

**Supervision of Cargo Transportation Over UPPKB
Subulussalam City (Policy Implementation Study Based on the Regulation of the Minister
of Transportation Concerning Supervision of Freight Transportation Loads and the Im-
plementation of Weighing of Motor Vehicles on the Road)**

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ABSTRACT

Drivers and goods transport companies, vehicles, and the class of roads traveled, that safety and work allowances, loading procedures, lack of appropriate equipment, such as forklifts, straps, or dunnage, materials used to secure cargo can be sought that are safe and efficient, weighing facilities related to procedures for loading goods, and excess Goods Transport documents, for each vehicle inspected, constraints and resources, and supervision of Goods Transport delivery related to assisting violations of Goods Transport, and the tendency for road damage caused by excess, Problem Formulation: 1). What are the procedures for loading goods transport equipment at the Subulussalam City UPPKB? 2). What is the process for weighing goods transport facilities at the Subulussalam City UPPKB? Research objectives: 1). To find out and analyze the procedures for loading goods transport equipment at the Subulussalam City UPPKB. To find out and analyze the process of goods transport weighing facilities at the Subulussalam City UPPKB. Descriptive qualitative approach, data collection technique using (1). Observation (2). Interview (3). Documentation. The results show that drivers and freight transport companies face interrelated obstacles, but with different perspectives, long waiting times, the practice of illegal levies (Pungli), drivers often feel pressured to give money so that the weighing process runs smoothly, especially if they are carrying excess loads, loading procedures, a number of obstacles faced, both from the operational side in the field and broader managerial aspects. This problem occurred directly during the rearrangement of loads at UPPKB. Limited facilities and infrastructure: many UPPKBs do not have adequate facilities for the cargo transfer process. Small areas, lack of temporary storage warehouses for excess loads, weighing facilities, technical and infrastructure constraints, inadequate technology, old technology prone to damage and less accurate if not maintained properly, and supervision of goods transport loads, these constraints are not only technical, but also involve operational, human resource and even social aspects. Technical and infrastructure constraints, non-optimal weighing conditions.

Keywords: Implementation policy; goods transport loads; Transport Supervision



INTRODUCTION

In today's era of globalization, science and technology are very important for human life. The development of science and technology can affect various aspects of human life because it can facilitate various activities and human work. One of the sciences and technology is transportation technology. Transportation is not only a tool for traveling but can also provide great benefits in all aspects, one of which is in the economic aspect. The importance of the implementation of this transportation is illustrated by the increasing number of people who need transportation services for the movement or mobility of people to goods to all corners, even transportation is useful as a driving factor for regional growth and even makes the region develop. Transportation includes land, sea and air transportation. At this time, the majority of people use land transportation to send goods and logistics in the region. However, in practice, when shipping goods, it often causes problems due to loads that exceed capacity or *Over Dimension Over Loading* (ODOL) trucks. As a result, road infrastructure is damaged and the rate of traffic accidents in an area is increasing. An investigation into weighbridges in Indonesia conducted by the Directorate General of Land Transportation in 2018 revealed that as many as 75% of operator behavior resulted in overload violations, as much as 25% included overload violations above 100%. A total of 9,225 trucks transporting goods were reported to have violated the rules at the Motor Vehicle Weighing Unit during the 14-day monitoring period from July 8-22, 2019 (UPPKB). That the cause of ODOL violations is due to internal and external reasons. To overcome ODOL violations, the government issued the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 18 of 2021 concerning the supervision of freight transportation loads and the implementation of weighing motor vehicles on the road.

Regulation of the Minister of Transportation Number PM 18 of 2021 concerning Supervision of Cargo Transportation and the Implementation of Weighing Motorized Vehicles on the Road. Article 2 explains that the supervision of freight transportation cargo at the Subulussalam City UPPKB, that the driver and freight transportation company, can be influenced by several factors, and the factors mentioned all have a role, such as carrying capacity. Planning and Regulations for companies need to consider the maximum weight and volume that can be legally transported by vehicles. Vehicle by selecting, that the right vehicle needs to be selected for the job. Such factors include the size and weight of the load, the mileage, and the type of road used, the maintenance of which regular maintenance is essential for safety, efficiency, and avoiding damage that may interfere with the shipment. Then the class of road passed is the weight limit. Different roads have weight restrictions. Trucks that exceed this limit can be diverted or fined, infrastructure, this type of road, highway, rural road, and others. can affect the speed, efficiency, and type of vehicle that can be safely passed. Here's how these factors work together. Company Accepts Orders: The company considers the weight of the cargo, dimensions, and destination, planning, based on carrying capacity and regulations, they select the appropriate vehicle, route planning.

