

Effectiveness of Implementation of Legal Provisions Relating to Turning on Motor Vehicle Lights During The Day in Reduce Motor Vehicle Accidents in Cirebon City

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Abstract. *This study aims to examine and analyze the implementation of legal provisions regarding turning on motor vehicle lights during the day in reducing accidents in Cirebon City and the Effectiveness of the Law in the matter of implementing legal provisions regarding turning on motor vehicle lights during the day in reducing accidents in Cirebon City. The method used in this research is the Sociological Juridical method, the specifications in this research are descriptive analytical, the data used are primary data and secondary data, using data collection through interviews and literature studies, qualitative data analysis, problems are analyzed using Progressive Legal Theory according to Satjipto Rahardjo and Legal System Theory according to Lawrence M. Friedman. The results of this study indicate: 1. The implementation of the obligation to turn on the main lights for motorbikes during the day in Cirebon City is a form of compliance with Article 107 Paragraph (2) of Law No. 22 of 2009, the dynamics of fluctuating community compliance, Cirebon City Police Traffic Unit consistently carries out supervision through traffic operations and educational approaches at strategic points. This effort has triggered a sociological paradigm shift in Cirebon residents, from initially considering it a waste to a collective awareness of safety investment. In the future, cross-sectoral synergy and consistent enforcement of regulations are needed to create a safe traffic ecosystem and achieve the target of zero accidents in the Cirebon City area. 2. The implementation of the regulation on turning on the headlights of motor vehicles during the day in Cirebon City faces major obstacles in the form of low awareness and psychological resistance from the public who consider this regulation redundant in the hot weather, technical concerns regarding damage to electrical components such as batteries and the phenomenon of pseudo-compliance where drivers only turn on their lights when they see officers at certain points such as the Gunungsari intersection, the Tentara Pelajar intersection, the Kesambi intersection and the Pemuda intersection. The*

solution is to modernize supervision through optimizing ETLE cameras on arterial roads to create consistent law enforcement, accompanied by technical education on the importance of visual contrast to avoid blind spots for large vehicles on the Pantura route, as well as encouraging the standardization of more efficient LED lighting technology to eliminate public concerns about technical damage to vehicles.

Keywords: Daytime; Effectiveness; Turning on Lights.

1. Introduction

Transportation is the movement of people or goods from one place to another using tools that are moved by humans, animals or machines.¹ Traffic and road transportation play a strategic role in supporting development and strengthening national integration, in line with the goal of improving public welfare as mandated by the constitution. As the lifeblood of life, traffic enables communities to live, thrive, and produce. Productivity generated through various activities depends on smooth traffic flow, which must ensure security, safety, order, and smoothness. Furthermore, traffic reflects a nation's culture, demonstrating the awareness, responsibility, and discipline of road users in maintaining safety, security, and order in traffic.²

The high number of motor vehicle accidents has forced the government to seriously address this issue. The government has implemented various solutions to reduce the number of motor vehicle accidents, one of which is requiring all motor vehicles to have their headlights on during the day. Turning on headlights serves several purposes in reducing motor vehicle accidents, including:³

1. Motorcycle headlights from the opposite direction will draw the pupil of the eye to search for the light source. As a result, the driver's eyes will be drawn to that light source.
2. Turning on motorcycle headlights is believed to improve rider concentration and help them anticipate other drivers. The light reflected off the rearview mirror is quickly captured by the eye, allowing other drivers to identify the motorcycle and prevent accidents.

¹Andriansyah. 2015. Transportation Management in Studies and Theory. Faculty of Social and Political Sciences, Prof. Dr. Moestopo University, Central Jakarta. P. 1.

²Fedryk Soaloon Harahap, The Effectiveness of Motorized Vehicle Use Policy for High School Students on Karimun Island, Journal of Law and Policy Transformation, Volume 4, Number 2, December 2019 <http://Journal.Unilak.Ac.Id/Index.Php/Respublica/Article/View/23944>

³IDN News, "This is Why Motorcycle Headlights Must Be On During the Day," <https://www.idntimes.com/Automotive/Motorbike/Seo-Intern/Reasons-Motorcycle-Lamps-Must-Be-On-During-Day>, February 2, 2026 at 20.00 WIB.

