

The Role and Function of the Kupang City Traffic Unit in Implementing Law No. 22 of 2009 for the Regulation of Driving Licenses

Komang Wiwin Tribuana Putri¹⁾ & Arpangi²⁾

¹⁾Faculty of Law, Universitas Islam Sultan Agung (UNISSULA) Semarang, Indonesia,
E-mail: komangwiwintribuanaputri.std@unissula.ac.id

²⁾Faculty of Law, Universitas Islam Sultan Agung (UNISSULA) Semarang, Indonesia,
E-mail: arpangi@unissula.ac.id

Abstract. *The presence of the Traffic Police in this operation is not only limited to taking action against violations, but also involves a persuasive and educational approach aimed at raising public awareness about the importance of traffic safety. Traffic Police, despite having the duty to impose strict sanctions for violations that occur, still strive to provide education so that the public not only obeys the law, but also understands the meaning of traffic regulations themselves. This approach is expected to reduce the number of traffic violations and accidents in the future, as well as encourage drivers to be more responsible when driving. This research uses an empirical legal research method (socio-legal research). Empirical legal research was chosen because in addition to examining the legal norms in Law No. 22 of 2009 concerning Traffic and Road Transportation, this study also emphasizes how the implementation of these regulations is carried out by the Kupang City Traffic Police in practice, especially in regulating Driving Licenses (SIM). Thus, the research does not only stop at a normative study of the law, but also looks at social reality, namely the extent to which the community complies with having a SIM and the role of the police in enforcing these regulations. Based on the research results in Chapter III, the mechanism for regulating Driving Licenses (SIM) by the Kupang City Police Traffic Unit has been implemented in accordance with the provisions of Law Number 22 of 2009 and its implementing regulations. The enforcement is carried out through routine operations and special operations in the field, checking the completeness of driver administration, and the verification and issuance of SIMs at the Resident Unit.*

Keywords: *Operation; Presence; Traffic.*

1. Introduction

Indonesia, as a country based on law, firmly places legal sovereignty above all things related to people's lives.¹The principle of the rule of law is regulated in the 1945 Constitution of the Republic of Indonesia, which states that this country is based on law, where all actions of state administrators must be in accordance with applicable regulations.² The concept of a state based on law not only covers social, political, economic, and cultural life, but also road traffic which is clearly regulated by Law Number 22 of 2009 concerning Road Traffic and Transportation.

One of the most fundamental parts of law enforcement in Indonesia is the existence of the Republic of Indonesia National Police (Polri), which has an important role in maintaining and enforcing the law throughout Indonesia.³As the main pillar in law enforcement and security, the Indonesian National Police is not only responsible for handling criminal acts, but also maintaining order and security in all aspects of life, including road traffic.⁴Within the Indonesian National Police organizational structure, the Traffic Unit (Satlantas) plays a vital role in regulating and enforcing traffic laws. Satlantas is responsible for monitoring, regulating, and taking action against any violations that occur on the highway.⁵

In this context, the Indonesian National Police Traffic Unit (Satlantas Polri) has a good goal: to create safe, orderly, and smooth traffic on the roads. This goal is certainly in line with Law Number 22 of 2009, which emphasizes the importance of traffic control and regulation to reduce the number of accidents that often result in material losses, injuries, and even loss of life.⁶ Although traffic regulations are clearly regulated in Law Number 22 of 2009, the facts show that traffic violations in various regions, including Kupang City, are still quite high. One of the most common violations is the failure of drivers to complete the required documents, such as a valid Driver's License (SIM) and Vehicle Registration Certificate (STNK), as well as failure to follow safety rules, such as the use of standard helmets.

¹ Asyifa Tiara Ardin et al., "A Review of State Administrative Law on Taxpayer Compliance in Voluntary Disclosure Programs," *Journal of Law, Administration, and Social Science* 2, no. 1 (2022): 33–44.

² SH Alvi Syahrin et al., *Basics of Criminal Law: An Introduction (Book One of Law Number 1 of 2023 concerning the Criminal Code)* (Merdeka Kreasi Group, 2023).