The process of loading goods for transportation involves several important steps, and the mentioned factors all play a role to be done with safety considerations, safe loading practices are essential to prevent damage to goods, injuries to workers, and road accidents. This includes using the right lifting equipment, securing cargo properly, and ensuring a balanced weight distribution, with regulations, there are specific regulations regarding how certain types of goods can be loaded and secured. Cargo placement in the cargo space, i.e. with weight distribution, heavier goods are usually loaded first and placed at the bottom for stability. The weight should be evenly distributed throughout the cargo space to prevent the vehicle from



tipping over, securing the cargo. Cargo needs to be secured with straps, ties, slices, or other appropriate methods to prevent it from shifting during transportation. Then with the procedure of labeling or marking, this is not directly related to loading, but it is important for transportation, that is, documentation, Proper documentation, including packing lists and *bills of lading*, is essential to track and identify cargo. These documents may accompany the shipment and may also be displayed on the vehicle, and hazard communications, for hazardous materials, special labels and plaques are required to indicate the type of hazard. The weighing facilities for the goods transported are most relevant for the overload on each vehicle examined. This is why other options do not suit the loading procedure of goods, although weight distribution is important during loading, the actual process of cargo placement usually does not involve weighing each item. Goods transport documents, documents such as *bills of lading* can determine the weight of goods, but verification is often done at designated weighing stations, weighing facilities play an important role in preventing overloading. They are usually equipped with large scales to weigh the entire vehicle loaded.

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In the loading procedure, it is done with consideration, this is actually an aspect of the desired loading procedure, not an obstacle. This means careful planning and attention to safety, weight distribution, and regulation. However the placement of cargo in the cargo space, it is a core part of the loading process, but it can also be a source of obstacles if done improperly, obstacles related to placement, improper shape of cargo, limited space, weight distribution challenges, and lack of adequate equipment can complicate placement, labeling or marking procedures, this although labeling is important, it is not the main obstacle in loading procedures. This is a separate step that usually occurs after a secure placement. Obstacles encountered during loading procedures, time limitations, that pressure to meet deadlines can lead to rushed loading.

Based on expectations and reality. That the empirical fact in the study is that drivers and companies transport goods, vehicles, and the class of roads they travel, that safety and



work benefits, the trucking industry can be volatile due to drivers' concerns about job security and access to benefits such as health insurance. Companies have difficulty offering comprehensive packages with tight margins. The problem in loading procedures is the lack of proper equipment, such as forklifts, straps, or dunnage, the materials used to secure cargo can make it difficult to load safely and efficiently, as well as the limitations of the working environment, uneven surfaces, poor lighting. Weighing facilities are related to the procedure for loading goods, and Freight Transportation documents are also overloaded on each vehicle inspected, resource constraints, this is a limitation on staff or equipment at the weighing station. Cargo Transportation Supervision is related to the indication of an increase in Freight Transportation load violations, and the tendency of road damage caused by overloading.

Based on the conditions in the field, the researcher is interested in conducting a review of the thesis summary with the research title, namely "Implementation of Supervision of Overloading Goods Transportation at UPPKB Subulussalam City (Regulation of the Minister of Transportation Number PM 18 of 2021 concerning Supervision of Freight Transportation Cargo and the Implementation of Weighing of Motor Vehicles on the Road)". Purpose of the Research To find out and analyze the procedure for loading goods transportation equipment at UPPKB Subulussalam City. To find out and analyze the process of weighing goods transportation facilities at UPPKB Subulussalam City.