The mandatory rule to turn on motorbike lights is regulated in Article 107 Paragraph (2) of Law No. 22 of 2009 which states that "turning on the main lights during the day is mandatory for motorbike riders". Then Article 293 Paragraph (2) of Law No. 22 of 2009 states that:

Any person who drives a motorbike on the road without turning on the headlights during the day as referred to in Article 107 paragraph (2) shall be punished with imprisonment for a maximum of 15 days or a fine of a maximum of IDR 100 thousand.

Based on the provisions above, it can be understood that every motorcyclist must comply with the rules that require turning on lights during the day as stipulated in the Law. If they violate, the driver will be subject to penalties as stipulated. The existence of positive legal provisions that require motorcyclists to turn on lights during the day in reality has not been able to reduce the number of traffic accidents. This can be seen in Cirebon City, after the enactment of Article 107 Paragraph (2) and 293 Paragraph (2) of Law No. 22 of 2009 in 2009, the number of motor vehicle accidents in Cirebon City is still relatively high. Throughout January to July 2024, traffic accidents occurred in several areas in Cirebon City, these accidents included the Gempol District area where 52 accidents occurred and in Depok District where 40 accidents occurred and in July in Gempol District where 9 accidents occurred and in Depok District where 3 accidents occurred.⁴

In 2025 it was recorded There were 420 traffic accidents. This number increased compared to 2024, which recorded 366 cases, or an increase of 54 incidents. Although the number of accidents increased, the number of fatalities decreased. In 2025, the number of fatalities due to traffic accidents was recorded at 29 people, lower than the 36 people in 2024. In addition to fatalities, traffic accidents also resulted in injuries, both minor and serious. The number of seriously injured victims increased from 9 people in 2024 to 14 people in 2025. Meanwhile, victims with minor injuries also increased, from 377 people in 2024 to 410 people in 2025. AKBP Eko Iskandar added that the majority of traffic accidents in the Cirebon area were caused by driver negligence.⁵ According to the basis and objectives Of course, the government has its own traffic laws. Then, the government issued traffic regulations, namely Law Number 22 of 2009. Article 107 of the law states that "Every motorized vehicle is required to turn on its headlights on the road during the day, at night, and under certain conditions."

⁴Detikjabar, "The Root Cause of the High Accident Rate in Cirebon", <https://www.detik.com/jabar/cirebon-raya/D-7477581/Biang-Kerok-Tingginya-Angka-Kecelakaan-Di-Cirebon>, February 2, 2026.

⁵<https://cireboners.id/2026/01/01/420-accidents-happened-in-cirebon-throughout-2025/> accessed on April 18, 2026

However, in reality, many motorists ignore and even violate this regulation, especially regarding the use of headlights during the day.⁶

Such a situation shows how the implementation of the provisions of Article 107 Paragraph (2) and 293 Paragraph (2) of Law No. 22 of 2009 has not been able to optimally reduce the number of motor vehicle accidents, especially in the Cirebon City area. The main obstacle in the effectiveness of implementing the provisions on turning on motor vehicle lights during the day is public knowledge and awareness. Some people do not understand the meaning of turning on motor vehicle lights during the day, and the fact that people think that turning on lights every day will be wasteful so that many people complain about the existence of these regulations where those who should be for life instead turn to vehicles because the battery will easily die and must be replaced with a new one so that battery sellers will make huge profits and harm two-wheeled vehicle users.⁷

This regulation was made against the backdrop of the high number of traffic accidents that occur every day, which is exacerbated by the low public awareness of driving wisely and responsibly. Data shows that most accidents involve two-wheeled vehicles or motorbikes, with many of them resulting in fatalities. One of the main problems in traffic today is the high rate of accidents on the highway. To overcome this, the light on program which requires motorcyclists to turn on their headlights during the day is expected to contribute to reducing the number of traffic accidents. Various existing explanations indicate that the existence of Article 107 Paragraph (2) and 293 Paragraph (2) of Law No. 22 of 2009 has not been able to optimally reduce the number of motor vehicle accidents in Cirebon City.