³ Eko Saputra, *The Role of Law Enforcement in the Indonesian Criminal System* (PT MAFY MEDIA LITERASI INDONESIA, 2025).

⁴ Saputra.

⁵ Safina Dwita Putri, Yayuk Sugiarti, and Abshoril Fithry, "Legality of Using Electric Bicycles Reviewed from the Perspective of Law No. 22 of 2009 Concerning Traffic and Road Transportation," *Wahana Pendidikan Scientific Journal* 10, no. 1 (2024): 773–85.

⁶ Government of the Republic of Indonesia, *Law of the Republic of Indonesia Number 22 of 2009 concerning Traffic and Road Transportation* (Eko Jaya, 2009).

The presence of the Traffic Police in this operation is not only limited to taking action against violations, but also involves a persuasive and educational approach aimed at raising public awareness about the importance of traffic safety.⁷ Traffic Police, despite having the duty to impose strict sanctions for violations that occur, still strive to provide education so that the public not only obeys the law, but also understands the meaning of traffic regulations themselves.⁸ This approach is expected to reduce the number of traffic violations and accidents in the future, as well as encourage drivers to be more responsible when driving.

Therefore, the efforts of the Traffic Police (Satlantas) in traffic control are very important, the problem of non-compliance with Driver's Licenses (SIM) remains a major problem that has not been fully resolved. A SIM is a legal document that must be owned by every motorized vehicle driver in Indonesia, in accordance with Article 77 of Law Number 22 of 2009 concerning Traffic and Road Transportation. The existence of a SIM is not only a legal requirement, but also as proof that the driver has taken the test process that measures driving ability and understanding of applicable traffic regulations.⁹ Without a driver's license, drivers not only break the law, but also ignore the safety of themselves and others on the road.

Unfortunately, despite clear regulations, many drivers still ignore the obligation to have a valid driver's license. One of the main causes of this phenomenon is low public awareness of the importance of a driver's license. Furthermore, many drivers are still unaware of the procedures and requirements required to obtain a driver's license. Some drivers even use fake or invalid driver's licenses to avoid the complicated process of obtaining a valid one. This situation is further exacerbated by the ease of obtaining a driver's license illegally, through various individuals who offer to obtain a driver's license without having to pass the required exam.

This fact illustrates the importance of enforcement and supervision of drivers who do not have a driver's license or who have an expired license. This violation not only has the potential to cause accidents but also reflects a lack of public legal awareness. Furthermore, there are issues related to vehicle registration certificates (STNK), which are often not renewed or even registered under false identities. A vehicle registration certificate (STNK) is also an important document that motorists must possess as proof that the vehicle they are using is legally

⁷ Farah Mutia et al., "Optimizing the Role of the Police in Enforcing Law Number 22 of 2009 Against Traffic Violations by Minors Riding Motorbikes: A Study at the Banda Aceh Police Station," *Indonesian Research Journal on Education* 5, no. 5 (2025): 484–91.

⁸ Jhordyan Pakiding Andilolo, Hadi Tuasikal, and Dwi Pratiwi Markus, "Implementation of Traffic Law in Law Number 22 of 2009 concerning Traffic and Road Transportation," *UNES Law Review* 6, no. 4 (2024): 11717–29.

⁹ Atiqah Kurniasih, Ari Retno Purwanti, and T Heru Nurgiansah, "The Role of Sumpiuh Sector Police in Handling Illegal Racing by Underage Youth Based on Law Number 22 of 2009 Concerning Traffic and Road Transportation," *SAKOLA: Journal of Science Cooperative Learning and Law* 2, no. 1 (2025): 1–7.

registered with the police. Without a valid STNK, drivers are also breaking the law and potentially adding to problems in traffic law enforcement.¹⁰

In Kupang City, despite the ongoing operations by the Traffic Police to enforce the law and raise public awareness, the rate of traffic violations remains high, particularly among motorcyclists. Many riders do not wear helmets, lack a valid driver's license, and often lack a valid vehicle registration (STNK). This phenomenon demonstrates that despite existing regulations, public legal awareness still needs to be improved, both through more extensive education and firmer and more consistent law enforcement.

