

REGIONAL REGULATION OF THE MUNICIPALITY OF BALIKPAPAN
NUMBER 7 OF 2022
ON
TRANSPORTATION MANAGEMENT

BY THE BLESSINGS OF ALMIGHTY GOD

THE MAYOR OF BALIKPAPAN,

- Considering :
- a. that transportation is a very vital and strategic means of facilitating the wheels of the economy, strengthening unity and togetherness and influencing all aspects of nation and state life;
 - b. that in order to realize a reliable transportation system in accordance with the position and authority of the Municipality of Balikpapan and in order to improve services to the community, maintain the security, smooth flow, orderliness and safety of traffic, it is necessary to manage the transportation system to support the development movement and to improve services and welfare to the community; therefore, it is necessary to regulate The Transportation Management in the Municipality of Balikpapan in accordance with the current development, technological advances and community needs under the provisions of the legislation;
 - c. that Regional Regulation Number 7 of 2000 on Public Transportation Permits, as had been amended by Regional Regulation Number 35 of 2000 on Amendments to Regional Regulation Number 7 of 2000 on Public Transportation Permit, Regional Regulation Number 32 of 2000 on Routes, Public Transportation Equipment, and Driver Uniforms, Regional Regulation Number 33 of 2000 on Traffic Control, as amended by Regional Regulation Number 12 of 2006 on Amendment to Regional Regulation Number 33 of 2000 on Traffic Control, Regional Regulation Number 10 of 2006 on Motor Vehicle Parking and Regional Regulation Number 10 of 2015 on Motor Vehicle Testing, are no longer in line with current conditions and therefore need to be replaced.
 - d. that based on the considerations as referred to in point a, point b, and point c, it is necessary to issue a Regional Regulation on Transportation; Management

- Observing : 1. Article 18 section (6) of the 1945 Constitution of the Republic of Indonesia;
2. Law Number 27 of 1959 on the Enactment of Emergency Law Number 3 of 1953 on the Establishment of Level II Regions in Kalimantan (State Gazette of the Republic of Indonesia of 1953 Number 9) as Law (State Gazette of the Republic of Indonesia of 1959 Number 72, Supplement to the State Gazette of the Republic of Indonesia Number 1820) as amended several times, last by Law Number 8 of 1965 on the Establishment of Level II Tanah Laut Region, Level II Tapin Region, and Level II Tabalong Region by amending Law Number 27 of 1959 on the Stipulation of Emergency Law Number 3 of 1953 on the Extension of the Establishment of Level II Regions in Kalimantan (State Gazette of the Republic of Indonesia of 1965 Number 51, Supplement to the State Gazette of the Republic of Indonesia Number 2756);
3. Law Number 23 of 2014 on Local Governments (State Gazette of the Republic of Indonesia of 2014 Number 244, Supplement to the State Gazette of the Republic of Indonesia Number 5587) as amended several times, last by Law Number 11 of 2020 on Job Creation (State Gazette of the Republic of Indonesia of 2020 Number 6573);
4. Government Regulation Number 74 of 2014 on Road Transportation (State Gazette of the Republic of Indonesia of 2014 Number 260, Supplement to the State Gazette of the Republic of Indonesia Number 5594) as amended several times, last by Government Regulation Number 30 of 2021 on the Implementation of Traffic and Road Transportation Sector (State Gazette of the Republic of Indonesia of 2021 Number 40, Supplement to the State Gazette of the Republic of Indonesia Number 6642);

With the Joint Approval of
THE HOUSE OF REPRESENTATIVES
OF THE MUNICIPALITY OF BALIKPAPAN
And
THE MAYOR OF BALIKPAPAN

Has Decided:
To issue : REGIONAL REGULATION ON MANAGEMENT OF
TRANSPORTATION.

CHAPTER I GENERAL PROVISIONS

Article 1

In this Regional Regulation:

1. Region means the City of Balikpapan.
2. Mayor means the Mayor of Balikpapan.
3. Local Government means the Mayor as an element of the Local Government administrator who leads the implementation of the government affairs which are the authority of the autonomous region of the Municipality of Balikpapan.

4. Transportation Office means the Transportation Office of the Municipality of Balikpapan.
5. Investment and One-Stop Integrated Service Office (*Dinas Penanaman Modal dan Pelayanan Terpadu Satu Pintu*) hereinafter abbreviated as DPMPTSP, means the Investment and One-Stop Integrated Service Office of the Municipality of Balikpapan.
6. Regional Technical Implementation Unit (*Unit Pelaksana Teknis Daerah*), hereinafter abbreviated as UPTD, means an element that carries out the technical operational activities of the Office and/or supporting technical activities that have a specific working area.
7. Transportation means one of the links in the chain of goods distribution networks and passenger mobility that evolves very dynamically, and it plays a role in supporting, encouraging, and facilitating all aspects of life, including in the development of politics, economics, socio-culture, and defense and security.
8. Transportation Management means a system of planning, regulation, development, construction, and supervision that connects one region to another in terms of land, sea, and air transportation.
9. Traffic Impact Analysis (*Analisis Dampak Lalu Lintas*), hereinafter referred to as Andalalin, means a series of studies on the traffic impact of constructing activity centers, residential areas, and infrastructure, documented as an Andalalin report.
10. Road Traffic and Transportation (*Lalu Lintas Angkutan Jalan*), hereinafter abbreviated as LLAJ, means a unified system comprising traffic, road transport, traffic and transport networks, traffic and transport infrastructure, vehicles, drivers, road users, and their management.
11. Traffic Signal Device (*Alat Pemberi Isyarat Lalu Lintas*) hereinafter abbreviated as APILL, means an electronic device using light signals, which may be equipped with sound signals, to control Traffic of people and/or Vehicles at intersections or road sections.
12. Transport means the movement of people and/or goods from one to another location using vehicles in road traffic areas.
13. Online Transport means a door-to-door transport service with a driver, having an operating area within urban areas to and from airports, ports, or other transport hubs, reserved using information technology-based applications with the tariff amount stated in the application.
14. LLAJ Network means a series of interconnected hubs and/or activity spaces for the management of LLAJ.
15. Hub means a location designated for mode transfer and intermodal transfer, such as terminals, train stations, sea ports, river and lake ports, and/or airports.
16. Vehicle means a means of transportation on the road, consisting of motorized and non-motorized vehicles.
17. Motor Vehicle means any vehicle powered by mechanical equipment such as an engine, excluding vehicles running on rails.

