (*Assembly Point*);
 - k. disaster evacuation route in the terminal.
- (4) Supporting facilities as intended in paragraph (2) letter b can be in the form of:
- a. facilities for the disabled and pregnant or breastfeeding mothers;
 - b. detector/CCTV security (checking point/metal facilities);
 - c. security service facilities;
 - d. worship facilities;
 - e. trading facilities and shops (kiosks);
 - f. passenger transit area (*hall*);
 - g. fire extinguishers; and/or
 - h. public facilities.

Article 43

- (1) Trading facilities and shops (kiosks) as intended in Article 42 paragraph (4) letter e are managed in accordance with regional property management provisions.
- (2) Further provisions regarding the management of trade facilities and shops (kiosks) as referred to in paragraph (1) are regulated by a Regent's Regulation.

Article 44

Every manager of trade facilities and shops (kiosks) located in the Terminal is prohibited from constructing new buildings, renovating, restoring and/or changing the shape of buildings in the Terminal area.

Paragraph 6
Work Environment and Terminal Supervision Area

Article 45

- (1) The passenger terminal work environment is an area designated for terminal facilities.
- (2) The regulation and utilization of the passenger terminal work environment as intended in paragraph (1) is the responsibility of the Regional Apparatus carrying out Government affairs in the field of land transportation.
- (3) The passenger terminal work environment as intended in paragraph (1) 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 maintenance activities.

Article 46

- (1) The terminal supervision area is an area outside the terminal work area, which is supervised by terminal officers for the smooth flow of traffic around the terminal and control of passenger transportation services.
- (2) The smooth flow of traffic as intended in paragraph (1) is carried out through traffic management and engineering.

Paragraph 7
Terminal Operations

Article 47

- (1) Terminal operations include activities:
 - a. planning;
 - b. implementation; and
 - c. operational supervision.
- (2) Planning activities as intended in paragraph (1) letter a includes plans:
 - a. arrangement of main facilities and supporting facilities;
 - b. traffic management in the work environment and terminal surveillance area;
 - c. arrival and departure arrangements public motorized vehicles;
 - d. arrangement of officers at the terminal;
 - e. vehicle parking arrangements;
 - f. presentation of a list of travel routes and transportation rates;
 - g. arrangement of terminal grounds according to routes or departments; And
 - h. preparation of travel itineraries based on cards supervision.

- (3) Implementation activities as intended in paragraph (1) letter b includes activities:
- a. implementation of planning activities as intended in paragraph (2);
 - b. terminal performance data collection;
 - c. collection of passenger terminal services;
 - d. notification of public transportation departure times to passengers and other information; And
 - e. regulation of traffic flow in environmental areas terminal work and terminal supervision area.
- (4) Operational supervision activities as follows referred to in paragraph (1) letter c includes:
- a. inspection of vehicle administration completeness;
 - b. physical inspection of general motor vehicles;
 - c. inspection of public motor vehicle crews; And
 - d. monitoring terminal order.

Paragraph 8
Provision, Utilization and Maintenance
Terminal Facilities

Article 48

- (1) The provision and management of main and supporting facilities as intended in Article 42 paragraph (2) can be collaborated with third parties.
- (2) Cooperation as intended in paragraph (1) is carried out in accordance with the provisions of statutory regulations.

Article 49

- (1) The use of passenger terminal facilities as intended in Article 42 paragraph (2) may be subject to taxes and/or levies.
- (2) Procedures for collection, the amount of tax and/or levy, as well as the use of tax and/or levy proceeds as intended in paragraph (1) are regulated in a separate Regional Regulation.

Article 50

- (1) Maintenance of passenger terminal facilities includes maintenance activities for main facilities, supporting facilities, as well as terminal monitoring areas.
- (2) Terminal maintenance as intended in paragraph (1) can be carried out independently and/or by a third party.

Article 51

Everyone who is in the terminal is prohibited, including:

- a. residing/settled;
- b. damage, take, move and/or pollute terminal inventory;
- c. placing the vehicle/goods transport equipment in inappropriate place;
- d. being a broker, beggar, busker, asking for donations/alms, scavengers, selling hawkers and hawkers; and/or
- e. gambling, drinking, using drugs and acting immorally.

CHAPTER X

ROAD USER DEVELOPMENT

Part One

Orderly Traffic Culture

Article 52

- (1) The Regional Apparatus that carries out Government affairs in the field of land transportation is responsible responsible for the implementation of orderly culture development traffic.
- (2) Fostering a culture of orderly traffic as follows referred to in paragraph (1) through efforts:
 - a. implementation of traffic education from age early;
 - b. socialization and internalization of procedures and ethics LLAJ's traffic and safety programs;
 - c. forming and cultivating communities will be aware of LLAJ Safety;
 - d. rewarding actions LLAJ Safety;
 - e. creation of a Traffic Space environment that encourages road users to behave in an orderly manner; And
 - f. consistent and sustainable law enforcement.
- (3) Regional apparatus that carries out government affairs in the field of land transportation establishes policies and programs to create a culture of orderly traffic.

The second part
Public Transport Driver Development

Article 53

- (1) To improve the quality of public transport services, the Regional Government provides guidance to public transport drivers.
- (2) Training for public transport drivers is carried out through:
 - a. counseling;
 - b. education and training; And
 - c. selection of Exemplary Public Transport Drivers.
- (3) In implementing training for public transport drivers, the Regional Government can collaborate with:
 - a. Ministry of Transportation;
 - b. Police;
 - c. Central Java Provincial Transportation Service;
 - d. Organda;
 - e. Raharja Services;
 - f. Driver Organization;
 - g. Non-Governmental Organizations; And
 - h. Bodies and Individuals.
- (4) Further provisions regarding the development of public transport drivers are regulated by a Regent's Regulation.

CHAPTER XI

TRAFFIC ACCIDENT MANAGEMENT

Part One

LLAJ Safety Action Plan

Article 54

- (1) To avoid traffic accidents on the road, the Regional Government establishes a LLAJ safety action plan.
- (2) The LLAJ safety action plan as intended in paragraph (1), contains:
 - a. Regional Government targets;
 - b. strategic policy direction based on the National General Plan for LLAJ Safety, the LLAJ Safety Action Plan of Ministries/Agencies, and the Provincial LLAJ Safety Action Plan;
 - c. the need for regional regulations and regional government institutional arrangements;
 - d. action plans and performance targets; And
 - e. funding plan.

- (3) The LLAJ safety action plan as intended in paragraph (2), is prepared based on:
- a. LLAJ National General Safety Plan;
 - b. Ministry/Agency Action Safety LLAJ Plan;
 - c. Provincial LLAJ Safety Action Plan; And
 - d. Long-term development plans and medium-term regional development plans.
- (4) The LLAJ Safety Action Plan is determined by Regent's Regulations.
- (5) The LLAJ Safety Action Plan as intended in paragraph (2), is valid for 5 (five) years and is evaluated periodically every year.

The second part
LLAJ Safety Oversight

Article 55

- (1) The Regional Government carries out LLAJ Safety Supervision activities in areas prone to traffic jams and accidents.
- (2) Regional Governments can provide infrastructure and officers that support safety at intersections between railway lines and roads.