One common problem is a lack of knowledge about the procedures required to obtain a valid driver's license (SIM) and vehicle registration (STNK). In many areas, including Kupang City, many people choose to purchase their driver's licenses or vehicle registrations through illegal channels, even though they don't pass the required exams. This adds to the challenge for the Traffic Police (Satlantas) in enforcing enforcement, as despite enforcement efforts, many drivers still use fake or expired documents without fear of legal repercussions.

Another challenge facing the Kupang City Police, according to Mrs. Wiwin, is the difficulty in disciplining underage drivers who don't have a driver's license but are already driving. This is often a major cause of traffic accidents, especially among students who lack sufficient knowledge about driving safety. The Traffic Police's educational role is crucial in this regard, as they strive to educate the public, especially students, about the importance of obeying traffic regulations for the safety of themselves and others.¹¹

2. Research Methods

This research uses an empirical legal research method (socio-legal research)¹². Empirical legal research was chosen because in addition to examining the legal norms in Law No. 22 of 2009 concerning Traffic and Road Transportation, this study also emphasizes how the implementation of these regulations is carried out by the Kupang City Traffic Police in practice, especially in regulating Driving Licenses (SIM). Thus, the research does not only stop at a normative study of the law, but also looks at social reality, namely the extent to which the community complies with having a SIM and the role of the police in enforcing these regulations.

¹⁰ (Kaaana, Yohanis, and Udju 2023)

¹¹ Sitta Saraya et al., *Criminal Law* (Tri Edukasi Ilmiah Foundation, 2025).

¹² SHI Jonaedi Efendi and SH Prasetijo Rijadi, *Normative and Empirical Legal Research Methods: Second Edition* (Prenada Media, 2022).

3. Results and Discussion

3.1. The Role and Function of the Kupang City Police Traffic Unit in Driving License Regulation

In order to maintain traffic order and improve road user safety, a driver's license (SIM) is an essential instrument that every driver must possess. A driver's license (SIM) is not only legal proof that a person is permitted to drive a motorized vehicle, but also an indicator that the driver has met the requirements for competence, health, and knowledge of traffic regulations. Therefore, the role and function of the Kupang City Police Traffic Unit (Satlantas) is very strategic in carrying out the authority to regulate driver's licenses, both in terms of issuance, supervision, and enforcement of violations related to driver's license ownership.

This discussion begins by outlining the legal basis for regulating driver's licenses, based on Law Number 22 of 2009 concerning Traffic and Road Transportation. This legal basis serves as the basis for the Traffic Police Unit (Satlantas) to carry out its regulatory and repressive functions against drivers who do not have a driver's license. Furthermore, the Satlantas' duties and authorities in issuing and regulating driver's licenses are explained, including how this unit provides public services and enforces traffic law.

The discussion also highlighted the mechanisms and procedures for regulating driver's licenses within the Kupang City Police Department, encompassing the administrative process, inspection stages, and repressive measures against violators. Beyond administrative measures, the Traffic Police also implements efforts to increase public compliance with driver's license regulations, such as through outreach, legal education, and traffic safety campaigns.

By outlining these aspects, this research is expected to provide a clearer picture of how the Kupang City Police Traffic Unit carries out its role and function in regulating driving licenses, as well as the extent to which the effectiveness of the policies and actions taken can support the creation of order and safety on the highway.

1) The legal basis for regulating SIM is based on Law Number 22 of 2009.

The legal basis is a very important aspect in every implementation of the duties and authorities of law enforcement officers, including the Traffic Unit (Satlantas) of the Kupang City Police in regulating the ownership of Driver's Licenses (SIM). This legal basis is stated in the Law of the Republic of Indonesia Number 22 of 2009 concerning Traffic and Road Transportation which replaced Law Number 14 of 1992 because it was deemed no longer in accordance with the development of the strategic environment, both nationally and internationally.

The considerations section of Law Number 22 of 2009 explains that traffic and road transportation play a strategic role in supporting development, national integration, and improving public welfare. Furthermore, traffic is viewed as part of the national transportation system, which must be managed safely, securely, orderly, and smoothly to support economic and regional development. Therefore, traffic regulations, including regulations regarding driver's licenses, are aimed at ensuring security and safety on the roads.