18. Motorcycle means a two-wheeled motor vehicle, with or without a coachwork and with or without a sidecar or a three-wheeled motor vehicle without a coachwork.
19. Non-motorized Vehicle means any vehicle powered by human and/or animal force.
20. Public Motor Vehicle means any vehicle used for freight and/or passenger transport for a fee.
21. Passenger Car means a Motor Vehicle used for passenger transport, with no more than 8 (eight) seats, including a seat for the driver, or with the weight of no more than 3,500 (three thousand and five hundred) kilograms.
22. Bus means a motor vehicle designed for passenger transport with more than 8 (eight) seats including a seat for the driver or with the weight of more than 3,500 (three thousand and five hundred) kilograms.
23. Priority Right means the right to take precedence when using the road that must be given to certain road users in connection with their special interests for the sake of smooth traffic.
24. Priority Vehicle means a motor vehicle that gets priority or has the primary right in traffic and must take precedence over other Road Users.
25. Road means all parts of the road, including complementary buildings and their equipment designated for public traffic, which are situated on the surface of the ground, above the surface of the ground, under the surface of the ground and/or water, and above the surface of the water, except railways and cable roads.
26. Route means the path taken by Public Motor Vehicles to provide passenger transport services using public Passenger Cars or buses, with a fixed origin and destination, a fixed path, and a fixed type of vehicle, whether scheduled or unscheduled.
27. Route Network means a collection of routes that become a single unit of network for passenger transport services.
28. Heliport means a surface level heliport, elevated heliport, helideck and shipboard.
29. Terminal means a type C Terminal which serves as station for public Motor Vehicles used to manage arrivals and departures, to pick up and drop off people and/or goods, as well as to facilitate transfer between modes of transportation, whose primary role is to serve public vehicles for urban or rural transportation.
30. Transit Stop means a stop for public Motor and non-motorized Vehicles to pick up and drop off passengers.
31. Parking means a condition of a vehicle being stopped or stationary for a period of time and left unattended by its driver.
32. Parking Attendant means a person appointed by the head of the Transportation Office to manage Parking spaces on public roadsides.
33. Parking Space means the locations situated along the edge of public Roads and/or within the Road reserve areas that do not interfere with traffic movement and/or special facilities in the form of Parking lot buildings.

34. Parking Facilities means designated locations used as stopping points for vehicles that are not temporary, allowing activities to take place for a certain period of time.
35. Valet Parking means a form of Parking service, in which the Parking is carried out by Parking attendants, thus providing convenience for Parking service users.
36. Traffic Sign means a part of Road equipment in the forms of symbols, letters, numbers, sentences, and/or combinations that serve as warnings, prohibitions, orders, or instructions for Road Users.
37. Driver means a person who drives a Motor Vehicle on the Road who has a driving licence.
38. Dangerous Goods means substances, energy, and/or other components which due to their nature, concentration, and/or quantity, either directly or indirectly, may pollute and/or damage the environment, and/or endanger the environment, health, and survival of humans and other living beings.
39. Bulk Goods means goods in the form of liquids or granules that are transported in large quantities in containers/tanks or tubs/cargo spaces and are not packaged.
40. Incidental Permit means a permit that can be granted to passenger transport companies that already hold a route permit, allowing them to temporarily deviate from the route specified in their permit.
41. Trailer means a means of transporting goods designed to be pulled, with part of its load supported by the Motor Vehicle that pulls it.
42. Road Markings means signs located on the road surface or above the road surface, including equipment or signs that form longitudinal lines, transverse lines, diagonal lines, and symbols, which function to direct traffic flow and limit the areas of traffic interest.
43. Passenger means a person who is in a Vehicle other than the Driver and Vehicle crew.
44. Pedestrian means any person who walks in the road traffic space.
45. Road User means a person who uses the Road for traffic.
46. Traffic Management and Engineering (*Manajemen dan Rekayasa Lalu Lintas*) hereinafter abbreviated as MRLI means a series of efforts and activities that include planning, procurement, installation, regulation, and maintenance of Road facilities and equipment in order to realize, support, and maintain the safety, security, orderliness, and smooth flow of traffic.
47. Vehicle Testing means a series of activities involving testing and/or inspecting parts of Vehicles, trailers, semi-trailers, and special Vehicles in order to meet technical requirements and Roadworthiness.
48. Periodic Inspection means the Motor Vehicle testing conducted periodically on every Motor Vehicle, Trailer, and Semi-trailer operated on the Road.
49. Inspection means a series of actions carried out by inspection officers on drivers, motorized and non-

motorized vehicles regarding the fulfilment of technical requirements and Roadworthiness as well as the fulfilment of administrative completeness and violations on the orderliness of Parking and violations at the Terminal.