2. LITERATUR REVIEW

Public Policy Implementation Theory

According to Abu. (2018: 27) policy is: Written rules which are a formal organizational decision, which is binding, which regulates behavior and goals to create a new value system in society. According to Candler and Plano in Hesel Nogi S. Tangkilisan public policy is the strategic use of existing resources to prevent public or governmental problems. According to Anggara (2014: 36), public policy is "as a policy set by government agencies and officials". Meanwhile, according to Dye (2018: 39) public policy is "something that is done or not done by the government, in carrying out a policy, one must pay attention and consider whether a policy contains benefits for the community and does not cause harm, in this case the government is emphasized to be wise in setting a policy". According to Mulyadi (2015: 12), implementation refers to actions to achieve the goals that have been set in a decision. This action seeks to transform these decisions into operational patterns and seeks to achieve major or minor changes as previously decided. Implementation is also essentially an effort to understand what should happen after the program is implemented.

Organizational Theory

The organization has a hierarchy to complete various kinds of work so that it requires people to complete the load properly. Such conditions require an ideal organizational design that has a direct relationship with the various jobs in the organization. Thus, as Fahmi (2016: 1) sees that "An organization as a forum that has multiple roles and was established with the aim of being able to provide and realize the desires of various parties and is no exception to good satisfaction for the satisfaction of its owners".

Organizational theory according to the views of Hodge and Anthony in Purwanto (2013: 11) states the following: Organizational theory is a group of concepts, principles and *hypotheses* that are used to explain the components of an organization and how these components apply. This means that organizational theory can help us understand what an



organization is and how it relates to its environment, while management theory is an explanation of management practices, in other words explaining how managers behave.

In general, organization as a form and relationship that has a dynamic nature and does not have rigidity, in the sense of organizational development always follows self-adjustment to human changes which is basically a form consciously created by humans to achieve goals. This condition is the development of organizational theory according to Purwanto (2013: 13) states the following: Organization is a human tool to organize work so that humans cannot ignore the existence of organizations. In the organization work can be carried out effectively and efficiently, therefore knowledge about the organization is important for people who pay attention to the organization.

Human Resource Theory

Basically, when talking about human resource theory, it contains various meanings, so Hasibuan (2011: 69) states the following: Human Resources (HR) is the potential that exists in humans to realize their role as adaptive and transformative social creatures who are able to manage themselves and all potentials in them towards the achievement of life welfare in a balanced and sustainable order. In the other view, 3 (three) critical resources are found as Ruki in Sutrisno (2012: 3) mentions the following:

1. *Financial resources* are resources in the form of funds/financial capital owned;
2. *Human resources* are resources that are in the form and origin of human resources which can be properly referred to as human capital;
3. *Informational resources* are resources that come from various information needed to make strategic or critical decisions.

Mansuia resources as expressed by Wibowo (2014: 365) state the following: Personnel resources in an organization, even though they have been recruited through good selection, but in carrying out their duties they still always face problems that cannot be solved by themselves. In the event that there is still a shortage of skills and skills of workers, managers may send workers in a specially organized training program, training programs can be carried out outside or within the organization.

Concept of Supervision

Handoko (2014: 360) explained "the essential elements of the supervision process are a systematic effort to establish implementation standards and planning objectives, designing information systems, feedback, comparing real activities with previously set standards". In the Circular Letter of the Minister of Transportation Number 21 of 2019 concerning Supervision of Freight Cars for Over Loading and Over Dimension Violations, supervision of overloading violations and oversize violations is carried out through the issuance of motor vehicle designs and enforcement of goods cars that carry more or more size loads. According to Sujamto (2017: 10), the definition of supervision is "any effort or activity to find out and assess the actual reality of the implementation of a task or work whether it is appropriate or not". In state administrative law, the importance of supervision is part of the form of preventing deviations from the government's duties from what has been outlined, and taking action on irregularities that occur. According to Manullang (2012: 76) provides a definition of supervision, which is a process to assign work according to the original plan.