Article 1 of Law Number 22 of 2009 provides important definitions regarding traffic, road transportation, vehicles, drivers, road users, and traffic safety. In the context of a driver's license (SIM), a driver is defined as any person who drives a motorized vehicle on the road and holds a valid driver's license. This emphasizes that a driver's license is not merely an administrative document, but rather a legal instrument that serves as proof that an individual has met the requirements for age, health, knowledge, and driving skills.

Furthermore, this law also emphasizes that every person driving a motorized vehicle must possess a driver's license (SIM) appropriate for the type of vehicle they are driving. This obligation is closely related to the goal of reducing the number of traffic violations and the risk of accidents caused by unqualified drivers. Thus, this strong legal basis legitimizes the Kupang City Police Traffic Unit (Satlantas Polresta) to supervise, enforce, and enforce regulations against those who do not have a driver's license.

a. Principles and Objectives in the Implementation of Road Traffic and Transportation

Principles and objectives are the philosophical foundation and normative direction of every public policy, including in the field of road traffic and transportation. Law Number 22 of 2009 emphasizes that the implementation of road traffic and transportation must adhere to a number of principles that reflect the values of transparency, accountability, sustainability, and public participation.

The principle of transparency emphasizes that all traffic management processes must be open and accessible to the public. This is crucial so the public can understand the mechanisms, rules, and policies in place. Meanwhile, the principle of accountability asserts that every government action or policy in the traffic sector is legally and morally accountable to the public as the recipients of the service.

The principle of sustainability means that traffic policies are not temporary but must provide long-term benefits, taking into account technological developments, community needs, and environmental conditions. Furthermore, the principle of participation opens up space for public involvement, both directly and indirectly, in supporting safe, orderly, and smooth traffic flow.

Furthermore, the principles of benefit, efficiency, and effectiveness require that every traffic policy deliver tangible results, reduce resource waste, and effectively address community needs. Furthermore, the principles of balance, integration, and independence demonstrate that traffic management must maintain a balance of interests between the government, the community, and the business world, integrate with other modes of transportation, and be able to stand alone by optimizing national potential.

b. Scope of Applicability of Law Number 22 of 2009

Law Number 22 of 2009 applies comprehensively to the development and implementation of road traffic and transportation. Article 4 explains that the scope of this law covers three main areas. First, the movement of vehicles, people, and goods on the road. This means that all forms of transportation activity on the road, both private and public, are subject to the provisions of this law. Second, activities that use the infrastructure, and facilities supporting road traffic and transportation. This includes roads, markings, signs, traffic lights, and terminal and bus stop facilities. Third, activities related to the registration and identification of motor vehicles and drivers, traffic education, traffic management and engineering, and law enforcement.

c. Traffic and Road Transportation Development

Articles 5 and 6 of Law Number 22 of 2009 clearly regulate the development of traffic and road transportation. The state, through the government, is fully responsible for the implementation and development of the road transportation system. This development includes planning, regulation, control, and supervision.

d. Road Traffic and Transportation Management

The management of road traffic and transportation is a crucial aspect in creating a safe, orderly, smooth, and sustainable transportation system. Law Number 22 of 2009 provides a clear legal basis for the authorities, areas of management, and the coordination mechanisms necessary to effectively manage road traffic and transportation.

Article 7 emphasizes that the implementation of traffic and road transportation in direct service to the public is carried out by the Government, Regional Governments, legal entities, and the community. However, its implementation is adjusted to the main duties and functions of each agency. The government has authority in five main areas, namely: roads, facilities and infrastructure, industry, technology, and registration and identification of motor vehicles and drivers, including traffic law enforcement. In this regard, the Indonesian National Police plays a major role because it is directly related to the issuance of Driver's Licenses (SIM), law enforcement, traffic management, and traffic education.

e. Traffic Network and Road Transportation

Road traffic and transportation networks play a strategic role in creating interregional connectivity, supporting community mobility, and supporting national economic growth. Law Number 22 of 2009 emphasizes that the development of road traffic and transportation networks must be carried out in an integrated manner, guided by a master plan prepared according to needs at the national, provincial, and district/city levels.