Article 56

- (1) LLAJ Safety Supervision as intended in Article 55 includes:
- a. auditing;
 - b. inspection; And
 - c. observation and monitoring.
- (2) The audit in the field of LLAJ Safety as intended in paragraph (1) letter a can be carried out by the Regional Apparatus that carries out Government affairs in the field of land transportation and/or an independent auditor determined by the Regional Apparatus that carries out Government affairs in the field of land transportation.
- (3) LLAJ Safety inspection as follows referred to in paragraph (1) letter b is carried out periodically based on a priority scale by the Regional Apparatus that carries out Government affairs in the field of land transportation.
- (4) Observation and monitoring as referred to in paragraph (1) letter c must be carried out on an ongoing basis by Regional Apparatus administering Government affairs in the field of land transportation.

- (5) The results of the supervision as intended in paragraph (1) are followed up with corrective action and/or law enforcement by PPNS in the LLAJ sector in coordination with the Police.
- (6) Further provisions regarding LLAJ safety supervision are regulated in the Regent's Regulation.

CHAPTER XII
TRAFFIC MANAGEMENT AND ENGINEERING

Part One
Person responsible

Article 57

- (1) Traffic management and engineering activities on district roads and village roads are the responsibility of the Regent.
- (2) Implementation of traffic management and engineering as intended in paragraph (1) is carried out by the Regional Apparatus which carries out Government affairs in the field of land transportation.

The second part
Objective

Article 58

Traffic Management and Engineering is carried out to optimize the use of the road network and traffic movement in the region in order to ensure security, safety, order and smooth running of the LLAJ.

Part Three
Activity

Paragraph 1
General

Article 59

Traffic Management and Engineering as intended in Article 57 includes activities:

- a. planning;
- b. arrangement;
- c. engineering;
- d. empowerment; And
- e. supervision.

Paragraph 2
Planning

Article 60

- (1) Planning activities as intended in Article 59 letter a include:
- a. identification of Traffic problems;
 - b. inventory and analysis of traffic flow situations;
 - c. inventory and analysis of transportation needs for people and goods;
 - d. inventory and analysis of availability or power accommodate the Road;
 - e. inventory and analysis of vehicle availability or capacity;
 - f. inventory and analysis of the number of traffic violations and accidents;
 - g. inventory and analysis of traffic impacts;
 - h. determining service levels; And
- Determining the regulation of road network use and traffic movement.
- (2) Planning in Traffic Management and Engineering is carried out by the Regent after coordinating with bordering Regency/City Governments.

Paragraph 3
Arrangement

Article 61

The regulations as referred to in Article 59 letter b are carried out by the Regent through determining policies on the use of the road network and traffic movement on certain road networks.

Article 62

- (1) The policy for regulating the use of the road network and traffic movement as intended in Article 61 is determined by the Regent for Regency Roads and Village Roads.
- (2) Network usage and movement management policies
Traffic as intended in paragraph (1) includes activities for determining traffic policies on certain road networks or road sections includes:
- a. Traffic regulation is the activity of determining traffic policy on a particular road network or road section which includes:
 1. determination of public passenger transportation routes or routes;

2. determining traffic networks or transportation routes goods;
 3. determining traffic circulation; And
 4. determining priorities for mass transportation through the provision of lanes or lanes or special roads.
- b. Determination of traffic policies on certain road networks or road sections and traffic circulation is expressed in traffic signs, road markings and/or APILL and announced to the public.
- (3) Determination of traffic circulation as intended in paragraph (2) letter a number 3 is carried out through the following activities:
- a. determination of one-way and/or two-way traffic;
 - b. determining restrictions on vehicle types on a particular road section or area;
 - c. stipulation of prohibitions on stopping and/or parking in places a particular place;
 - d. determining vehicle traffic speed;
 - e. determining restrictions on the heaviest axle loads for certain road sections;
 - f. determination of traffic arrangements for Cross on intersections and road sections;
 - g. determining traffic movements on certain regional road networks; And
 - h. determination of signalized intersection cycle times.

Paragraph 4
Engineering
Article 63

Engineering activities as intended in Article 59 letter c include:

- a. geometric improvements to road sections and/or intersections as well as road equipment that is not directly related to road users;
- b. procurement, installation, repair and maintenance of road equipment directly related to road users; And
- c. optimization of traffic engineering operations for improve order, smoothness and effectiveness law enforcement.

Article 64

Geometric improvements to road sections and/or intersections as well as road equipment that are not directly related to road users as intended in Article 63 letter a include:

- a. inventory of geometric conditions;
- b. determining the number of needs and locations for geometric improvements to road sections and/or road intersections;
- c. technical planning; And
- d. construction execution.

Article 65

(1) Procurement and installation of road equipment directly related to road users as intended in Article 63 letter b includes:

- a. inventory of road equipment needs in accordance with established road network usage and traffic movement policies;
- b. determining the required amount and installation location of road equipment;
- c. determination of detailed locations for equipment installation road;
- d. preparation of technical specifications accompanied by technical drawings of road equipment; And
- e. road equipment installation activities in accordance with established road network usage and traffic movement policies.

(2) Repair and maintenance of road equipment directly related to road users as intended in Article 63 letter b includes:

- a. monitor the presence and performance of equipment road;
- b. remove or get rid of objects that can reduce or eliminate the function/performance of road equipment;
- c. repair or return to its actual position if there is a change or shift in the position of road equipment; And
- d. replace damaged, defective or missing road equipment.

(3) Procurement, installation, repair and maintenance of Road equipment which is directly related to Road users as intended in paragraph (1) is carried out by Regional Apparatus carrying out Government affairs in the field of land transportation and Regional Apparatus carrying out Government affairs in the field of public works and spatial planning and land sector.

Paragraph 5
Empowerment
Article 66

- (1) Empowerment as intended in Article 59 letter d includes activities:
 - a. instruction;
 - b. guidance;
 - c. counseling;
 - d. training; And
 - e. technical support.
- (2) Direction activities as intended in paragraph (1) letter a are carried out through the establishment of guidelines and procedures for implementing Traffic Management and Engineering.
- (3) Guidance activities as intended in paragraph (1) letter b are carried out through providing assistance related to:
 - a. planning;
 - b. formulating policies and regulators;
 - c. engineering;
 - d. empowerment; And
 - e. supervision.
- (4) Extension activities as intended in paragraph (1) letter c are carried out through outreach to the community in the form of:
 - a. aims and objectives of implementing past policies cross;
 - b. community rights and obligations in implemented traffic policies;
 - c. delivery of information regarding the implementation time and location of traffic policy implementation; And
 - d. information regarding parties affected by traffic policies as well as threats of sanctions for violators.
- (5) Training activities as intended in paragraph (1) letter d are carried out by providing training to:
 - a. officials responsible for traffic management and engineering in the context of establishing traffic policies; And
 - b. officers responsible for traffic management and engineering in the context of carrying out traffic management and engineering.
- (6) Technical assistance activities as referred to in paragraph (1) letter e are carried out through procurement, installation, repair and/or maintenance of road equipment that is directly related to road users on road sections and/or at road intersections.