Based on the Regulation of the Minister of Transportation Number PM 18 of 2021 concerning the Supervision of Freight Transportation Cargo and the Implementation of Weighing Motorized Vehicles on the Road. Article 2, the researcher takes the aspects mentioned above, namely (a). Drivers and Freight Companies; 1. Carrying capacity, 2. Vehicles, 3. The class of roads travelled. Loading procedure; 1. implemented with consideration, 2. Placement of the



load in the load chamber, 3. Labeling or marking procedures. (b). Weighing Facility; 1. Loading Procedures, 2. Freight Forwarding documents, 3. overload on each vehicle inspected. (c). Cargo Supervision of Freight Transportation; 1. An indication of an increase in cargo violations of Freight Transportation, 2. The tendency of road damage caused by overload

1. Drivers and Freight Companies

Transportation is the movement of people and/or goods from one place to another by using vehicles in the Road Traffic Space (Ministry of Transportation of the Republic of Indonesia, 2017). According to the Regulation of the Minister of Transportation No. 26 of 2017, the following are several things related to Transportation: 1. Public Motor Vehicles are any vehicles used for transportation of vehicles and/or people for a fee. 2. Public Transportation Company is a legal entity that provides services for the transportation of people and/or goods by public motor vehicle. 3. Service Users are individuals or legal entities that use the services of Public Transportation Companies. 4. Passenger is a person who is in the vehicle other than the driver and crew of the vehicle. 5. Minimum Service Standards are the minimum size of services that must be fulfilled by Public Transportation Companies in providing services to service users that are safe, safe, comfortable, affordable, equal and regular. 6. A route is a Public Motor Vehicle track for the service of transporting people by passenger car or bus that has a fixed origin and destination of travel, a fixed track, and a fixed vehicle type as well as scheduled or unscheduled.

2. Government Regulation No. 74 of 2014 concerning road transportation.

The procedure for loading goods is carried out by considering the loading of the load in the cargo room, load distribution, load recognition procedures, packaging procedures and the procedures for giving labels and signs. b. Carrying capacity The carrying capacity of a motorized vehicle is determined based on the amount of weight allowed and the amount of combined weight allowed. c. Vehicle dimensions The dimensions of the vehicle are the most important dimensions in a motorized vehicle which includes the length, width, front and rear cantilever of the motor vehicle in accordance with the provisions of laws and regulations.

Weighing Facility According to the Decree of the Minister of Transportation Number 5 of 1995 concerning the Implementation of Weighing of Motor Vehicles on the Road, the weighing of vehicles and their loads is carried out in the following procedures: 1. Weighing vehicles and their loads and weighing each axis. 2. The calculation of the load weight is carried out by subtracting the weighing results of the vehicle and its load by the weight of the vehicle that has been determined in the test book. 3. Overload of load can be determined by comparing the weight of the weight with the carrying capacity allowed in the test book or side plate of the motor vehicle. 4. The overload of load on each axis can be determined by way 16 comparing the weighing results of each axis with the heaviest load in the class of road traveled. 5. Excess load or load on each axis of 5% of that specified in the test manual is not declared a violation. 6. The overload for each type of freight car is determined based on the axis configuration that can be granted a Cargo Car Overload Dispensation Permit of a maximum of 30% of the carrying capacity stipulated in the Periodic Test Book.

Cargo Supervision of Freight Transportation Supervision of freight transportation loads with weighing equipment installed on a regular basis is carried out at certain locations on national roads and national strategic roads.⁸⁸ The determination of the location and closure of weighing equipment is carried out by the Government and in its operation and maintenance is carried out by the weighing implementation unit appointed by the Government.⁸⁹ The Motor



Vehicle Weighing Implementation Unit is obliged to carry out: a. inspection of the loading procedures of goods; Article 169 of Law of the Republic of Indonesia Number 22 of 2009 concerning Road Traffic and Transportation See Article 63 of Government Regulation Number 74 of 2014 concerning Road Transportation 88 Article 64 of Government Regulation Number 74 of 2014 concerning Road Transportation 89 Article 170 of Law of the Republic of Indonesia Number 22 of 2009 concerning Road Traffic and Transportation 90 See Article 69 paragraph (1) of Government Regulation Number 74 of 2014 concerning Road Transportation b. Measurement of Dimensions of Transportation Vehicles goods; c. pressure weighing of the entire axis and/or each axis of the freight transportation vehicle; d. inspection of goods transportation documents; e. recording of excess load on each vehicle inspected; and f. data collection of the type of goods transported, the weight of the transportation, and the origin of the destination.