Article 14 emphasizes that the master plan for the traffic and road transportation network is divided into three main levels: the national master plan, the provincial master plan, and the district/city master plan. The national master plan is prepared by considering national-scale transportation needs, patterns of movement of people and goods, the direction of transportation mode policies, the location of national nodes, and the need for traffic space. Meanwhile, the provincial and district/city master plans are prepared by considering regional spatial planning, local transportation needs, and continuity with networks at higher levels. Thus, the preparation of master plans is hierarchical, interconnected, and must be updated periodically.

f. Driver

The first section discusses the Driving License (SIM), which is the primary requirement for anyone wishing to drive a motorized vehicle on the road. Article 77 stipulates that every driver must have a driver's license (SIM) appropriate for the type of vehicle they drive. There are two types of SIMs: private motorized vehicle licenses and public motorized vehicle licenses. To obtain a SIM, prospective drivers are required to possess driving competencies, which can be acquired through education, training, or independent study. However, for public motorized vehicle SIMs, prospective drivers are required to attend formal education and training for public transportation drivers, which is only available to those who already hold a private driver's license.

g. Forms and Classification of Driving Licenses

Discussion of the form and classification of a driver's license (SIM) in this law is crucial, as it concerns the classification of a person's authority to drive certain types of vehicles. A driver's license is not only an administrative document, but also proof of a driver's competence and legal responsibility. Therefore, driver's licenses are classified based on vehicle weight, type, function (private or public), and special conditions, such as vehicles for people with disabilities.

Article 80 – Individual Driving License

This article regulates driving licenses for private motor vehicles, which are divided into five categories. First, SIM A, is intended for drivers of passenger cars and

freight vehicles with a maximum weight of 3,500 kg. This category is the most commonly held by the public, as it covers everyday private cars. Second, SIM BI, applies to private vehicles weighing more than 3,500 kg, usually used for large vehicles such as private trucks. Third, SIM B II, is intended for drivers of more complex private vehicles, such as heavy equipment vehicles, towing vehicles, and vehicles with trailers or trailers weighing more than 1,000 kg. Fourth, SIM C, is specifically for motorcycle drivers, which in Indonesia is the main mode of transportation. Finally, SIM D, is intended for people with disabilities who drive special vehicles. With SIM D, the state provides accessibility and recognition that people with disabilities also have the right to drive with certain safety standards.

Article 81 – Requirements for Obtaining an Individual Driver's License

The law also provides flexibility by allowing drivers to work up to twelve hours a day, but only under certain conditions, including a minimum one-hour rest period. These exceptions are generally related to long-distance transport operations or emergencies, but they must be monitored to prevent abuse. These regulations demonstrate that driving safety is prioritized over purely commercial interests.

Article 91 – Sanctions for Driver's License Issuing Officers

This article regulates administrative sanctions against officers of the Republic of Indonesia National Police who are tasked with issuing driving licenses. If an officer violates the procedures as stipulated in Article 87 paragraph (4), they may be subject to disciplinary sanctions or sanctions regarding police professional ethics. This demonstrates the emphasis on the integrity of officers in carrying out their duties.

Issuing a driver's license is the primary gateway for someone to obtain the right to drive. If procedures are violated, for example through data manipulation or illegal levies, it will result in drivers who lack the competency to obtain a license. This can have a direct impact on traffic safety. Therefore, this regulation serves as an oversight mechanism to ensure police officers operate professionally, transparently, and responsibly.

Article 92 – Sanctions for Public Transportation Companies

This article contains administrative sanctions for public transportation companies that do not comply with the provisions regarding working hours, rest times, and driver changes as regulated in Article 90. This non-compliance can endanger transportation safety because drivers who are forced to work beyond the time limit tend to experience fatigue which can lead to traffic accidents.

The administrative sanctions that can be imposed are tiered. First, a written warning serves as an initial warning to encourage the company to immediately correct the violation. Second, an administrative fine serves as a financial penalty

to create a deterrent effect. Third, a business license suspension temporarily halts the company's activities. Fourth, permit revocation is the most severe sanction if the company continues to ignore regulations and endangers public safety.