Traffic safety is a crucial challenge in developing a safe public transportation system, given that road accidents continue to be the leading cause of mortality and material losses each year. As a preventative measure, the government has implemented various regulations, one of which is the requirement to turn on vehicle headlights to improve road visibility. However, the assumption that compliance with headlights directly correlates with a reduction in accidents is considered an oversimplification of the complexity of the problem on the ground. In fact, the majority of traffic accidents are not automatically caused by non-compliance with headlights, but rather by a much more complex multifactorial basis. The dynamics of road fatalities are more often caused by factors such as excessive speed limits, driver negligence, poor road

⁶ Teti Nengsih, 2029, "Implementation of the Policy of Mandatory Turning On of Headlights During the Day for Motorized Vehicles in Makassar City," UNISMUH. <https://Digilib.Unismuh.Ac.Id/Dokumen/Detail/452/>

⁷ Interview with AKP Ngadiman, S.Kom as Head of Traffic Police of Cirebon City Police on January 20, 2026.

infrastructure, vehicle technical ineligibility, and extreme weather. To date, a causal relationship between mandatory headlights and a reduction in accidents has not been scientifically established with solid empirical evidence. Therefore, this research is crucial to objectively map the root causes of road safety problems, so that future safety policy formulation can be based on valid and targeted data. In this regard, it is necessary to discuss "The Effectiveness of Implementing Legal Provisions Regarding Turning On Motor Vehicle Headlights During the Day in Reducing Motor Vehicle Accidents in Cirebon City".

2. Research Methods

A method is a basic process regarding the procedure for finding a way out of a problem, while research is a careful examination of signs in order to obtain human knowledge, so a research method can be interpreted as the basic procedure for finding a way out of existing problems in carrying out research related to The effectiveness of implementing legal provisions regarding turning on motor vehicle lights during the day in reducing motor vehicle accidents in Cirebon City.⁸ The sociological legal approach, also known as field research, examines the applicable legal provisions and what actually happens in society.⁹ This was done by interviewing the resource person with Mr. AKBP Eko Iskandar, Cirebon City Police.

3. Results and Discussion

3.1. Implementation of Legal Provisions Regarding Turning On Motor Vehicle Headlights During the Day to Reduce Accidents in Cirebon City

Vehicle drivers or what we usually call drivers.¹⁰ The Road Traffic and Transportation Law, which replaces the 1992 Road Traffic and Transportation Law No. 14, is a complementary reform to ensure drivers pay more attention to road safety and have complete driving equipment. Whoever you are, regardless of your circumstances, when you're on the road, you're not just walking or driving; you're also obeying established traffic regulations.¹¹

The regulation governing traffic violations is Law Number 22 of 2009 concerning Traffic and Road Transportation which was ratified and enacted on June 22, 2009. The Traffic and Road Transportation Law is a product of developments in the transportation sector. This law not only regulates administrative provisions in

⁸Soejono Soekamto, 1986, Introduction to Legal Research, Jakarta: Ui Press, p. 6

⁹Mukti Fajar and Yulianto Achmad, 2010, Dualism of Normative and Empirical Legal Research, Yogyakarta: Pustaka Pelajar, p. 175.

¹⁰Indonesian Dictionary Editorial Team, 2008, Indonesian Dictionary, Jakarta: Indonesian Language Center and Department, p. 219.