Paragraph 6
Supervision

Article 67

- (1) Supervision as intended in Article 59 letter e, includes:
 - a. assessment of policy implementation;
 - b. corrective action on policy; And
 - c. law enforcement action.
- (2) Assessment of policy implementation as follows referred to in paragraph (1) letter a in the form of monitoring and analysis of the effectiveness of policy implementation for district and village roads.
- (3) Corrective action on policies as follows referred to in paragraph (1) letter b is carried out based on assessment results as intended in paragraph (2).
- (4) Corrective action as intended in paragraph (3) is carried out in the form of improvements or revocation of road use and movement policies traffic.
- (5) Law enforcement actions as intended in paragraph (1) letter c in the form of action against traffic violations that occur on the road.
- (6) Law enforcement as intended in paragraph (5) carried out by the National Police of the Republic of Indonesia.

CHAPTER XIII

TRAFFIC IMPACT ANALYSIS

Part One

Implementation of Andalalin

Article 68

- (1) Every plan to build activity centers, settlements and infrastructure that will cause disruption to security, safety, order and the smooth running of LLAJ must be carried out by Andalalin.
- (2) The development plan for activity centers, settlements and infrastructure as intended in paragraph (1) may be in the form of new development or expansion.

Article 69

Andalalin results as intended in Article 68 paragraph (1) are one of the requirements for developers or builders to obtain:

- a. Building permit; or
- b. Building construction permits with special functions in accordance with the provisions of laws and regulations in the field of building construction.

The second part
Andalalin Procedures

Article 70

- (1) The developer or builder carries out the maintenance by appointing a consulting agency that has certified experts.
- (2) The certificate as intended in paragraph (1) is given by the minister responsible for facilities and LLAJ infrastructure.

Article 71

- (1) Andalalin results as intended in Article 69 prepared in the form of a detailed document.
- (2) Documents resulting from the analysis as referred to in paragraph (1) contains at least:
 - a. planning and past impact analysis methodology cross;
 - b. analysis of traffic and road transport conditions;
 - c. analysis of the generation/attraction of traffic and road transportation due to development based on technical transportation rules using the *trip rate* factor set;
 - d. trip distribution analysis;
 - e. mode choice analysis;
 - f. travel expense analysis;
 - g. traffic performance simulation carried out on traffic impact analysis;
 - h. recommendations and treatment implementation plans impact;
 - i. details of the responsibilities of the Regional Government and the developer or builder in handling impacts;
 - j. monitoring and evaluation plan; And
 - k. general description of the location to be built or developed.

Part Three
Assessment and Follow-up

Article 72

Andalalin results in the Region as intended in Article 71 must obtain approval from the Regent, for district roads and/or village roads.

Article 73

- (1) To obtain approval as intended in Article 72 the developer or builder must convey the results of Andalalin to the Regent.
- (2) The Regent as referred to in paragraph (1) gives approval within a period of no later than 15 (fifteen) working days from the receipt of the complete Andalalin results document and meets the requirements.

Article 74

- (1) To provide approval as intended
In Article 73 paragraph (2), the Regent formed a team to evaluate the Andalalin results documents.
- (2) The evaluation team as intended in paragraph (1) has duties:
 - a. assess the results of Andalalin; And
 - b. assess the feasibility of the recommendations proposed in reliable results.

Article 75

- (1) The results of the evaluation team's assessment as intended in Article 74 paragraph (2) submitted to the Regent.
- (2) In the case of assessment results, the evaluation team states the results
If the data submitted as intended in paragraph (1) does not meet the requirements, the Regent returns the results of the analysis to the developer or builder to be refined.

Article 76

- (1) In the case of assessment results, the evaluation team states the results
The Andalalin submitted as intended in Article 75 paragraph (1) has fulfilled the requirements, the Regent asks the developer or builder to make and sign a statement of ability to carry out all the obligations stated in the Andalalin result document.
- (2) Statement letter as intended in paragraph (1) is an inseparable part of the document reliable results.
- (3) The developer or builder is obliged to coordinate with the relevant Regional Apparatus in carrying out the obligations stated in the statement of capability as intended in paragraph (1).
- (4) The obligations as intended in paragraph (1) must fulfilled before and during the activity center, settlements, and infrastructure operated.

Article 77

Further provisions regarding the implementation of Andalalin are regulated in the Regent's Regulations.

CHAPTER XIV
TRANSPORT

Part One
People Transport

Paragraph 1
Transportation of People by Motorized Vehicles

Article 78

- (1) People transportation services are carried out by using passenger cars and buses consisting of from:
- a. transportation of people using public motorized vehicles within the route; And
 - b. transportation of people by public motorized vehicles is not on the Route.
- (2) The types of people transportation services using public motorized vehicles on the route as intended in paragraph (1) letter a consist of:
- a. AKAP transportation;
 - b. AKDP transportation;
 - c. urban transportation; or
 - d. rural transportation.
- (3) People transportation services by public motorized vehicles not on the route as intended in paragraph (1) letter b consist of:
- a. transportation of people using taxis;
 - b. transportation of people to certain destinations;
 - c. transportation of people for tourism purposes; And
 - d. transport of people in certain areas.

Paragraph 2

Transportation of People by Public Motorized Vehicles
Route

Article 79

- (1) AKAP transportation services as intended in Article 78 paragraph (2) letter a, are implemented on inter-city inter-provincial route networks.
- (2) Inter-city inter-provincial transportation services are provided with the following characteristics:
- a. have a fixed schedule, as stated in the travel hours on the control card of the bus being operated;

- b. the transportation services provided are fast services, namely transportation services with restrictions on the number of terminals that must be stopped during the trip;
- c. served by large buses and/or medium buses, both for economic services and non-economic services;
- d. the terminal which is the terminal for departure, stopover and destination for people transport is type A terminal;
- e. road infrastructure used in inter-city inter-provincial transportation services as stated in the established route permits.

Article 80

- (1) AKDP transportation services as intended in Article 78 paragraph (2) letter b, are carried out on inter-city route networks within the province.
- (2) Inter-city transportation services within the province are provided with the following characteristics:
 - a. have a fixed schedule, as stated in the travel hours on the control card of the bus being operated;
 - b. The transportation services provided are of a service nature sooner or later ;
 - c. served by large buses or medium buses, both for economic services and non-economic services;
 - d. availability of the lowest passenger terminal type B, at the start of departure, stopover and destination terminal;
 - e. road infrastructure used in inter-city transportation services within the province as follows stated in the established route permit.

Article 81

Urban transportation services as intended in Article 78 paragraph (2) letter c, are implemented within the city route network, namely routes that are entirely within the Regency capital area.

Article 82

- (1) Rural transportation services as intended in Article 78 paragraph (2) letter d, are implemented in a network of routes within one area

Connecting districts:

- a. rural areas with rural areas;
- b. district capital area with rural areas.

- (2) Rural transportation services are provided with the following characteristics:
- a. have a fixed and/or unscheduled schedule;
 - b. a fixed schedule is applied if transportation demand is high enough;
 - c. transport services are slow, stopping at each terminal, with relatively long waiting times;
 - d. terminal which is a terminal origin of departure and destination at the lowest terminal type C;
 - e. served by small bus or car general passengers.

Paragraph 3

Transportation of People by Public Motorized Vehicles No In Trayek

Article 83

- (1) People transportation services using taxis as intended in Article 78 paragraph (3) letter a are door-to-door services with operational areas within the district area.
- (2) Operation area as intended in paragraph (1) determined by considering:
- a. determination of Urban Area classification;
 - b. estimates of the need for people transportation services using taxis;
 - c. development of city or urban areas; And
 - d. availability of adequate road infrastructure.