Further regulations regarding the procedures and criteria for implementing these sanctions will be established through government regulations. Therefore, administrative sanctions are not merely punitive but also serve as a control tool to ensure companies strictly uphold safety standards. This article emphasizes that the responsibility for traffic safety lies not only with drivers but also with companies as transportation service providers.

3.2. Duties and authorities of the Traffic Police in issuing and supervising driving licenses.

A driver's license (SIM) is a crucial instrument in Indonesia's traffic law system. A driver's license (SIM) not only serves as proof of a person's competence to drive a motorized vehicle, but also serves as a means of driver registration and identification. This is in line with Law Number 22 of 2009 concerning Road Traffic and Transportation, which stipulates that every motorized vehicle driver on the road is required to have a driver's license (SIM) appropriate for the type of vehicle they drive. Therefore, a driver's license (SIM) holds strategic value from a safety, legal, and administrative perspective. In this context, the Traffic Unit (Satlantas) of the Indonesian National Police plays a key role in the issuance and oversight of driver's licenses.

The Traffic Police's (Satlantas) duties in issuing driver's licenses encompass several interrelated stages. First, the Satlantas is responsible for administrative verification of applicant documents, including checking personal identification in the form of a Resident Identity Card (KTP), completing the application form, and recording fingerprints. This task is crucial because it directly relates to the authenticity and validity of the applicant's identity, while also preventing data falsification or the use of multiple identities. Second, the Satlantas conducts physical and mental health examinations in collaboration with medical personnel and psychologists. Applicants must be declared physically fit, for example in terms of vision, hearing, and motor skills, and mentally fit by passing a psychological test that measures emotional stability, concentration, and decision-making ability. This stage ensures that only those who are truly physically and mentally capable are allowed to obtain a driver's license.

Third, the Traffic Police (Satlantas) plays a role in administering theory, practical, and simulator tests. The theory test measures prospective drivers' understanding of traffic regulations, signs, road markings, and road etiquette. The practical test is conducted by testing technical driving skills in the field, ranging from basic skills to complex skills such as parallel parking, driving on inclines, and dealing with challenging road conditions. The simulator test is used to assess prospective

drivers' responses to real-world traffic conditions, such as dealing with other drivers violating regulations or dealing with emergency situations. With a structured exam, Satlantas ensures that driver's licenses are only issued to applicants who are truly competent.

In addition, the Traffic Police Unit is also tasked with managing the driver's license (SIM) issuance information system. Data on each driver's license holder is electronically recorded, including identity, type of driver's license, expiration date, and violation records. This information system is crucial for police investigations, traffic crime investigations, and forensic identification. Therefore, the Traffic Police Unit's duties extend beyond issuing driver's licenses, extending to managing data that is useful for legal and state administrative purposes.

In terms of the authority to issue a driver's license, the Traffic Police Unit has full authority regulated by law. The Traffic Police Unit is authorized to determine the passing of prospective drivers based on the results of the test and health examination. If the applicant does not meet the standards, the Traffic Police Unit has the authority to refuse to issue a driver's license. The Traffic Police Unit also has exclusive authority to issue a valid and valid driver's license throughout Indonesia, as stated in Article 87 paragraph (2) of Law Number 22 of 2009. In addition, the Traffic Police Unit is authorized to compile and implement technical procedures for issuing a driver's license according to the direction of the Chief of the Republic of Indonesia National Police, starting from the registration mechanism, test standards, to public complaints.

On the other hand, the Traffic Police (Satlantas) also has an equally important role in monitoring driver's licenses (SIM). This supervision aims to ensure that every driver on the road complies with regulations and holds a valid driver's license (SIM) for the type of vehicle they are using. Their first task is to conduct driver's license checks during traffic operations, such as Operation Zebra, Operation Patuh, or Operation Lilin. In these operations, Satlantas officers check the completeness of drivers' documents, including their driver's licenses, and ensure that they are still valid and compatible with the vehicle they are using.