Meanwhile, the supervision of freight transportation loads with movable weighing devices is carried out by PPNS LLAJ to supervise the cargo of motor vehicles transporting goods on the road and investigating criminal acts of violations of freight transportation loads. Supervision of freight transportation cargo with movable weighing equipment is carried out when: a. there are indications of an increase in cargo cargo violations; b. the tendency of road damage caused by the overload of freight transportation; and/or c. there are no weighing devices installed permanently on certain road sections. See Article 34 paragraph (2) of the Regulation of the Minister of Transportation Number PM 134 of 2015 concerning the Implementation of Weighing of Motor Vehicles on the Road See Article 35 of the Regulation of the Minister of Transportation Number PM 134 of 2015 concerning the Implementation of Weighing of Motor Vehicles on Roads 47 Movable weighing equipment is equipped with main equipment and supporting equipment. The main equipment of the weighing equipment that can be moved at least consists of: a. an electronic screen capable of displaying the results of weighing motor vehicles and/or other measurements; b. printing equipment of measurement results; c. main power supply with a minimum power capacity durability of 6 (six) hours; d. Backup power supply in the form of batteries with a power capacity durability of at least 12 (twelve) hours. The least supporting equipment consists of: a. motor vehicle dimension measuring device; b. traffic signs; c. traffic cones; d. tents, tables, and chairs; e. flashlight; f. light fire extinguisher; g. yellow traffic signaling device; h. officers' equipment; i. first aid equipment in an accident (P3K). See Article 36 of the Regulation of the Minister of Transportation Number PM 134 of 2015 concerning the Implementation of Weighing Motor Vehicles on the Road.

3. METHOD

This research uses a qualitative approach. According to Moleong (2016: 6), what is meant by qualitative research is "Research to understand the phenomena of what is experienced by the research subject, such as behavior, perception, motivation, action and others, in a *holistic* and descriptive way in the form of words and language, in a special natural context by utilizing various natural methods". This research uses descriptive qualitative because the data obtained is presented through words and language, so it is hoped that the data and information obtained can be presented clearly. Research activities emphasize more on concepts and processes. Researchers went to the research site to observe and understand the concept of work discipline. Then the researcher gives an interpretation of the event or event that took place.

The focus of this research is on the procedures for loading goods transportation equipment at UPPKB Subulussalam City and the process of weighing facilities for freight transportation at UPPKB Subulussalam City. The location of this research was carried out by



researchers at UPPKB Subulussalam City. The considerations and selection of this location are as follows: Freight Transportation cargo supervision is related to indications of increased freight cargo violations, and the tendency of road damage resulting from overload, outdated equipment or lack of data analysis tools can complicate trend tracking, identifying high-risk routes. And there have been no other researchers who have conducted it at UPPKB Subulussalam City.

The data source in this study uses primary data from secondary data. The data collection technique in this study was carried out by in-depth interviews, observations and document review. The data analysis technique in the study uses several steps according to the theory of Miles, Huberman and Saldana (2014: 15), namely "analyzing data in three steps: data condensation, presenting data, and drawing conclusions or verification. Data condensation refers to the process of selecting, condensing, simplifying, summarizing, and transforming data".

4. RESULT AND DISCUSSION

Based on the results of the research mentioned above, the researcher can discuss the dimensions of drivers and freight transportation companies, when in the Motor Vehicle Weighing Implementation Unit (UPPKB) or weighbridges, drivers and freight transportation companies face interrelated obstacles, but with different perspectives. Obstacles for Drivers. The driver is the party who deals directly with the officers and processes at UPPKB. The obstacles they experience are mostly operational and personal. Long Wait Times: This is the most common complaint. Long queues at UPPKB can lead to hours of waiting times, disrupting delivery schedules. Findings: Drivers and freight transportation companies, drivers' modus operandi to avoid weighing. Officers often find various ways that drivers do to avoid weighing or escape sanctions, such as using rat roads, drivers using alternative routes or rat roads around UPPKB to avoid inspections, and crossing during free hours: they tend to pass during vulnerable hours, at midnight, early in the morning, or during officers' rest hours, when supervision is not optimal.

The results of the research and findings show that it is not in line with the Regulation of the Minister of Transportation Number 26 of 2017 as follows several things related to Transportation:

1. Public Motor Vehicle is any vehicle used for the transportation of vehicles and/or people for a fee.
2. Public Transportation Company is a legal entity that provides services for the transportation of people and/or goods by public motor vehicle.
3. Service Users are individuals or legal entities that use the services of Public Transportation Companies.
4. Passenger is a person who is in the vehicle other than the driver and crew of the vehicle.