Article 84

- (1) People's transportation services for certain purposes as intended in Article 78 paragraph (3) letter b is a means of transportation that serves:
- a. shuttle transportation;
 - b. residential transportation;
 - c. employee transportation;
 - d. charter transportation; And
 - e. rental transportation.
- (2) Transportation of people for certain purposes is carried out using public passenger cars or public bus car.

Article 85

- (1) Shuttle transportation as referred to in Article 84 letter a, is intercity transportation of people with a fixed travel destination origin and non-fixed route and the nature of the service is from door to door.
- (2) Shuttle transportation as intended in paragraph (1), must fulfill the following services:
 - a. has a service time determined by
Public Transport Company;
 - b. door to door service with the longest distance
500 (five hundred) kilometers away;
 - c. do not stop at the terminal;
 - d. not picking up passengers en route;
 - e. do not apply tariffs that are lower than the tariff for transportation services on routes on the same route;
 - f. fares are charged per passenger per trip; and g. must meet the specified Minimum Service Standards.
- (3) The planned need for shuttle transportation as intended in paragraph (1), does not exceed 20% (twenty percent) of the planned transportation need on a fixed route with the same origin and destination of travel.

Article 86

- (1) Residential transportation as intended in Article 84 letter b, is a public transportation service using public motorized vehicles not on a route that serves from residential areas to several destination points for activity centers.
- (2) Activity centers as referred to in paragraph (1), include office centers, trade centers and/or industrial areas.
- (3) Residential transportation as intended in paragraph (1), must fulfill the following services:
 - a. specifically transporting passengers from the area settlements to activity centers;
 - b. have regularly determined service times
by transportation companies;
 - c. do not stop at the terminal; d.
not picking up passengers en route; e. fares are charged per passenger per trip; and f. must meet the specified Minimum Service Standards.

Article 87

- (1) Employee transportation as intended in Article 84 letter c, is a transportation service provided to transport employees/workers to and from the work location.
- (2) Employee transportation as intended in paragraph (1), can use:
 - a. vehicles belonging to the company where the employee works;
or
 - b. public transportation rented from Public Transportation Companies.
- (3) Transport of employees using vehicles belonging to the company where the employee works as referred to in paragraph (2) letter a, does not require a transport operation permit, but is obliged to report to the Regional Apparatus that carries out Government affairs in the field of land transportation at least once a year .
- (4) Employee transportation as intended in paragraph (2) letter b, must fulfill the following services:
 - a. Transportation services based on an agreement between the Transportation Service User and the Public Transportation Company in accordance with the agreement or contract within a certain period of time;
 - b. the vehicle is only used to transport employees or workers from certain companies in accordance with the agreement;
 - c. the fare is paid by the company of employees transported in accordance with the agreement with the Public Transport Company;
 - d. do not stop at the terminal;
 - e. may not transport passengers other than employees/workers of the company that rents employee transport vehicles; And
 - f. must meet the specified Minimum Service Standards.

Article 88

- (1) Charter transportation as intended in Article 84 letter d, is a transportation service that is used for certain purposes on a wholesale basis based on a time period.
- (2) Chartered transportation as intended in paragraph (1), must fulfill the following services:
 - a. the operational area is not limited by administrative areas;
 - b. unscheduled;
 - c. payment of fares based on vehicle usage time in accordance with the agreement between the Service User and the Transport company;

d. charter is carried out based on a certain period of time; e. the purpose of the trip is determined by the Service User; f. do not stop at the terminal; and g. must meet the specified Minimum Service Standards.

Article 89

- (1) Rental transportation as intended in Article 84 letter e, is a door-to-door transportation service using a passenger car.
- (2) Rental transportation as intended in paragraph (1) consists of:
 - a. public rental transportation; And
 - b. special rental transportation.

Article 90

- (1) Public rental transportation as intended in Article 89 paragraph (2) letter a, is a door-to-door transportation service provided by renting a vehicle with or without a driver through a contract method based on a certain period of time.
- (2) Public rental transportation as intended in paragraph (1), is required to fulfill the following services:
 - a. the operational area is not limited by administrative areas;
 - b. unscheduled; c. payment of tariffs in accordance with the agreement between the Service User and the Transport company; d. vehicle use must be by reservation or agreement;
 - e. do not pick up passengers directly at road;
 - f. the purpose of the trip is determined by the Service User;
 - g. rental is made based on a period of at least 6 (six) hours; And
 - h. must meet the specified Minimum Service Standards.

Article 91

- (1) Special rental transportation as intended in Article 89 paragraph (2) letter b, is a door-to-door transportation service with a driver, has an operational area and orders using an information technology-based application.
- (2) Special rental transportation as intended in paragraph (1), must fulfill the following services:
 - a. operate in the designated operational area;

- b. unscheduled;
- c. door to door;
- d. the purpose of the trip is determined by the Service User;
- e. Transportation rates are listed on information technology-based applications;
- f. vehicle use must be by reservation or agreement, not picking up passengers directly on the road;
- g. ordering services only through information technology-based applications; And
- h. must meet the specified Minimum Service Standards.

Article 92

- (1) People transportation services for tourism purposes as referred to in Article 78 paragraph (3) letter c are transportation used for tourist transportation services.
- (2) Vehicles used for tourism purposes as intended in paragraph (1) include public passenger cars and public buses, with special markings.

Article 93

- (1) People transportation services in certain areas as intended in Article 78 paragraph (3) letter d is a transportation service provided to serve certain areas within the local road network and neighborhood roads.
- (2) People transportation services in certain areas as intended in paragraph (1), are carried out by public passenger cars with limited operational areas in residential areas or other certain areas such as educational areas, industrial areas, trade areas and tourist areas.

Paragraph 4 Organizing Transportation in the Region

Article 94

- (1) The Regional Government is obliged to guarantee the availability of public transportation for transportation services for people and/ or goods within the Regional area.
- (2) The obligation of the Regional Government to guarantee its availability Public transportation for people transportation services within the area as intended in paragraph (1) includes:
 - a. determination of the General Plan for Route Networks and the need for Public Motor Vehicles to Transport people on Routes;

- b. provision of supporting infrastructure and facilities
Public transportation;
 - c. implementation of transportation licensing
general;
 - d. provision of Public Motorized Vehicles;
 - e. supervision of the implementation of minimum service standards for
transportation of people that have been determined;
 - f. creation of healthy competition in the public transportation services
industry; And
 - g. human resource development in the field
Public transportation.
- (3) The government guarantees the availability of road-based mass transportation to meet the need for transportation of people by public motorized vehicles in urban areas.
- (4) General passenger transportation with economy class fares on certain routes may be subsidized.

Paragraph 5

Transport Planning, Route Networks and Regions
Taxi Operations

Article 95

- (1) To provide public transportation services on routes and transportation using taxis, the Regional Government plans and determines the need for transportation services in

Route network and Taxi operating areas.
- (2) Further provisions regarding transportation planning as intended in paragraph (1) are regulated in
Regent's Regulations.

Article 96

- (1) The Regional Government considers community proposals to determine new Routes.
- (2) For the purposes of determining new routes as follows
as intended in paragraph (1) a survey must be carried out with
Pay attention to the predetermined route network.