50. Investigation means a series of investigative actions conducted under the law to search for and collect evidence, with which to clearly disclose criminal cases and to find the suspect.
51. Crossing Waterway means a waterway route in the sea, strait, bay, river, and/or lake designated as a Crossing Waterway.
52. LLAJ Forum means a coordination platform among institutions responsible for LLAJ management.
53. Minister means the Minister administering government affairs in the field of Transportation.
54. Governor means the Governor of the Province of East Kalimantan.
55. Agency means a corporation, whether it is a legal entity or non-legal entity.

Article 2

The Transportation Management is carried out based on the principles of:

- a. transparency;
- b. accountability;
- c. sustainability;
- d. participation;
- e. benefit;
- f. efficiency and effectiveness;
- g. balance;
- h. integration; and
- i. independence.

Article 3

This Regional Regulation is intended to align with the policy on the transportation development in the Region based on the spatial planning of the Regional area and Regional planning documents within the framework of the provincial and national transportation.

Article 4

This Regional Regulation aims to achieve:

- a. transportation service management that are coordinated, integrated, safe, orderly, smooth, and prioritize safety to promote the economy and improve public welfare;
- b. environmentally sound transportation management that supports local culture and wisdom;
- c. good governance administration that improves the effectiveness and efficiency of public services; and
- d. law enforcement and legal certainty for the people according to authority.

Article 5

The scope of this Regional Regulation includes:

- a. the development and management of transportation;

- b. the management of land transportation;
- c. the management of sea transportation;
- d. the management of air transportation;
- e. cooperation;
- f. public participation;
- g. the management of information and communication systems;
- h. LLAJ Forum; and
- i. supervision and control.

CHAPTER II TRANSPORTATION DEVELOPMENT AND MANAGEMENT

Part One Development

Article 6

- (1) The responsibility and development of Transportation in the Region are carried out by the Mayor.
- (2) The Transportation development as referred to in section (1) includes:
 - a. the formulation of targets and policy directions for the transportation system in the Region, whose network is located within the area of the Region;
 - b. providing guidance, training, certification, and licensing to public Transportation companies in the Region; and
 - c. supervision on the application of norms, standards, guidelines, criteria, and procedures for Local Transportation.

Part Two Management

Article 7

- (1) The Transportation Management directly to the people is carried out by the Local Government, legal entities and / or the people.
- (2) In order to manage Transportation as referred to in section (1), the Local Government prepares:
 - a. Transportation Management Planning;
 - b. Transportation procurement;
 - c. establishment of operational policies for Transportation Management activities;
 - d. operational development on Transportation Management;
 - e. regulation of Transportation Management; and
 - f. supervision and control of Transportation Management.
- (3) The Transportation activities as referred to in section (1) are carried out integrally through intermodal and intramodal linkages to reach and connect all areas in the Region and between the Region and other regions.

CHAPTER III
LAND TRANSPORTATION MANAGEMENT

Part One
Road Infrastructure

Paragraph 1
Master Plan for LLAJ Network

Article 8

- (1) To achieve integrated LLAJ, the development of LLAJ Network is carried out to connect all areas on land.
- (2) The LLAJ Network Development as referred to in section (1) is guided by the LLAJ network master plan as needed.

Article 9

- (1) The Mayor prepares a master plan for the LLAJ Network valid for a period of 20 (twenty) years and is evaluated periodically at least once every 5 (five) years by taking into account the needs of LLAJ and local scale activities.
- (2) The process of preparing and stipulating the LLAJ Network master plan as referred to in section (1) is carried out by considering:
 - a. national spatial plan documents;
 - b. provincial spatial plan documents;
 - c. Regional spatial plan documents;
 - d. Regional long-term development documents;
 - e. national port master plan documents;
 - f. national airport master plan documents;
 - g. national LLAJ Network master plan documents; and
 - h. provincial LLAJ Network master plan documents.

Article 10

- (1) The Regional LLAJ Network master plan contains:
 - a. an estimate of the movement of people and/or goods according to the origin and the destination of travel within the Region;
 - b. directions and policies on the role of Regional LLAJ in all modes of Transportation;
 - c. plans for locations and needs of Regional Hubs; and
 - d. Plans for Regional traffic space needs.
- (2) Estimated movement of people and/or goods by origin and destination of travel as referred to in section (1) point a is determined based on the results of a survey conducted within a maximum of 5 (five) years.
- (3) The directions and policies as referred to in section (1) point b include the determination of Transportation plans in various modes in accordance with the potentials to be developed.
- (4) The plans for locations and needs of the Hubs as referred to in section (1) point c, includes plans for the needs of Passenger Terminals, goods Terminals, transit stops, and airports.
- (5) The plan for Regional traffic space needs as referred to in section (1) point d, includes plans for traffic needs of

Regional and local Roads, traffic space on provincial Roads and national Roads in the Region and traffic space in the form of freeways.

Article 11

The Regional LLAJ Network master plan as referred to in Article 9 is a direction and guideline for:

- a. the development of Regional LLAJ Network;
- b. the integration of inter and intra modes of transportation at the Regional level;
- c. the formulation of the Regional LLAJ general plan;
- d. the formulation of a general plan of Regional Road network;
- e. the formulation of a general plan for the urban Transport Route Network;
- f. the formulation of a general plan for the Regional freight transport network;
- g. the development of Regional Hubs; and
- h. the development of Regional LLAJ technology and industry.