¹¹Dedi Irwanto, 2014, "Effectiveness of Article 107 Paragraph 2 Concerning Turning on Lights During the Day for Motorcyclists Based on Law No. 22 of 2009 Concerning Traffic and Road Transportation in the Tulangan Sidoarjo Police Area", National Development University, p.2.

traffic and road transportation, but also contains criminal provisions that provide criminal sanctions which according to legal science are criminal acts. These criminal provisions are special criminal provisions because they are regulated outside the general criminal provisions (KUHP).¹²

Law Number 22 of 2009 recognizes that road traffic and transportation have a strategic role in supporting national development and integration as an effort to advance public welfare. Of the many existing regulations, one article that has received a mixed response from the public is Article 107 Paragraph (2). Article 107 Paragraphs (1) and (2) of Law Number 22 of 2009 states:

1. Motor vehicle drivers are required to turn on the main lights of motor vehicles used on the road at night and in conditions.
2. In addition to complying with the provisions referred to in paragraph (1), motorcycle drivers are required to turn on their headlights during the day.

One of the causes of traffic accidents can be due to the high number of traffic violations.¹³ Traffic violations indicate a lack of understanding of the importance of driving safely and obeying traffic regulations. Therefore, public awareness of the risks and consequences of committing traffic violations is crucial and requires further study. Traffic violations not only harm the violators but also endanger the safety of all road users. Therefore, law enforcement of traffic violations is essential to create a disciplined, orderly, and safe traffic environment. Consequences for traffic violations can include fines commensurate with the type of violation.

According to the Public Relations Division of the Indonesian National Police Headquarters, turning on motorcycle lights during the day makes the rider more visible to other drivers, especially cars. While the lights are still visible without them, having the lights on means other drivers need less time to see the rider. Car or motorcycle drivers typically only glance in their mirrors for a very brief moment. Having the lights on makes it easier for other drivers to detect the presence of other drivers through their mirrors.¹⁴ Article 7 paragraph (2) letter e of Law Number 22 of 2009 concerning Traffic and Road Transportation explains that the police are the organizers of government affairs in the field of

¹²Andi Akhmad Alif Masselomo, 2021, Socio-Legal Analysis of the Use of Motorcycle Headlights During the Day, *Clavia Journal of Law*, Volume 19, P.2. <https://Journal.Unibos.Ac.Id/Clavia/Article/View/624>

¹³Adelia Fatin Faadihilah and Ari Wibowo. 2023. Law Enforcement of Traffic Violations Through Electronic Ticketing in Madiun City. Proceedings of the Actual Law Seminar. Volume 1 No. 2. Faculty of Law. Islamic University of Indonesia. P. 2 <https://journal.uui.ac.id/psha/article/download/30979/15753/99422>

¹⁴ <http://Merdeka.Com/Peristiwa/Ini-Alasan-Polisi-Wajibkan-Pemotor-Nyalakan-Lampu> Accessed on January 23, 2026 at 07.00 WIB.

Registration and Identification of Motor Vehicles and Drivers, Law Enforcement, Traffic Management and Engineering Operations and traffic education.

Traffic and road transportation play a strategic role in supporting development and strengthening national integration, in line with the goal of improving public welfare as mandated by the constitution. As the lifeblood of life, traffic enables communities to live, thrive, and produce. Productivity generated through various activities depends on smooth traffic flow, which must ensure security, safety, order, and smoothness. Furthermore, traffic reflects a nation's culture, demonstrating the awareness, responsibility, and discipline of road users in maintaining safety, security, and order in traffic.¹⁵

Regarding the policy of turning on headlights on motorcycles, prior public awareness campaigns through the police are needed. Unfortunately, this government policy has not been well-received by the public, particularly motorcycle users, and its implementation has been hampered by public behavior.¹⁶ Successful policy implementation requires implementers to clearly understand the actions to be taken. Policy goals and objectives need to be communicated to target groups to minimize potential distortions in implementation. If policy goals and objectives are unclear or unknown to target groups, this can trigger resistance.¹⁷ The implementation of the "lights on" policy during the day can be viewed from two perspectives regarding the function of law in society. First, law functions as a social control to prevent people from violating the law, and second, as a tool to change society to achieve desired goals. Factors influencing the effectiveness of law in society are inseparable from the characteristics of the law itself, the role of law enforcement, and the social environment. As a social control, law must be general, permanent, clear, easy to understand, consistent, consider the community's capacity to comply, and avoid excessively rapid change. Meanwhile, as a tool for social change, it requires an understanding of the situation at hand and the methods used to achieve the desired goals.