Article 97

The Regional Government determines the route network based on the road transportation network by considering:

- a. generation and attraction of travel to the area of origin and
objective;
- b. type of transportation service;

- c. the same and/or higher road class hierarchy according to the applicable road class provisions;
- d. terminal type appropriate to the type of service and other transportation nodes, which include airports, ports and train stations; And
- e. road service level in the form of a comparison between road capacity and traffic volume.

Paragraph 6
Vehicle Procurement
Article 98

- (1) Route networks and taxi operating areas are determined by the Regent.
- (2) In the event that the Route network and Taxi operational areas receive the designation as intended in paragraph (1), then the filling or formation of transportation services.
- (3) In the implementation of service filling or formation transportation as intended in paragraph (2) Regional Governments can collaborate with legal entities.

Paragraph 7
Licensing
Article 99

- (1) Public Transport Company that organizes people transporting must have:
 - a. permit for organizing transportation of people on the route; and/or
 - b. permission to operate non-indoor transportation of people Route.
- (2) The obligation to have a permit as intended in paragraph (1) does not apply to:
 - a. transportation of sick people using ambulances; or
 - b. transportation of bodies.
- (3) Permit as intended in paragraph (1) letter a granted by the Regent, for the organization of transportation of people on routes that serve:
 - a. Urban routes within 1 (one) district area; And
 - b. Rural routes within 1 (one) district area.
- (4) The permit as intended in paragraph (1) letter b is granted by the Regent, for taxis and certain regional transportation whose operational area is within the district area.
- (5) Further provisions for granting permits as intended in paragraph (1) are regulated in Regent Regulations.

Paragraph 8
Public Motor Vehicle Pool

Article 100

- (1) The public motor vehicle pool consists of:
 - a. main *pool* ; And
 - b. support *pool* .
- (2) The main *pool* as intended in paragraph (1) letter a is a *pool* that is used as a place for vehicle rest, maintenance and repair of vehicles and can also be used as a public transport company office and can be used to pick up and/or drop off passengers.
- (3) The supporting *pool* as referred to in paragraph (1) letter b, is a *pool* that is used as a public transport company office and can be used to pick up and/or drop off passengers.

Article 101

The location of public motorized vehicle *pools* is determined by taking into account:

- a. spatial plans;
- b. traffic density and road capacity around the pool;
- c. traffic impact analysis; And
- d. environmental sustainability.

Article 102

Each *pool* must meet the following requirements:

- a. has adequate parking capacity for at least 5 (five) buses;
- b. the distance *from the pool* to the nearest terminal is quite far;
- c. does not cause traffic jams around the location
pool, in the form of:
 1. has a pool entrance and exit (access) , at least 50 (fifty) meters;
 2. have a *pool* entrance and exit (access) with a width of at least 5 five) meters, so that vehicle maneuvers can be carried out easily;
 3. equipped with vehicle entry and exit facilities, so that vehicles entering and exiting *the pool* have sufficient space and time to decelerate/accelerate;
 4. If the volume of vehicles entering and leaving *the pool* is quite dense, flashing lights must be installed *at* the location before entering and after leaving the *pool* .
yellow;
- d. no additional costs to passengers;

- e. The location of *the pool* is located on the route traversed by buses that use *the pool*;
- f. does not interfere with the bus travel schedule from the terminal according to supervision card; And
- g. *The pool* must have a building construction permit.

Article 103

- (1) *The pool* used for raising and/or lowering must at least be equipped with the following facilities:
 - a. office building/space;
 - b. delivery/pick-up waiting passenger and/or area;
 - c. a place for parking public transportation while waiting for departure with a capacity of at least 5 (five) buses;
 - d. parking space for delivery people's cars and/or taxi;
 - e. ticket sales counter;
 - f. washroom/toilet.
- (2) Apart from the facilities as intended in paragraph (1), *pool* can also be equipped with facilities for passengers with disabilities as needed.
- (3) *Pools* used for rest, maintenance and repair of vehicles must be equipped with facilities for vehicle maintenance and repair.

The second part Goods Transportation Article 104

- (1) Transport of goods by Public Motorized Vehicles consists of:
 - a. public goods transportation; And
 - b. special freight transport.
- (2) Public transportation of goods as intended in paragraph (1) letter a is transportation of goods on
Generally it is not dangerous and does not require special equipment.
- (3) Special goods transportation as intended in paragraph (1) letter b is transportation that
using goods cars specially designed according to the nature and shape of the goods being transported.
- (4) Special goods as intended in paragraph (3) consist of:
 - a. dangerous goods, which require special means; And
 - b. non-dangerous goods, which require means special.

- (5) Transportation of special dangerous goods that require special facilities as intended in paragraph (4) letter a at least:
- a. explosive items;
 - b. compressed gas, liquefied gas, dissolved gas at a certain pressure or temperature;
 - c. flammable liquid;
 - d. flammable solid;
 - e. oxidant producing materials;
 - f. poisons and infectious substances;
 - g. goods that are radioactive;
 - h. goods that are corrosive; and/or
 - i. other special dangerous goods.
- (6) Transportation of special non-dangerous goods that require special facilities as intended in paragraph (4) letter b at least:
- a. objects in bulk or liquid form;
 - b. container;
 - c. plant;
 - d. live animals; and/or
 - e. heavy equipment.
- (7) Further provisions regarding the operation of goods transportation are regulated in accordance with statutory regulations.

Article 105

- (1) The Regional Government can provide space for parking and loading and unloading of goods transport.
- (2) Determination of the location of parking and loading and unloading bags for goods transport is adjusted to the Regional Spatial Plan.

CHAPTER XV

PARKING

Part One

Organizing Parking Facilities

Article 106

- (1) Parking facilities can be provided by the Government Region and/or Agency or individual.
- (2) Parking facilities as intended in paragraph (1) includes:
 - a. on-street parking facilities; And
 - b. off-street public parking facilities.
- (3) Parking facilities in road spaces as intended in paragraph (2) letter a are provided by the Regional Government.

- (4) Public off-street parking facilities as intended in paragraph (2) letter b organized by the Regional Government, Agency or individual.

The second part
Implementation of Parking Facilities in On-Street Spaces

Article 107

- (1) Parking facilities on the road are stated by traffic signs and/or road markings.
- (2) Parking facilities on the road as intended in paragraph (1) are intended for bicycles and motorized vehicles.

Article 108

- (1) On-street parking facilities are divided into parking areas determined based on area and according to the analysis of parking needs.
- (2) Further provisions regarding parking areas as intended in paragraph (1) is regulated in the Regent's Regulation.

Part Three
Off-Street Public Parking Facilities

Article 109

- (1) Parking facilities for the public outside of road space can be in the form of parking parks and/or parking buildings.
- (2) Public off-road parking facilities as intended in paragraph (1) are intended for bicycles and motorized vehicles.
- (3) Bicycle parking facilities as intended in paragraph (2) must be in a location that is easily accessible, safe and comfortable.
- (4) Determination of the location of parking facilities as intended in paragraph (3) must take into account:
 - a. general spatial plan;
 - b. traffic impact analysis;
 - c. convenience for service users; and D.
 - sustainability of environmental functions.
- (5) Further provisions regarding the location of parking facilities as intended in paragraph (4) are determined by the Regent in accordance with applicable regulations.