Article 12

- (1) To realize/achieve the Regional LLAJ Network Master Plan as referred to in Article 9, the Local Government prepares a detailed plan for the LLAJ network, including the following activities:
 - a. designating and determining location plans for Road network development, Terminals and/or transit stops, determining the plans for route network, cross-region network, taxi operational areas and/or other special Transports, establishing inter-regional transportation cooperation for public transport services at the borders.
 - b. proposing the location plans for national and provincial Road networks in the Region to the Minister and Governor to be set up into a unified system of national and provincial Road networks;
 - c. proposing the establishment of cross network and routes in the Region to the Minister and Governor to be set up in a unified inter-regional route network system between provinces and within provinces.
 - d. proposing the designation of the terminal locations in Region I to the Minister through the Governor to be established as designated Inter-Region and Inter-Province Terminals and Inter-Region Terminal within a Province.
- (2) Provisions regarding the detailed plans of LLAJ network as referred to in section (1) are regulated in a Mayor Regulation.

Article 13

- (1) The master plan for the Regional LLAJ Network as referred to in Article 9 is submitted to the Municipal House of Representatives and announced to the public before being stipulated by the Mayor.

- (2) The notifications and announcements as referred to in section (1) are given in order to obtain input and to provide information access to the public.
- (3) The master plan for the Regional LLAJ Network as referred to in section (1) is regulated in a Mayor Regulation after receiving consideration from the Governor and Minister.

Paragraph 2
Road Planning

Article 14

- (1) The Local Government plans Roads in order to provide traffic services and support smooth distribution to various Regions.
- (2) The planning as referred to in section (1) must not conflict with the established LLAJ Network Master Plan.
- (3) The Planning as referred to in section (1) is determined as follows:
 - a. the planning of Regional and local Roads is carried out by the Region at the expense of the Regional development budget, central government and/or provincial government support, domestic and/or foreign loans, community self-reliance and third-party participation; and
 - b. the planning of grade-separated intersections and freeways is carried out by the Local Government, local/state-owned enterprises, and/or through management cooperation with third parties from domestic and/or foreign entities.

Article 15

For the purpose of developing network, grade-separated crossings, provincial roads, national roads, and freeways, the Mayor proposes maintenance, improvement, and construction plans to the provincial government and/or the central government.

Paragraph 3
Determination of Road Class

Article 16

- (1) The Mayor prepares and determines the road class for each Road segment for the Local Roads.
- (2) The Road class as referred to in section (1) is indicated by Traffic Signs.
- (3) The determination of Road class as referred to in section (1) must meet technical requirements that take safety aspects, road structure, and Road geometry into account.
- (4) The technical requirements as referred to in section (3) in the procedure for determining the Road class follow the provisions of legislation.

Paragraph 4
Road Equipment

Article 17

Any Road that is used for public traffic must be equipped with Road equipment in the form of:

- a. APILL;
- b. Traffic Signs;
- c. Road Markings;
- d. Road lighting devices;
- e. control devices for Road user, consisting of:
 1. speed limiter; and
 2. Vehicle height and width limiting device.
- f. safety equipment for Road users, consists of:
 1. safety fences;
 2. convex mirrors;
 3. delineators;
 4. traffic islands;
 5. rumble strips;
 6. emergency stop lanes; and
 7. traffic barriers.
- g. facilities for bicycles, Pedestrians, safe routes to school, people with disabilities, elderly and/or sick people; and
- h. supporting facilities for LLAJ activities located on the Roadway or outside the Roadway.

Article 18

- (1) The determination of location, procurement, installation, maintenance, repair, removal, and supervision of Road equipment on Local Roads must be in accordance with the designation.
- (2) Determination of location, procurement, and installation of Road equipment as referred to in section (1) is carried out based on the results of the MRLI analysis.
- (3) Determination of location, procurement, installation, maintenance, repair, removal, and supervision of Road equipment as referred to in section (1) is based on technical standards established by the Minister.

Article 19

- (1) The determination of location and installation of buildings and/or facilities that are not part of the Road equipment within the Road reserve area must not affect the existence and function of the Road equipment.
- (2) Procedures for determining the location and installation of buildings and/or facilities that do not include Road equipment as referred to in section (1) is carried out in accordance with the provisions of legislation.

Article 20

Road Equipment has binding legal force after 30 (thirty) days from the date of installation.

Article 21

The form, size, language, symbol, meaning and other technical requirements related to Road equipment are aligned with the provisions of the legislation.

Article 22

Any person or Agency is prohibited from:

- a. moving or removing Road equipment;
- b. polluting, defacing, damaging, or altering the shape or color resulting in the changes of the meaning and function of the Road; and
- c. installing billboards, banners or similar items, planting trees or using road equipment for personal purposes that interfere with its function.

Article 23

- (1) The Transportation Office has the authority to remove, take down, and eliminate Road equipment installed by agencies, business entities, or individuals without permission.
- (2) The approval of Road equipment, specifically for Traffic Signs is marked with a logo bearing the inscription of the Transportation Office.

Paragraph 5 Terminals

Article 24

- (1) The Local Government builds and operates terminals through a planning process based on the needs of people and goods movement according to their origin and destination, and taking the Terminal needs plan into account.
- (2) Terminal serves the following functions:
 - a. supporting the smooth transfer of people and/or goods and the integration of intramodal and intermodal transport;
 - b. supporting the security, safety, and orderliness of LLAJ;
 - c. a place for the control and supervision of the licensing system, technical Inspections, and Roadworthiness of the Public Motor Vehicle used for people and/or goods transport; and
 - d. a place for providing services for users of Terminal facilities.
- (3) The Terminal planning as referred to in section (1) covers:
 - a. designation of locations;
 - b. determination of functions and/or types of service;
 - c. determination of design, layout and supporting facilities, as well as facilities for pedestrians, persons with disabilities, the elderly and/or the sick people;
 - d. determination of Vehicle traffic flow circulation; and
 - e. network development.
- (4) The Terminal planning as referred to in section (1) may involve third parties and/or the public.