The implementation of the LLAJ Law, especially Article 107 Paragraph (2), is to reduce the number of traffic accidents experienced by motorcyclists, but in reality, there are still motorcyclists who do not use headlights during the day. In

¹⁵Fedryk Soaloon Harahap, 2019, Effectiveness of Motorized Vehicle Use Policy for High School Students on Karimun Island, *Journal of Law and Policy Transformation*, Volume 4, Number 2, P. 54. <https://garuda.kemdiktisaintek.go.id/journal/view/17275?page=16>

¹⁶Dwi Februastuti, 2013, Implementation of the Light On Policy for Motorcyclists During the Day in Pontianak City, *Publika, Journal of Public Administration*, Volume 2 Number 1, <http://Jurnalmhsfisipuntan.Co.Nr>

¹⁷Delima Anggasetya Prabuninggar, Hartuti Purnaweni, Kismartini, Implementation of the Light On Program (Turning on the Headlights for Motorcycles During the Day) in the City of Semarang, <https://Media.Neliti.Com/Media/Publications/97687-ID-Implementasi-Program-Light-On-Menyalakan.Pdf> accessed on January 26, 2026 at 17.00 WIB.

fact, the police often investigate unexpected vehicles on the road, but new officers only check the driver's completeness such as driving licenses and vehicle registration certificates. In relation to the actual vehicle equipment, it is rarely checked, there should be more road guidelines that must be obeyed and that all have penalties. One of the guidelines regulated in the LLAJ Law, especially the commitment of motorcyclists to turn on their lights during the day is stated in Article 107 Paragraph (2).¹⁸The reality in the field is that the use of regulations for every vehicle equipped with lighting, usually the lights on the vehicle certainly do not abandon their main reason, especially for driver safety and others. The use of headlights on vehicles is generally used to illuminate the road at night so that normal travel distance can be achieved. In addition to lighting, the ability of lights also serves as a sign for road users or pedestrians to be careful and a warning not to overtake or avoid them.

In accordance with these principles and objectives, the government naturally has its own traffic laws. Then, the government issued traffic regulations, namely Law Number 22 of 2009. Article 107 of the law states that "Every motorized vehicle is required to turn on its headlights on the road during the day, at night, and under certain conditions." However, in reality, many motorcyclists ignore and even violate these regulations, especially regarding the use of headlights during the day. The relationship between law and order and the use of the law cannot be separated from the level of obedience or consistency of legitimacy held by the region itself. The reason for turning on headlights after the commitment to turning on headlights during the day for motorcycles was declared by the Police, it turns out that many people still do not understand the benefits of turning on their motorcycle headlights during the day. Some argue that turning on a motorcycle during the day is a waste of time, others feel that daylight is the only thing needed to make a motorcycle visible to other drivers. Some even complain that the reflectors soften due to the intensity of constantly turning on the lights during the day. However, whatever the reason for not turning on the lights, the advantages of turning on the lights during the day outweigh the disadvantages, one of which is personal health.

3.2. The Effectiveness of the Law in the matter of implementing legal provisions regarding turning on motor vehicle lights during the day in reducing accidents in Cirebon City.

Law has always been an important part of human life. Over time, laws have also undergone changes and adjustments to meet societal needs. Changes in law can occur due to various factors, such as social, technological, political, and cultural

¹⁸Muhammad Hafidh, 2022, Effectiveness of Implementation of Article 107 Paragraph (2) of Law Number 22 of 2009 concerning Road Traffic in Reducing the Number of Accidents in Banjarmasin City, Indonesian Law Enforcement Journal (JPHI), E-ISSN 2746-7406 P-ISSN 2808-4896, Vol. 3, No. 3, P. 368. <https://Garuda.kemdiktisaintek.Go.Id/Journal/View/20178?Page=6>

changes. Likewise, laws and regulations will always evolve to keep pace with societal developments, as Marcus Tullius Cicero put it, "Ubi Societas Ibi Ius," which means "where there is society, there is law." However, written laws cannot immediately keep pace with societal developments.¹⁹