Part Four
Parking Facility Licensing

Article 110

- (1) Provision of outdoor public parking facilities owned by the road must have a permit.
- (2) The provision of parking facilities outside the Road space as intended in paragraph (1) can be carried out by individual Indonesian citizens or business entities in the form of:
 - a. special parking business; or
 - b. supporting the main business.
- (3) The permit as intended in paragraph (1) is granted by Regent.
- (4) In administering parking facilities as intended in paragraph (3), the Regent carries out periodic supervision.
- (5) Provisions regarding licensing procedures are regulated in Regent's Regulations.

Part Five
Parking Management

Article 111

- (1) The management of parking facilities inside road spaces and public parking facilities outside road spaces owned by the Regional Government is managed by the Regional Government and can be collaborated with third parties through tenders and appointments.
- (2) Further provisions regarding parking management as intended in paragraph (1) is further regulated by a Regent's Regulation.

CHAPTER XVI

MOTOR VEHICLE INSPECTION ON THE ROAD

Part One
General

Article 112

Motor Vehicle Inspection on the Road and Enforcement

LLAJ violations aim to:

- a. Fulfillment of technical and roadworthy requirements Motor vehicle;
- b. completeness of registration documents and identification of drivers and motorized vehicles as well as licensing documents and completeness of public transport motorized vehicles;
- c. supported disclosure of criminal cases; And
- d. creating compliance and a culture of traffic safety and security.

The second part
Motor Vehicle Inspection on the Road

Paragraph 1
Scope of Examination

Article 113

- (1) Motor Vehicle Inspection on the Road includes inspection of:
- a. Driving License, Motor Vehicle Registration Certificate, Motor Vehicle Trial Certificate, Motor Vehicle Registration Certificate, or Motor Vehicle Trial Certificate;
 - b. proof of passing the test for vehicles required to be tested;
 - c. physical Motor Vehicle;
 - d. carrying capacity and/or method of transporting goods;
and/or
 - e. transportation operation permit.
- (2) Inspection of Motorized Vehicles on the Road as follows as intended in paragraph (1) is carried out by:
- a. Republic of Indonesia State Police Officers; And
 - b. PPNS in the field of Road Traffic and Transportation.
- (3) Inspections by PPNS as intended in paragraph (1) which are carried out on the road must be accompanied by officers from the State Police of the Republic of Indonesia.
- (4) Inspections as intended in paragraph (1) are carried out on road sections, terminals and/or other places determined by the Regional Apparatus that carries out Government affairs in the field of land transportation.

Paragraph 2
Inspection Pattern

Article 114

Motor vehicle inspections on the road can be carried out periodically every 6 (six) months or incidentally as needed.

Article 115

- (1) Periodic inspection of motorized vehicles on the road as intended in Article 114 is carried out jointly by officers of the Republic of Indonesia State Police and PPNS in the field of Road Traffic and Transportation.
- (2) Joint inspection of motorized vehicles as intended in paragraph (1) can be carried out based on certain considerations.

- (3) Certain considerations as referred to in paragraph (2) in the form of an increase:
- a. the number of traffic violations and accidents on the road;
 - b. the number of crimes involving vehicles motorized;
 - c. number of motorized vehicles that do not meet technical requirements and roadworthiness requirements; d. failure of transport owners and/or operators to carry out motor vehicle testing on time;
 - e. violation of public transport permits; and/or
 - f. violation of overloading of goods transport.

CHAPTER XVII

IMPLEMENTATION OF INFORMATION AND COMMUNICATION SYSTEMS
AND TRANSPORTATION INTELLIGENCE SYSTEMS

Article 116

- (1) To support security, safety, order and smooth running of LLAJ, an Information System is organized and Integrated Communications.
- (2) The Integrated Information and Communication System as intended in paragraph (1) is used for controlling and regulating, planning, which include: LLAJ activities supervising and operating
- a. Terminal field;
 - b. parking area;
 - c. field of Motor Vehicle testing;
 - d. LLAJ facilities and infrastructure sector; And
 - e. in the field of Traffic management and engineering, as well traffic education.
- (3) Integrated Information and Communication System as intended in paragraph (1) is carried out by the Regional Apparatus which carries out Government affairs in the field of land transportation.

Article 117

- (1) The Integrated Information and Communication System as intended in Article 116 paragraph (3) is a subsystem in the Information and Communication System National LLAJ.
- (2) The Integrated Information and Communication System as intended in paragraph (1) is controlled by the Regional Apparatus control center which carries out Government affairs in the field of land transportation which integrates data, information and communication from each field as intended in Article 116 paragraph (2).

- (3) Data and information at the LLAJ information and communication system control center and communications as intended in paragraph (2) must be accessible and used by the public.

Article 118

- (1) In the context of implementing the Intelligent Transport System , regional apparatus carrying out Government affairs in the field of land transportation implement a combination of applications of various transportation technologies including communications, electronics, computer hardware and software, as well as telecommunications to make transportation infrastructure and facilities more informative. , smooth, safe, comfortable and environmentally friendly.
- (2) Implementation of *the Intelligent Transport System* as follows referred to in paragraph (1) includes:
- a. *bus priority*;
 - b. *railbus priority*;
 - c. *variable Message Sign (VMS)*;
 - d. *traffic reports* with radio and television;
 - e. *e-payment/e-ticketing*;
 - f. *public transport/bus information displays* ; and g. control room (CC Room).

CHAPTER XVIII LLAJ FORUM

Part One General

Article 119

- (1) The implementation of LLAJ in direct service activities to the community is carried out by the Government, regional governments, legal entities, and/or the community.
- (2) The implementation of LLAJ as intended in paragraph (1) is carried out in a coordinated manner by the LLAJ forum.
- (3) The LLAJ Forum as referred to in paragraph (2) is tasked with coordinating between organizing agencies which require integration in planning and resolving LLAJ problems.

Article 120

- (1) Regional apparatus carrying out government affairs in the field of land transportation are obliged to coordinate and make analysis, evaluation and reports on the implementation of traffic management and engineering based on data and performance.

- (2) The report as intended in paragraph (1) is submitted by the Regional Apparatus carrying out Government affairs in the field of land transportation to the LLAJ Forum.

Article 121

Further provisions regarding the Functions and Working Mechanisms and membership of the LLAJ Forum are regulated in the Regent's Regulations.

CHAPTER XIX LLAJ CONSTRUCTION

Article 122

- (1) The Regional Government is responsible for developing LLAJ in the Region.
- (2) LLAJ development as intended in paragraph (1) includes:
- a. determining targets and policy directions for the LLAJ system in regions whose networks are located in regional areas;
 - b. providing guidance, certification training and permits to Public Transport Companies in the Region; And
 - c. supervision of the implementation of LLAJ in the Region.

CHAPTER XX ORGANIZATION OF SAILS

Part One General

Article 123

In administering the shipping sector as intended in Article 5 letter q, the Regent exercises the authority:

- a. issuance of business permits for organizing river and lake transportation in accordance with the domicile of individual Indonesian citizens or legal entities;
- b. issuance of route permits for river and lake transportation for ships serving routes within the region;
- c. issuance of business permits for organizing ferry transportation in accordance with the domicile of the business entity;
- d. determination of master plan and DLKr/DLKp for river and lake ports; And
- e. construction and issuance of permits for the construction and operation of river and lake ports.