Article 25

The location of the Terminal is designated by considering:

- a. the level of accessibility for the users of Transport services;
- b. the suitability of the land with the national spatial plan, provincial spatial plan, and Regional spatial plan;
- c. the suitability with the development plan and/or performance of the Road network, Route Network and traffic network;
- d. the suitability with development plans and/or activity centers;
- e. the harmony and balance with other activities;
- f. the demand for Transport;
- g. technical, financial and economic feasibility;
- h. security and safety of LLAJ; and/or
- i. environmental sustainability.

Article 26

- (1) Terminal construction must be completed with:
 - a. building design;
 - b. design workbook;
 - c. master plan of the Terminal; and
 - d. documents of environmental impact analysis or environmental management and environmental monitoring effort that have included Andalalin.
- (2) The Terminal construction as referred to in section (1) is conducted by the Local Government and may involve third parties.

Article 27

- (1) Terminals are equipped with facilities for business activity that directly and/or indirectly support Terminal activities.
- (2) Any person and/or Agency that will run business at the Terminal must get an approval letter from the Head of Transportation Office.
- (3) Further provisions regarding the management of business facilities at the Terminal are regulated in a Mayor Regulation.

Article 28

- (1) The Terminals are managed by UPTD.
- (2) The Terminal management as referred to in section (1) include the following activities:
 - a. management;
 - b. maintenance; and
 - c. control.

Paragraph 6

Motor Vehicle Parking

Article 29

- (1) The Mayor is authorized to regulate parking operations in the Region.
- (2) The Mayor can delegate the authority to regulate parking management in the Region to the Transportation Office.

Article 30

- (1) Public Parking is operated outside the Road reserve area and within the Road reserve area.
- (2) Parking Facilities outside the Road reserve area as referred to in section (1) consist of:
 - a. designated Parking spaces;
 - b. Parking areas;
 - c. Parking buildings;
 - d. Parking lots; and
 - e. valet parking.
- (3) Management of Parking outside the road reserve area as referred to in section (2) may be conducted by individual Indonesian citizens or Indonesian legal entities in the form of a designated parking business at locations designated according to their intended use.
- (4) Parking Facilities within the Road reserve area as referred to in section (1) are organized along the edge of public Roads on collector and/or local Roads, and their locations must be designated by the Local Government.
- (5) The management of Parking Space within the road reserve areas is carried out by the Local Government.
- (6) The Local Government may establish cooperation with entities and/or individuals in implementing Parking Area within the Road Reserve area as referred to section (5).

Article 31

Parking outside the road reserve as referred in Article 30 section (2) must consider the following things:

- a. providing parking spaces that meet the specified technical standards;
- b. equipping parking facilities at least with signs, markings, and information media regarding tariffs, time, parking space availability and information on dedicated parking facilities;
- c. ensuring that vehicles enter and exit the parking space unit safely, securely, and prioritizing smooth traffic flow;
- d. maintaining the security of parked vehicles;
- e. providing parking proofs and parking spaces; and
- f. compensating for loss and damage to parked vehicles in accordance with the provisions of legislation.

Article 32

- (1) The owner/manager of Parking Space outside the Road reserve area is obligated to employ a sufficient number of Parking attendants in accordance with the size of the Parking area, Parking capacity, Parking service hours, as well as the use of systems and technology.
- (2) The owner/manager of Parking Space outside the Road reserve area is obligated to provide guidance and training to Parking attendants regarding parking service procedures, occupational health and safety, traffic safety and security, emergency response and actions, the use of information technology for parking, and other aspects related to parking management.

Article 33

- (1) The manager of Parking Space outside the road reserve area is obligated to provide insurance for every vehicle that uses the Parking Space they provide.
- (2) The insurance as referred to in section (1) covers the damage and/or loss of the Vehicle.

Article 34

- (1) The owner/manager of Parking Space outside the Road reserve is obligated to use an information and application system for services in the management of parking.
- (2) The use of information and application systems as referred to in section (1) is obligated to be integrated with the parking service system used by the Local Government.
- (3) The obligation to use information and application systems as referred to in section (1) is carried out in stages.

Article 35

The management of public Parking within the Road reserve as referred to in Article 30 section (4) is carried out by considering:

- a. road status, volume/capacity (V/C) ratio, traffic speed and traffic density;
- b. the number of Parking space units (PSU) is determined based on the type of Vehicle with parallel or diagonal Parking configuration;
- c. the entry and exit of vehicles to the place and/or Parking Space is arranged in such a way that it does not cause barriers, disturbances, traffic congestion and accidents on the Road network that is directly affected; and
- d. it does not cause damage to Road equipment, including waterways and other government assets.

Article 36

Payment for Parking Space services outside the Road reserve and within the Road reserve can be made in the forms of:

- a. Cash payment;
- b. Non-cash payment; and/or
- c. subscription.

Article 37

- (1) In order to develop and manage Parking Facilities, the Local Government may cooperate with a third party.
- (2) The cooperation with a third party as referred to in section (1) is established in accordance with the provisions of legislation.

Article 38

- (1) The Local Government may designate Parking Spaces and Parking positions.
- (2) The provision of Parking Spaces must consider:
 - a. traffic safety and smoothness;
 - b. environmental sustainability;
 - c. convenience for Parking service users;
 - d. city aesthetics;

- e. access for Pedestrians, persons with disabilities, the elderly, and/or the sick; and
 - f. Andalalin outside the Road reserve area.
- (3) To support orderliness, smoothness and safety, the Local Government provides parking facilities and infrastructure within the Road reserve area.