Law enforcement plays a crucial role in society because many still lack a clear understanding of the law, especially regarding criminal acts. Criminal acts are motivated by the desire to fulfill life's needs easily, through shortcuts, and to obtain what one desires quickly and in large quantities. Violations of criminal provisions or violations of the law are generally driven by efforts to meet relatively difficult living needs. Advances in science and technology have created opportunities for criminal acts to increase in volume and quality, including increasingly varied criminal acts. To combat these crimes, comprehensive enforcement and anticipatory policies are needed.²⁰ However, the enactment of these regulations is not accompanied by proper law enforcement. With the existence of these traffic regulations, it is only natural that drivers should know and obey existing traffic regulations. One of the most common and fundamental problems in law enforcement, especially in the implementation of the LLAJ Law, is the low level of legal compliance among drivers. Satjipto Rahardjo in Budi Pramono stated that there are three factors that cause people to obey the law, namely Compliance (compliance based on rewards or punishments), Identification (compliance based on maintaining relationships between members), and Internalization (compliance based on moral values).²¹ These factors are used as indicators to determine how the public complies with the law, in this case how drivers comply with Article 107 paragraph (2) of the LLAJ Law from a normative perspective.

Public legal awareness for traffic order cannot be separated from the legal culture of the community regarding traffic (legal culture), which is the values and perspectives/attitudes that exist within a society, where these values and attitudes are what position a legal system in a society. In enforcing the law, there are three elements that must be considered, namely:²²

1. Legal Certainty (*rechtssicherheit*) The law must be implemented and enforced. Everyone expects the law to be established in the event of a concrete event. How the law is that must apply, basically it must not deviate: *fiat justitia et pereat mundus* (even if the world will collapse, the law must be enforced) That is what is desired by legal certainty. Legal certainty is justiciable protection against arbitrary actions, which means that a person will get something that is expected in certain circumstances.

¹⁹Adami Chazawi, 2016, *Criminal Law Lessons*, Part 2, Rajawali Press, 7th Edition, Jakarta, p. 1

²⁰Moeljatno, 1987, *Principles of Criminal Law*, Jakarta, Bina Aksara, p. 1

²¹Budi Pramono, 2020. *Sociology of Law*, Surabaya: Scopindo Media Pustaka, p. 135

²²Sudikno Mertokusumo. 1999, *Understanding Law*, Liberty, Yogyakarta, p. 145

2. Benefit (zweckmassigkeit) Society expects benefits from the implementation or enforcement of the law. Law is for humankind, so its implementation or enforcement must provide benefits or utility to society. The implementation or enforcement of the law must not cause unrest within society.

3. Justice (gerechtigkeits) Society is very interested in ensuring that justice is observed in the implementation and enforcement of the law. The implementation and enforcement of the law must be fair. Law is not synonymous with justice. Law is general, binding on everyone, and is universal. Whoever steals must be punished; whoever steals must be punished, regardless of who stole. In contrast, justice is subjective, individualistic, and non-equal.

According to the explanation of Article 107 paragraph (1) of the UULLAJ, what is meant by certain conditions are conditions where visibility is limited due to darkness, heavy rain, tunnels and fog.²³Not all motorized vehicles are required to have their headlights on during the day, better known as Daytime Running Lights (DRLs). The obligation to have their headlights on during the day rests with the motorcyclist. They are required to have their headlights on during the day in dark conditions, heavy rain, when navigating tunnels, or foggy conditions. Motorcycle drivers are specifically required to have their headlights on during the day.²⁴Based on Article 293 of Law Number 22 of 2009 concerning Traffic and Road Transportation, it states:²⁵

1. Any person who drives a motorized vehicle on the road without turning on the headlights at night and under certain conditions as referred to in Article 107 paragraph (1), shall be punished with imprisonment for a maximum of 1 (one) month or a maximum fine of IDR 250,000.00 (two hundred and fifty thousand rupiah).