The second part
River and Lake Transportation

Article 124

- (1) River and lake transportation includes activities:
- a. River and lake transportation for tourism purposes; And
 - b. River and lake transportation for purposes other.
- (2) River and lake transportation activities are carried out by individual Indonesian citizens, Indonesian legal entities using Indonesian-flagged vessels that meet shipworthiness requirements and are manned by Indonesian citizens.

Part Three
Licensing

Article 125

- (1) Individual Indonesian citizens, Indonesian legal entities who will carry out river and lake transportation business activities as intended in Article 124 are required to have a river and lake transportation operational permit from the Regent.
- (2) Further provisions regarding operational licensing for river and lake transportation are regulated by Regent's Regulations.

CHAPTER XXI
FLIGHT ORGANIZATION

Part One
General

Article 126

In administering the aviation sector as intended in Article 5 letter r, the Regent exercises the authority to issue permits to construct buildings where helicopters can land and take off.

The second part
Helicopter Landing and Takeoff Place

Article 127

- (1) The helicopter landing and take-off area consists of:
- on:
 - a. Helicopter landing and take-off sites;
 - b. Helicopter landing and take-off site top of building; And
 - c. Helicopter landing and take-off site waters.

- (2) The Regent has the authority to issue permits to establish helicopter landing and take-off sites.
- (3) Further provisions regarding permits for establishing helicopter landing and take-off sites are regulated by Regent's Regulations.

Part Three
Air Crash Search and Relief

Article 128

- (1) The regional government assists in the search and rescue of every aircraft that has an accident in the regional area.
- (2) Provisions regarding search and rescue assistance as intended in paragraph (1) are coordinated and carried out by the agency responsible for search and rescue which is carried out in accordance with statutory regulations.

CHAPTER XXII
RAILWAY ORGANIZATION

Article 129

In administering the Railway sector as intended in Article 5 letter s, the Regent exercises the authority:

- a. establishing regional railway master plans;
- b. issuance of business permits, construction permits and operating permits for public railway infrastructure whose track network is in 1 (one) area;
- c. determination of a railway network whose network is in 1 (one) area;
- d. assigning station classes to stations on the line network train;
- e. issuance of operating permits for public railway facilities whose track network crosses borders in 1 (one) region;
- f. determination of the railway service network on the regional railway network; And
- g. issuance of permits for procurement or construction of special railways, operating permits and determination of special railway lines whose network is within the region.

Article 130

- (1) The Regional Government can provide facilities and railway infrastructure in the Region.
- (2) The operation of railway facilities and infrastructure is carried out based on statutory regulations.

CHAPTER XXIII
HUMAN RESOURCES IN THE FIELD OF RELATIONS

Article 131

- (1) The Regional Government is responsible for developing human resources to produce officers who are professional and competent in the field of transportation.
- (2) Development of human resources in the field of transportation as intended in paragraph (1) is carried out through education and training.

Article 132

- (1) Regional Governments can provide services and facilities and guarantee the implementation of education and training for mechanics and drivers.
- (2) The Regional Government is obliged to provide guidance to the management of Public Transport Companies to improve service quality, Security, Safety, Order and Smoothness of LLAJ.

CHAPTER XXIV
COOPERATION

Article 133

- (1) Regional Governments can enter into cooperation with third parties in organizing communications in the Region.
- (2) Cooperation as intended in paragraph (1) is carried out in accordance with statutory regulations.

CHAPTER XXV
COMMUNITY PARTICIPATION

Article 134

- (1) The community has the right to play a role as well as in organizing transportation in the Region.
- (2) Community participation as referred to in paragraph (1) is in the form of:
 - a. monitoring and maintaining security, safety, order and smooth transportation;
 - b. input to Regional Governments in improving regulations, guidelines and technical standards in the transportation sector;
 - c. opinions and considerations to the Regional Government regarding transportation management activities that cause environmental impacts; And
 - d. support for the implementation of communications.

- (3) The Regional Government considers and can follow up on input, opinions and/or support submitted by the community as intended in paragraph (2).

Article 135

- (1) Community participation as intended in Article 134 can be carried out by individuals, groups, professional organizations, business entities or other community organizations in accordance with the principles
openness and partnership.
- (2) Further provisions regarding procedures implementation of community participation as follows referred to in paragraph (1) is regulated in the Regent's Regulation.

Article 136

The community is obliged to participate in maintenance road facilities and infrastructure, developing traffic discipline and ethics, and participating in maintenance security, safety, order and smooth operation of communications.

CHAPTER XXVI ADMINISTRATIVE SANCTIONS

Article 137

- (1) Any person or entity that violates the provisions as intended in Article 44, Article 76 paragraph (4), Article 99 paragraph (1), and Article 110 will be subject to administrative sanctions.
- (2) Administrative sanctions as intended in paragraph (1) may be in the form of:
- a. written warning;
 - b. temporary suspension of public services;
 - c. temporary suspension of activities;
 - d. administrative fines;
 - e. cancellation of permits; and/or
 - f. license revocation.
- (3) The imposition of administrative sanctions on an Agency that violates the provisions as intended in paragraph (1) shall be imposed on the Management.
- (4) Further provisions regarding the procedures for imposing administrative sanctions as intended in paragraph (2) are regulated in the Regent's Regulation.

CHAPTER XXVII
INVESTIGATION

Article 138

- (1) Investigations into violations of this Regional Regulation are carried out by PPNS.
- (2) In carrying out investigative duties, the investigator's authority as referred to in paragraph (1) is:
 - a. receive a report or complaint from someone regarding a criminal act of violating regional regulations;
 - b. take the first action and check in scene;
 - c. order someone to stop and check the suspect's identification;
 - d. confiscating objects or letters;
 - e. taking fingerprints and photographing a person;
 - f. summon people to be heard and examined as suspects or witnesses;
 - g. bringing in experts needed in connection with the case examination;
 - h. terminate the investigation, after receiving instructions from the investigator that there is not enough evidence or that the incident does not constitute a criminal act and then through the investigator inform the public prosecutor, suspect or his family; And
 - i. carry out other actions according to the law can be accounted for.
- (3) In the event that a criminal offense in the field of transportation occurs on the road, PPNS is obliged to coordinate with State Police officers Republic of Indonesia.

CHAPTER XXVIII
CRIMINAL PROVISIONS

Article 139

- (1) Any person who violates the provisions as intended in Article 17 and Article 51 shall be punished with imprisonment for a maximum of 3 (three) months or a fine of a maximum of IDR 50,000,000.00 (fifty million rupiah).
- (2) The criminal act as intended in paragraph (1) is a violation.

CHAPTER XXIX
TRANSITIONAL PROVISIONS

Article 140

When this Regional Regulation comes into force, the implementing regulations for Sukoharjo Regency Regional Regulation Number 19 of 2011 concerning the Implementation of Road Traffic and Transportation (Sukoharjo Regency Regional Gazette of 2011 Number 19, Supplement to Sukoharjo Regency Regional Gazette Number 196), will still remain in effect as long as they do not conflict and/or have not been replaced with new regulations based on this Regional Regulation.