From the results of the research carried out, there are obstacles in enforcing Law number 22 of 2009, namely first, the lack of public awareness, both freight transportation service providers with many trucks transporting goods that exceed the maximum load avoiding entering the weighbridge. Second, the lack of the number of related officials to carry out control on the highway when there are trucks transporting goods exceeding the kapastias. Third, it has not run effectively starting from the fulfillment of human resources (HR) and infrastructure.

Loading procedure

Based on the results of the research mentioned above, the researcher can discuss the dimensions of loading procedures, in reviewing the procedures for loading goods at UPPKB (Motor Vehicle Weighing Implementation Unit) is not a simple thing. There are a number of



obstacles faced, both in terms of operations in the field and broader managerial aspects. Operational constraints in the field. This obstacle occurred directly during the rearrangement of the load at UPPKB. Limited facilities and infrastructure: many UPPKBs do not have adequate facilities for the process of moving cargo. The narrow area, the absence of a temporary storage warehouse for excess loads, and the absence of mechanical aids such as forklifts, make this process very slow and tiring. Findings: Loading procedures are often the main cause of violations at the UPPKB (Motor Vehicle Weighing Implementation Unit) Overloading, drivers and transportation companies deliberately load goods beyond the limits of the Permissible Amount of Weight (JBI) or Combined Combined Amount Weight (JBK) stated on the vehicle certificate. The main goal is to save operational costs and maximize profits in a single trip.

The results of the research and findings show that it is not in line with Government Regulation Number 74 of 2014 concerning road transportation.

- a. Cargo loading procedures The loading procedures for loading goods are carried out by considering the loading of the load in the cargo room, load distribution, load loading procedures, packaging procedures and the procedures for providing labels and signs.
- b. Carrying capacity The carrying capacity of a motor vehicle is determined based on the amount of weight allowed and the amount of combined weight allowed.
- c. Vehicle dimensions The dimensions of the vehicle are the most important dimensions in a motorized vehicle which includes the length, width, front and rear cantilever of the motor vehicle in accordance with the provisions of laws and regulations.

Based on the findings above, the results of this study are not in accordance with those stated by Irfan Saputra (2017), the results of his thesis research show that. The functions of freight transportation supervision by the Lampung Provincial Transportation Office are as follows: Direct supervision is carried out by operationalizing the weighbridge and carrying out inspections of goods transportation vehicles in the form of checks of technical requirements and roadworthiness and checks of proof of passing the test, registration certificates/motor vehicle trial certificates and driver's licenses. Supervision is indirectly carried out by enforcing an orderly operational order of freight transportation.

Weighing facilities

Based on the results of the research mentioned above, the researcher can discuss the dimensions of weighing facilities, based on the available information, there are several main obstacles related to weighing facilities in the Motor Vehicle Weighing Implementation Unit (UPPKB), or commonly called weighbridges. These constraints directly affect the effectiveness of overloading and *over dimension* monitoring. Technical and infrastructure constraints, inadequate technology: many UPPKBs still use old technology, such as static scales that require vehicles to come to a complete stop on the scales. This can slow down the weighing process and lead to long queues, thus triggering congestion. Findings: Weighing facilities at the Motor Vehicle Weighing Implementation Unit (UPPKB) often face obstacles that hinder the supervision of freight transportation loads. These constraints include physical conditions, technology, and supporting facilities. Faulty or inaccurate scales: many UPPKBs still use scales that are old and prone to damage. Improper calibration causes inaccurate weighing data, making it difficult for officers to definitively determine load violations.

The results of the research and findings show that it is not in line with Government Regulation Number 80 of 2012 concerning Procedures for Inspection of Motor Vehicles on the Road and Enforcement of Traffic and Road Transportation Violations. Identification of violations of freight transportation cargo on district roads is carried out by PPNS LLAJ by:



1. The identification of violations of the loading procedures for loading goods is carried out by comparing the procedures for loading goods on motor vehicles passing on district roads with the provisions of the procedures for loading goods regulated in the applicable laws and regulations.
2. Identification of carrying capacity violations is carried out by: a). Calculation of load weight is carried out by reducing the results of weighing the vehicle and its load to the weight of the vehicle that has been determined in the test book or the side signs of the motor vehicle. b). Excess load weight can be determined by comparing the weight of the weight of the weight with the carrying capacity allowed in the test book or the side sign of the motor vehicle.