2. Any person who drives a motorized vehicle on the road without turning on the headlights during the day as referred to in Article 107 paragraph (2) shall be punished with imprisonment for a maximum of 15 (fifteen) days or a maximum fine of IDR 100,000.00 (one hundred thousand rupiah).

Traffic is a process that occurs on highways. Its existence plays a crucial and central role in social life. Therefore, its existence is undeniable. It is a necessity for society, providing a means to mobilize and meet their basic needs. Through traffic activities, there is a desire to utilize roads effectively for mobility or moving from one place to another. Therefore, efforts to enforce law and justice

²³Rinto Raharjo, 2014, *Orderly Traffic*, Shafa Media, Yogyakarta, p. 52

²⁴Ibid,

²⁵Article 293 of Law Number 22 of 2009 concerning Traffic and Road Transportation.

regarding activities occurring along highways are essential.²⁶ The implementation of the law is certainly inseparable from the level of obedience or compliance with the law in the surrounding community. Turning on the headlights during the day for motorcycles has been announced by the Indonesian National Police (Polri), as regulated in Law Number 22 of 2009 concerning Traffic and Road Transportation. Currently, there are still many people who do not understand the benefits of turning on vehicle lights during the day. Then there are also several opinions from the public, including that turning on lights during the day is a waste of energy and the like. Furthermore, some say that turning on headlights during the day can disrupt traffic activities, because the sunlight is too bright to be able to detect other drivers both from the same direction and from the opposite direction, so the light from the headlights is no longer necessary.

The main cause of the high number of traffic accidents that cause fatalities, both deaths, serious injuries and minor injuries and material losses greatly affect the psychological aspects of the victims and their families and even affect the economic aspects, the causes of these accidents are caused by several factors including human factors, factors of vehicles that are not operationally feasible, weather factors, not obeying traffic signs and others. Many cases of violations committed by motorcyclists, which can endanger themselves, one of the causes of accidents is intentionally not functioning the main lights of motorcyclists.

Traffic and road transportation is a unit consisting of a system concerning traffic regulations, road transportation, and infrastructure on the road that are interrelated and have an important role in regulating traffic movements to create security, order, safety, and smooth traffic flow. Traffic is the movement of vehicles and people in road traffic spaces, organized with the following objectives:²⁷

1. The realization of safe, secure, orderly, smooth and integrated traffic and road transportation services with other modes of transportation to encourage the national economy, advance public welfare, strengthen national unity and integrity, and be able to uphold the dignity of the nation.
2. The realization of traffic ethics and national culture.
3. Realizing law enforcement and legal certainty for the community. Traffic is the movement of vehicles, people, and animals on the road.

Traffic is the movement of vehicles, people and animals on the road. This movement is controlled by someone using common sense. People who lack

²⁶I Gede Krisna, 2021, "Traffic Violations and Efforts to Overcome Them During the Covid-19 Pandemic", *Journal of Legal Construction*, Vol 2, No 2, May, Pg 339

²⁷Indonesian National Police Traffic Directorate, 2009, *Indonesian National Police Traffic Directorate, Practical Traffic Guide*, p. 12

common sense driving vehicles on the road will cause danger to other road users. Likewise, animals on the road without being controlled by someone of sound mind will endanger other road users.²⁸Efforts made by law enforcement officers to implement Article 107 Paragraph (2) regarding the requirement for motorbike riders to turn on their lights during the day according to Law Number 22 of 2009 concerning Traffic and Road Transportation include the following:²⁹

1. Reprimanding drivers: Increasing population density, increasing human needs, and technological advances have increasingly impacted and increased traffic congestion on roads. Traffic congestion requires proper management to ensure optimal safety and comfort.³⁰The diligence of law enforcement officers, in this case the Cirebon City Traffic Unit, must be continuously improved in order to achieve the goal of complying with applicable laws. Theoretically, to form community discipline, it must go through an institutional process. This is because traffic norms are not norms that grow from social values found in everyday life. In order to achieve the goal of enforcing the rules regarding turning on the main lights on motorbikes during the day, as referred to in Article 107 Paragraph (2) of Law Number 22 of 2009 concerning Traffic and Road Transportation, the authorized law enforcement officer is the Cirebon City Police Traffic Unit.