Article 39

- (1) Any owner/manager of a public building is obligated to provide Parking Spaces that follow the need standards of Parking Spaces.
- (2) If the obligation to provide Parking Spaces as referred to in section (1) is not possible, the owner/manager of the public building is obligated to provide parking spaces collectively or jointly with other nearby public buildings.
- (3) Any owner/manager is obligated to:
 - a. provide Parking Spaces that comply with the specified technical standards;
 - b. equip the Parking Spaces with facilities such as signs, markings, and information media regarding tariffs, operating hours, Parking space availability, and information about special Parking facility;
 - c. ensure that vehicles enter and exit the parking space unit areas safely and securely, and prioritize the smoothness of traffic flow;
 - d. maintain security, orderliness, and smooth operations within and around the Parking area.
 - e. maintain the cleanliness, beauty and comfort of the Parking location;
 - f. compensate for loss and damage to parked vehicles in accordance with the provisions of legislation including in the case of loss insurance;
 - g. formulate parking rules and determine operational standards that are professional, modern, excellent and prioritize the safety and comfort of Parking service users;
 - h. provide special Parking Space for persons with disabilities, the elderly and pregnant women that are indicated with special instructions;
 - i. employ a sufficient number of Parking attendants, wearing uniform and having an identification card;
 - j. collect the Parking rent/fee in accordance with the tariff stated on the ticket/receipt/payment proof.
 - k. provide tickets/receipts/payment proof to the users of Parking services for each time of Parking;
 - l. pay Parking tax in accordance with the applicable tax provisions in the Region;
 - m. provides real-time information about Parking capacity and availability;
 - n. provides information and complaint services;
 - o. establish cooperation with the Local Government for the implementation of an integrated and real-time Parking system including preparing its supporting facilities step by step; and

- p. keep continuing to improve the quality of services including the provision of public facilities that support the comfort and safety of users of Parking services.
- (4) The Parking Space Manager may provide Valet Parking facility services to the public by submitting a written permit application to the Mayor.
- (5) Further provisions regarding the management of Valet Parking facilities are regulated in a Mayor Regulation.

Article 40

- (1) Parking Space within the Road reserve areas is classified based on Parking zones.
- (2) The classification of Parking zones as referred to in section (1) is determined by a Mayor Decision.

Article 41

- (1) Parking Space Management within the Road reserve area, Parking buildings and/or Parking Lot owned and/or controlled by the Local Government is managed by the Transportation Office.
- (2) Parking Space Management in public buildings, parking buildings and/or Parking Lots, market/shop yards owned and/or controlled by Agencies/individuals can be organized by Agencies/individuals after obtaining a Parking Management Permit.

Article 42

Parking Management in Parking buildings and/or Parking lots must consider:

- a. the Parking Space is a part of and/or supported by traffic management on the surrounding roads;
- b. having easy access to activity centers; and
- c. providing clear signs in the form of Parking signs and/or Parking markings on the Parking space unit.

Article 43

- (1) To obtain a Parking Space Management Permit, each owner/manager must submit a written application to the Mayor.
- (2) The Mayor delegates authority to grant permits as referred to in section (1) to the Head of the DPMPTSP.

Article 44

- (1) The Parking Space Management Permit is valid as long as the manager is still operating unless there is a change of manager and/or a change in Parking tariff.
- (2) The holder of a Parking Space Management Permit is prohibited from transferring the right to manage public Parking to individuals and/or Agencies.

Article 45

Further provisions regarding the requirements and procedures for obtaining a permit for the operation of a Parking Space

outside the Road reserve areas as referred to in Article 43 and Article 44 are regulated in a Mayor Regulation

Article 46

- (1) Parking attendants in performing their duties are obligated to:
 - a. wear a complete uniform that shows his/her identity as a Parking attendant;
 - b. manage vehicles properly in the Parking Space under his/her responsibility;
 - c. submit Parking ticket or electronic receipt and receive payment of Parking levy; and
 - d. maintain the security, orderliness and cleanliness of the Parking Space and/or the surrounding environment.
- (2) Parking Attendants in performing their duties are protected by insurance covered by the parking owner/manager.
- (3) The Parking Attendants as referred to in section (1) are appointed and dismissed by the Parking owner/manager.
- (4) The appointment and dismissal of Parking attendants by the owner/manager of the Parking Space is required to be reported to the Head of Transportation Office.

Article 47

Any person is prohibited from acting as a Parking attendant on the streets or in certain places by collecting fees without valid payment receipts.

Article 48

- (1) The Local Government in managing the Parking Space may employ Parking attendants.
- (2) The Local Government provides honorarium and may provide a social insurance to the Parking attendants in places managed by the Local Government in accordance with the provisions of legislation.
- (3) Further provisions regarding work relations, honorarium and social insurance are regulated in a Mayor Regulation.

Article 49

- (1) The Parking attendants as referred to in Article 47 section (1) in performing their duties, are obligated to:
 - a. enter into a work contract with the Local Government;
 - b. wear uniforms and identification according to the applicable provisions;
 - c. maintain the cleanliness, beauty and comfort of the Parking locations,
 - d. keep and maintain properly all Parking facilities provided at the Parking location;
 - e. maintain orderliness and security of the Parking locations;
 - f. actively assist Parking service users in the process of Parking their vehicles and/or using Parking machines with a friendly, polite, and responsible service;

- g. collect Parking levy in accordance with the stipulated provisions to be deposited to the Regional treasury through the Transportation Office;
- h. provide valid Parking tickets, receipts, or official receipts to Parking service users and write down the registration numbers of the vehicles for each Parking;
- i. immediately report and coordinate with the Transportation Office if problems are found at the Parking location in his/her working area; and
- j. comply with all provisions stipulated by the Transportation Office.