CHAPTER XXX
CLOSING

Article 141

When this Regional Regulation comes into force, Sukoharjo Regency Regional Regulation Number 19 of 2011 concerning the Implementation of Road Traffic and Transportation (Sukoharjo Regency Regional Gazette of 2011 Number 19, Supplement to Sukoharjo Regency Regional Gazette Number 196), is revoked and declared invalid.

Article 142

This local regulation are applied at the date stated.

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

Set in Sukoharjo
on September 10, 2018

REGENT SUKOHARJO,

signed

Promulgated in Sukoharjo
on September 10, 2018

REGIONAL SECRETARY
SUKOHARJO DISTRICT,

WARDOYO WIJAYA

signed

AGUS SANTOSA
SUKOHARJO DISTRICT REGIONAL GAZETTE
YEAR 2018 NUMBER 11

EXPLANATION
ON
REGIONAL REGULATIONS OF SUKOHARJO DISTRICT
NUMBER 11 OF 2018
ABOUT
RELATIONSHIP ORGANIZATION

I. GENERAL

Law Number 23 of 2014 concerning Regional Government, as amended several times, most recently by Law Number 9 of 2015 concerning the Second Amendment to Law Number 23 of 2014 concerning Regional Government, confirms that the Regional Government has the authority in government affairs in the field of transportation. , so that the implementation of transportation needs to be regulated in a regional policy in the form of regional regulations in order to realize transportation services that are safe, comfortable, secure, orderly, smooth and integrated while also providing legal certainty in the field of

relationship.

The Sukoharjo Regency Government has established Sukoharjo Regency Regional Regulation Number 19 of 2011 concerning the Implementation of Road Traffic and Transportation which refers to Law Number 22 of 2009 concerning Road Traffic and Transportation, however, this Regional Regulation cannot yet be implemented optimally due to many The implementing regulations of Law Number 22 of 2009 concerning Road Traffic and Transportation in the form of Government Regulations, Ministerial Regulations and Ministerial Decrees were only established after the Sukoharjo Regency Regional Regulation Number 19 of 2011 concerning the Implementation of Road Traffic and Transportation was promulgated.

It is hoped that this Regional Regulation can be implemented effectively as a guide for the Regional Government, the business world and the community in implementing transportation in the Region.

II. ARTICLE BY ARTICLE

article 1

Quite clear

Section 2

Letter a

What is meant by "transparent principle" is openness in providing communications to the wider community in obtaining correct, clear and honest information so that the public has the opportunity to participate in the development of communications.

Letter b

What is meant by "accountable principle" is the organization of communications that can be accounted for.

Letter c

What is meant by "sustainable principles" is guaranteeing the quality of environmental functions through the regulation of technical requirements for vehicle worthiness and general plans for development and transportation development.

Letter d

What is meant by "participatory principle" is regulation community participation in the policy formulation process, supervision of policy implementation, handling accidents, and reporting of events related to managing communications.

Letter e

What is meant by "beneficial principle" is all transportation management activities that can provide maximum added value in order to realize community welfare.

Letter f

What is meant by "efficient and effective principle" is the service in organizing communications carried out by each coach at the government level in an efficient and effective manner.

Letter g

What is meant by "balanced principle" is that transportation management must be carried out on the basis of a balance between facilities and infrastructure as well as fulfilling the rights and obligations of service users and operators.

Letter h

What is meant by "integrated principle" is implementation transportation services carried out by prioritizing harmony and interdependence of authority and responsibility between supervisory agencies.

Letter i

What is meant by "independent principle" is effort organizing transportation through the development and empowerment of national resources.

Letter j

What is meant by "principle of justice" is that the implementation of transportation services must be based on proportional service and participation for interested communities.

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

Letter a

Quite clear

Letter b

Quite clear

Letter c

Quite clear

Letter d

Quite clear

Letter e

Quite clear

Letter f

Quite clear

Letter g

What is meant by "node" is a place designated for intermodal and intermodal changes in the form of terminals, train stations, sea ports, river and lake ports and/or airports.

Letter h

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

Paragraph (1)

What is meant by "organizing activities outside its function" includes, among others:

- a. religious activity;
- b. state activities;
- c. sports activities; and/or d. cultural activities.

Paragraph (2)

What is meant by "personal interests" includes, among other things, weddings, deaths or other activities.

Article 19

Quite clear

Article 20

What is meant by "road user outside the function of the road" is the holder of a permit to use the road outside its function.

Article 21

Quite clear

Article 22

Quite clear

Article 23

Quite clear

Article 24

Quite clear

Article 25

Quite clear

Article 26

Quite clear

Article 27

Quite clear

Article 28

Quite clear

Article 29

Quite clear

Article 30

Quite clear

Article 31

Quite clear

Article 32

Quite clear

Article 33

Quite clear

Article 34

Quite clear

Article 35

Quite clear

Article 36

Quite clear

Article 37

Quite clear

Article 38

Quite clear

Article 39

Letter a

What is meant by "intramodal" is a system of transporting goods in one unit of transport vehicle, which can be a container or cargo truck, which uses two or more modes of transport continuously without changing the way the goods themselves are handled.

What is meant by "intermodal" is a situation where passengers and/or goods use more than one mode of transportation in one continuous journey.

Letter b

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

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Article 49

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Article 50

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Article 51

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Article 52

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Article 108

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Article 109

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Article 110

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Article 111

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Article 112

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Article 113

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Article 114

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Article 115

Quite clear

Article 116

Quite clear

Article 117

Quite clear

Article 118

Letter a

What is meant by "*Bus Priority*" is priority to the performance of public transport and railbuses, with bus signal connections with traffic light devices which will automatically receive data sent from hardware installed on public transport modes.

Letter b

Quite clear

Letter c

What is meant by "*Variable Message Sign*" is an electronic device containing traffic information messages, dynamic in nature (can change) which functions as a special message or signal such as warning of traffic jams, accidents, road repairs, speed limits or can be used as a conveying a certain message.

Letter d

Quite clear

Letter e

What is meant by "*e-payment/e-ticketing*" is a system that provides tools for paying for public transportation services made on the internet (e-payment) or using electronic tickets that can be used to replace public transportation costs (e-ticketing).).

Letter f

What is meant by "public transport/bus information display" is an information screen or voice recording that informs public transport users installed at bus stops or on public transport.

Letter g

What is meant by "Control Room (CC Room)" is the Central Traffic Control Room which is used as a means of monitoring traffic.

Article 119

Quite clear

Article 120

Quite clear

Article 121

Quite clear

Article 122

Quite clear

Article 123

Quite clear

Article 124

Paragraph (1)

Letter a

Quite clear

Letter b

What is meant by "for other purposes" includes, among other things: fishing activities by canoe and activities of crossing people and goods on rivers.

Paragraph (1)

Quite clear

Article 125

Quite clear

Article 126

Quite clear

Article 127

Quite clear

Article 128

Quite clear

Article 129

Quite clear

Article 130

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Article 131

Quite clear

Article 132

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Article 133

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Article 134

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Article 135

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Article 136

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Article 137

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Article 138

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Article 139

Quite clear

Article 140

Quite clear

Article 141

Quite clear

Article 142

Quite clear

SUPPLEMENTARY REGIONAL GAZETTE OF SUKOHARJO DISTRICT NUMBER 271