Based on the results of the interview conducted by the author with Mr. AKP Ngadiman, S.Kom, that has made various efforts in order to enforce Law Number 22 of 2009 concerning Traffic and Road Transportation, namely Article 107 Paragraph (2) which regulates turning on the main lights during the day on the highway. However, the Banda Aceh Police also stated that turning on the main lights during the day is only done during certain weather times, namely when it is cloudy, stormy winds and also heavy rain. This clearly contradicts the rules written in Article 107 Paragraph (2) of Law Number 22 of 2009 concerning Traffic and Road Transportation which reads: "Motorcycle drivers in addition to complying with the provisions as referred to in paragraph (1) are required to turn on the main lights during the day."

2. Traffic tickets are issued to drivers who fail to turn on their headlights during the day. Traffic tickets serve as evidence of the consequences of the violation. They serve as an invitation to traffic violators to attend a hearing in the district court and as evidence of the confiscation of items confiscated from the violators by traffic police. Several things can lead to drivers being ticketed, whether during a raid or non-raid. These include incomplete vehicle registration, not wearing a helmet, not using a mirror, modifying a motorcycle that disrupts public order,

²⁸Adib Bahari, 2010, Questions and Answers on Mandatory Traffic Regulations, Pustaka Yustisia, Jakarta, p. 28

²⁹Interview with AKP Ngadiman, S.Kom, Loc.Cit.

³⁰Ilham Syafey, Lambang Basri Said, 2012, Traffic Performance and Congestion in Areas with U-Turn Median Openings, Yogyakarta: Deepublish, p. 17.

and even carrying passengers or goods exceeding its capacity. With the implementation of the mandatory daytime running lights regulation, the police have increased their attention when ticketing drivers. With the existence of traffic tickets, police officers will also be more vigilant in issuing tickets or stopping drivers who are committing violations. Police officers prioritize rider safety, therefore they sometimes conduct sweeps in certain places to avoid unwanted incidents resulting from motorcyclists not turning on their headlights.

4. Conclusion

1. The implementation of the obligation to turn on the headlights for motorbikes during the day in Cirebon City is a form of compliance with Article 107 Paragraph (2) of Law No. 22 of 2009, which technically aims to increase visual contrast and visibility for drivers to avoid accidents due to the phenomenon of sun glare or shadows on protocol roads. Despite facing fluctuating community compliance dynamics, the Cirebon City Police Traffic Unit consistently carries out supervision through traffic operations and educational approaches at strategic points. This effort has triggered a sociological paradigm shift in Cirebon residents, from initially considering it a waste to a collective awareness of safety investment, which has proven effective in reducing the number of frontal and side impact accidents. In the future, cross-sectoral synergy and consistent enforcement of regulations are needed to create a safe traffic ecosystem and achieve the target of zero accidents in the Cirebon City area. 2. The implementation of the regulation to turn on the main lights of motor vehicles during the day in Cirebon City faces major obstacles in the form of low awareness and resistance. The psychological impact of the public who consider this regulation redundant in the hot weather, technical concerns regarding damage to electrical components such as batteries and bulbs, and the phenomenon of pseudo-compliance where drivers only turn on their lights when they see officers at certain points such as the Gunungsari intersection, the Tentara Pelajar intersection, the Kesambi intersection and the Pemuda intersection. As a solution, modernization of supervision is needed through optimization of ETLE cameras on arterial roads to create consistent law enforcement, accompanied by technical education on the importance of visual contrast to avoid blind spots for large vehicles on the road. Pantura, as well as encouraging the standardization of more efficient LED lighting technology to eliminate public concerns about technical vehicle damage.

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