Article 50

- (1) The Local Government may create and develop information and application systems for parking services in the Region.
- (2) The information and application system as referred to in section (1) may be provided/used for the management of parking by the Local Government or integrated with the management of parking by the owner/manager.
- (3) The Local Government may cooperate with the owner/manager for the procurement and development of parking information and application systems in the Region by referring to the provisions of legislation.

Article 51

- (1) Information and application systems in the management of parking at least contain:
 - a. Parking location;
 - b. Parking capacity,
 - c. real time availability of Parking;
 - d. type of Parking service,
 - e. Parking tariff; and
 - f. payment method.
- (2) In addition to the contents as referred to in section (1), information and application systems in the management of parking may provide Parking payment services in accordance with the provisions of legislation.

Article 52

Any vehicle user who parks in a Parking Space managed by the Local Government is subject to a levy.

Article 53

- (1) The Parking Tickets or their equivalent for the users of Parking service at a Parking Space managed by the Local Government are made by the Transportation Office.
- (2) The Parking Tickets or their equivalent for the users of Parking service at a Parking Space managed by an Agency or individual as the holder of the Parking Management Permit are made by the holder of the Parking Management Permit.
- (3) The Parking Tickets or their equivalent are made with security standards that they are not easily imitated and/or falsified.

- (4) The Parking Tickets or their equivalent consists of 2 (two) parts; the first part serves as a proof of payment given to the Parking service users/customers and the second part serves as a receipt.
- (5) The Parking tickets or their equivalent contain at least the following data:
 - a. serial number;
 - b. name of the levy type;
 - c. sequence number of the Parking ticket;
 - d. nominal amount of levy or rental;
 - e. vehicle registration number; and
 - f. year, month and date of manufacture.

Article 54

- (1) Any user of Parking service is obligated to pay levy/Parking fee in accordance with the provisions of legislation.
- (2) Any user of Parking service has the right to request a Parking ticket at the time of using the service of the Parking Space.

Article 55

At each Parking Space, Parking signs must be installed in the form of:

- a. Parking signs; and/or
- b. Parking markings.

Article 56

- (1) Any user of a Parking Space must park his/her vehicle in a designated place or as indicated by the Parking attendant.
- (2) The parking position of motor vehicles on public roadway is made parallel at a 0 (zero) degree angle following the traffic direction or angled following the traffic direction at angles of 30 (thirty) degrees, 45 (forty-five) degrees, 60 (sixty) degrees and 90 (ninety) degrees.
- (3) Parking positions angled in the direction of traffic are only permitted on Roads with sufficient capacity width based on technical analysis conducted by the Transportation Office.
- (4) The Parking position as referred to in section (2) does not allow double parking on the roadside following the traffic direction on the roadway.

Article 57

- (1) Any Vehicle Driver is prohibited from Parking in the following space segments:
 - a. within National Road sections and within Provincial Road sections;
 - b. within municipal Road sections that have not been provided with parking signs or Parking markings;
 - c. within 15 (fifteen) meters before and after a no-parking sign;
 - d. within 6 (six) meters before and after a designated Pedestrian crossing or bicycle crossing;

- e. within 25 (twenty-five) meters before and after a sharp bend with a radius of less than 500 (five hundred) meters;
 - f. within 50 (fifty) meters before and after a bridge;
 - g. within 100 (one hundred) meters before and after a grade crossing;
 - h. within 25 (twenty-five) meters before and after intersection; and
 - i. within 6 (six) meters before and after a fire hydrant or similar water source.
- (2) Any person is prohibited from Parking in a place that is not designated for parking.
 - (3) Any person is prohibited from placing a vehicle that may reduce or obstruct the movement of other vehicles to exit or enter the Parking space and/or may disrupt the smooth flow of traffic.
 - (4) The Parking prohibition as referred to in section (1) is exempted for activities recommended by the police.

Article 58

- (1) Motor vehicles imposed to towing sanctions is stored in an area designated by the Transportation Office and properly administered.
- (2) In enforcing towing sanctions, the Transportation Office is not responsible for any damage, completeness and wholeness of the vehicle and its cargo.
- (3) The retrieval of motor vehicles as referred to in section (1) is carried out by presenting proof of Motor Vehicle ownership.
- (4) Further provisions regarding the procedures for towing as referred to in section (1), the assurance of security and administration as referred to in section (3), as well as the retrieval of Motor Vehicles as referred to in section (4), are regulated by a Mayor Regulation.

Article 59

- (1) Any person or Agency who violates the provisions as referred to in Article 57 section (1), section (2) and section (3), in addition to subject to administrative sanctions, other actions can be taken in accordance with the provisions of legislation.
- (2) The Owner of the Vehicle subject to the towing sanction and is placed in the vehicle storage area is charged with levy with an amount of:
 - a. 4-(four)-or-more-wheeled vehicles: Rp500,000.00 (five hundred thousand rupiah); and
 - b. 2-(two)-wheeled vehicles: Rp100,000.00 (one hundred thousand rupiah).
- (3) Vehicle owners who do not retrieve their vehicle immediately on the same day as the towing from the storage facility provided by the Local Government is charged a levy for:
 - a. Rp200,000.00 (two hundred thousand rupiah) per day, up to a maximum of Rp1,000,000.00 (one million

- rupiah), for private 4(four)-or-more-wheeled motor vehicles; and
- b. Rp50,000.00 (fifty thousand rupiah) per day, up to a maximum of Rp300,000.00 (three hundred thousand rupiah), for private two-wheeled motor vehicles.
- (4) If within the specified period of no more than 6 (six) working days, the vehicle is not retrieved, the Local Government is not responsible for the loss or damage of the Vehicle.