Furthermore, the Traffic Police are tasked with providing a mark or violation data on the driver's license of drivers who commit violations, as regulated in Article 89 of Law Number 22 of 2009. Through this system, each violation will be recorded in the driver's personal data and can be used as a basis for imposing heavier administrative sanctions if the violation is repeated. The Traffic Police also have the authority to temporarily suspend or revoke the driver's license of drivers who are proven to have committed serious violations, for example, drunk driving or causing a traffic accident with fatalities.

The authority of the Traffic Police in supervising SIMs covers several important aspects.

1. First, the authority to enforce the law against drivers who do not have a driving license, use a fake driving license, or misuse their driving license.
2. Second, the authority to impose administrative sanctions in the form of marking, temporary detention, or driver's license revocation. This authority serves as a social control and law enforcement tool to encourage more disciplined drivers.
3. Third, the authority to coordinate with other agencies, such as transportation agencies, driving education institutions, and even international institutions in the context of issuing international driving licenses.

In its implementation in the field, the duties and authority of the Traffic Police Unit can be seen in various operations and real-life cases. For example, in the implementation of Operation Zebra, the Traffic Police Unit took action against thousands of drivers who did not have a driver's license or were using an expired driver's license. In another case, the Traffic Police Unit successfully dismantled a counterfeit driver's license network that endangered the public by allowing incompetent individuals to obtain driver's licenses illegally. The Traffic Police Unit also plays a role in issuing international driver's licenses that can be used by Indonesian citizens abroad, demonstrating that the Traffic Police Unit's authority is not only national but also has global legitimacy.

In my opinion, the Kupang City Police Traffic Unit's (Satlantas Polresta Kupang) SIM enforcement actually has a strong legal basis and implementation mechanism. Laws, technical regulations, and operational procedures have been designed to ensure that every driver meets competency requirements before being permitted to drive. However, the success of these regulations depends heavily on how they are implemented and how the public responds to them in their daily lives.

Personally, I see that the biggest challenge lies not only in procedural aspects such as exams, health checks, or enforcement operations, but rather in the community's still-low legal culture. Many drivers still view a driver's license as a formality or simply a document to avoid traffic tickets, rather than as proof of driving ability and a safety measure. As long as this understanding remains unchanged, enforcement efforts on the ground will continue to face the same obstacles: low public awareness and compliance.

I also believe that the Traffic Police's various efforts, such as outreach, education in schools and communities, the use of social media, and joint operations, are all appropriate steps. However, this educational approach needs to be more intensive and sustainable to truly change the public's perspective on the importance of a driver's license. Behavioral change cannot occur through enforcement alone; it must be accompanied by a deeper understanding of the benefits of having a driver's license for the safety of oneself and others.

On the other hand, consistent law enforcement is also crucial. I believe a firm yet educational approach is ideal. While violators deserve sanctions, on-the-ground explanations and education are crucial in raising awareness. However, officers' consistency in following procedures without any deviations is crucial for building public trust. If the public believes that services and enforcement are fair and transparent, compliance will naturally arise, not out of fear alone.

Overall, I believe that effective driver's license enforcement will be achieved if there is synergy between the quality of Traffic Police services, firm law enforcement, and increased public awareness. These three aspects must go hand in hand. If education is strengthened, services are made professional and accessible, and enforcement is carried out consistently, public compliance with driver's license ownership in Kupang City can increase significantly and sustainably.

4. Conclusion

Based on the research results in Chapter III, the mechanism for regulating Driving Licenses (SIM) by the Kupang City Police Traffic Unit has been implemented in accordance with the provisions of Law Number 22 of 2009 and its implementing regulations. The enforcement is carried out through routine operations and special operations in the field, checking the completeness of driver administration, and the verification and issuance of SIMs at the Regident Unit. These activities are supported by inter-unit coordination carried out in stages, allowing for periodic evaluations for determining subsequent operational policies. In addition to taking action against violators, the Traffic Unit also applies a preemptive and preventive approach through education, outreach, and outreach to the public regarding the importance of SIMs as proof of legality and driving competence. However, the implementation of these mechanisms is still influenced by limited resources and public response in complying with traffic law provisions.

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