Based on the above findings, the results of this study are not in accordance with those stated by Irfan Saputra (2017), the results of his thesis research show that; The functions of freight transportation supervision by the Lampung Provincial Transportation Office are as follows: Direct supervision is carried out by operationalizing the weighbridge and carrying out inspections of goods transportation vehicles in the form of checks of technical requirements and roadworthiness and checks of proof of passing the test, registration certificates/motor vehicle trial certificates and driver's licenses. Supervision is indirectly carried out by enforcing an orderly operation of freight transportation, namely the operation of goods cars on the road must meet technical requirements and roadworthiness thresholds; Transportation of goods by motor vehicle is mandatory to use a freight car or special vehicle according to its designation and the operation of a freight car on the road must be in accordance with the class of road and the designated cross network.

Cargo Supervision of Freight Transportation

Based on the results of the research mentioned above, the researcher can discuss the dimensions of the supervision of freight transportation loads, in the Motor Vehicle Weighing Implementation Unit (UPPKB) or weighbridges facing various complex challenges. These obstacles are not only technical, but also involve operational, human resources, and even social aspects. Technical and infrastructure constraints, suboptimal scale conditions: many UPPKBs have old scales and are prone to damage. Improper calibration can also lead to inaccurate weighing results. Findings: Supervision of freight transportation cargo at the Motor Vehicle Weighing Implementation Unit (UPPKB) or weighbridges faces various real challenges in the field. These findings include not only technical issues, but also driver behavior and operational conditions. Operational and human resource constraints, Illegal Levy (Pungli): The most frequently highlighted finding is the alleged practice of illegal levy. The driver admitted that they could reconcile with officers in the field to pass the overloaded vehicle. This undermines the integrity of the surveillance system and makes enforcement ineffective.

The results of the research and findings show that it is not in line with the Regulation of the Minister of Transportation Number PM 134 of 2015 concerning the Implementation of Weighing of Motor Vehicles on the Road See Article 35 of the Regulation of the Minister of Transportation Number PM 134 of 2015 concerning the Implementation of Weighing of Motor Vehicles on Jalan 47 Movable weighing equipment is equipped with main equipment and supporting equipment". Based on the above findings, the results of this study are not in accordance with what was stated by Irfan Saputra (2017), the results of his thesis research show that the functions of freight transportation supervision by the Lampung Provincial Transportation Office are as follows: Direct supervision is carried out by operationalizing weighbridges and carrying out inspections of goods transportation vehicles in the form of checking technical requirements and roadworthiness and checking proof of passing the test, Proof of registration/motor vehicle trial certificate and driver's license. Supervision is indirectly



carried out by enforcing an orderly operation of freight transportation, namely the operation of goods cars on the road must meet technical requirements and roadworthiness thresholds.

5. CONCLUSION

Drivers and freight forwarders, overall, the constraints faced by drivers include three main aspects: time, cost, and uncertainty. Long waiting times disrupt efficiency, illegal levies add to the financial burden. Loading procedures, limited facilities and infrastructure, narrow area, absence of warehouses, and absence of mechanical aids such as forklifts, overall, obstacles in loading procedures of goods originate from limited infrastructure and equipment. This results in inefficient processes, wastes time, increases the risk of accidents.

The process of weighing facilities for freight transportation at UPPKB Subulussalam City Weighing facilities, conclusions of weighing facilities, technical and infrastructure constraints, inadequate technology, old technology is prone to damage and is less accurate if not maintained properly, overall, obstacles to weighing facilities stem from technical and infrastructure limitations. The use of legacy technology that is prone to damage and is less accurate. Supervision of freight transportation, technical and infrastructure constraints, suboptimal scale conditions. Irregular calibration can also lead to inaccurate weighing results, and lack of supporting facilities, overall, obstacles in the supervision of freight transport loads stem from technical and infrastructural limitations

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- Peraturan Menteri Perhubungan Nomor PM 18 Tahun 2021 Tentang Pengawasan Muatan Angkutan Barang dan Penyelenggaraan Penimbangan Kendaraan Bermotor di Jalan. Pasal 2.