Article 60

- (1) Any business owner/manager and/or vehicle owner and/or Motor Vehicle user is prohibited from storing Motor Vehicles on the road reserve area.
- (2) Any construction of middle-class and luxury houses is obligated to provide space for garage or carport as Parking Space for 4 (four)-wheeled and 2 (two)-wheeled vehicles, with a minimum of 1 (one) Parking space unit each.
- (3) Any business owner/manager and/or Motor Vehicle owner is obligated to own or control a Vehicle Parking Space in the form of a garage or carport to store their vehicles or rent land for Vehicle Parking Space.
- (4) Further regulations regarding the obligation to provide space for garage or carport as Vehicle Parking Space and the obligation to own or control Parking Space in the form of garage or carport for storing vehicles and/or land rental for Vehicle Parking Space as referred to in section (2) and section (3) are regulated in a Mayor Regulation.

Article 61

The Transportation Office guides, supervises, and controls the management of Parking Spaces.

Article 62

Supervision and control of Parking Space management is conducted periodically every 6 (six) months on Parking Space managers, Parking attendants, suitability of Parking Space functions along with their supporting facilities.

Paragraph 7

Pedestrian facilities

Article 63

- (1) In order to operate the LLAJ, the Local Government plans, builds, and maintains Pedestrian facilities which include:
 - a. sidewalks;
 - b. Pedestrian crossing facilities consisting of:
 - 1. pedestrian bridges;
 - 2. crossings at traffic light intersections;
 - 3. crossing on a road section (pelican crossing and zebra cross);
 - 4. tunnels; and/or
 - 5. other forms.
 - c. waiting area and/or vehicle stop; and
 - d. pedestrian/city walk.

- (2) The construction of facilities as referred to in section (1) is carried out according to the guidelines, standards, and technical requirements stipulated in the provisions of legislation.
- (3) The Local Government may involve institutions, Agencies and individuals in the construction of Pedestrian facilities.

Paragraph 8

Facilities for Persons with Disabilities, the Elderly,
and/or the Sick

Article 64

- (1) Persons with disabilities, the elderly and/or the sick are entitled to obtain special services at public places or facilities in the field of LLAJ.
- (2) The Local Government and managing Business Entities are obligated to provide facilities for persons with disabilities, the elderly, and/or the sick at public places or facilities in the field of LLAJ.
- (3) The construction of facilities as referred to in section (2) follows the guidelines, standards and technical requirements stipulated in the provisions of legislation.
- (4) The Local Government may involve institutions, Agencies and individuals in the construction of facilities for persons with disabilities, the elderly and/or the sick in public places or facilities in the field of LLAJ.

Paragraph 9

Facilities for Cyclists

Article 65

- (1) Any Road used for public traffic is required to be provided with road equipment in the form of facilities for cyclists.
- (2) The Local Government must facilitate traffic for cyclists by providing and building facilities for bicycles in the form of designated bicycle lanes and designated bicycle Parking areas.
- (3) Any managing Business Entity is obligated to provide and build facilities for cyclists in the form of special bicycle Parking placed in the Parking space facility of the following activities:
 - a. offices;
 - b. trade or shopping center;
 - c. education;
 - d. public services;
 - e. meeting hall;
 - f. Parking for the public;
 - g. restaurant, eatery or cafe;
 - h. sports venues;
 - i. place of worship; and
 - j. transportation hubs.
- (4) The Local Government may involve institutions, Agencies, and individuals in the construction of facilities for cyclists.
- (5) The bicycle lanes as referred to in section (2) can be in the forms of:

- a. sharing the road with Motor Vehicles;
 - b. using the roadside;
 - c. dedicated lanes within the roadway; or
 - d. dedicated lanes separated from the roadway.
- (6) In the absence of a dedicated bicycle lane on a public Road, the sidewalk for Pedestrians may be shared with cyclists at speeds less than 20 km/h (twenty kilometers per hour), provided that Pedestrian safety and adequate capacity are taken into consideration.
 - (7) In the absence of crossing facilities for cyclists on public roads, Pedestrian crossing may be shared as crossing areas for cyclists.
 - (8) The designation of bicycle facilities as referred to in section (2) and section (3) is determined by a Mayor Decision, based on a technical analysis by the Transportation Office.
 - (9) The designation of facilities for cyclists as referred to in section (1) and section (2) is followed up with the installation of signs and Road markings

Paragraph 10
Facilities for Priority Vehicles

Article 66

- (1) Any Road User is obligated to prioritize Priority Vehicles.
- (2) The types of Priority Vehicles that are granted the primary right of prioritizing are in the following order:
 - a. Fire fighting vehicles performing their duties;
 - b. ambulances transporting sick people;
 - c. Vehicles that provide assistance in traffic accidents;
 - d. Vehicles of the State Institutions leaders of the Republic of Indonesia;
 - e. Vehicles of foreign state leaders and officials, as well as international organizations serving as state guests;
 - f. funeral processions; and
 - g. convoys and/or Vehicles for specific purposes as determined by the consideration of officers from the Indonesian National Police.
- (3) The Priority Vehicles as referred to in section (2) must be escorted by officers from the Indonesian National Police or from Transportation Office and/or use red, blue, or yellow signal lights and a siren.
- (4) Vehicles providing assistance in accidents or emergency situations may use hazard lights, activate main headlights, and honk the horns.
- (5) For the ease and smooth flow of traffic for Priority Vehicles, the Local Government may provide facilities in the form of dedicated lanes for Priority Vehicles on City Roads.
- (6) The provision of facilities in the form of lanes which is dedicated to Priority Vehicles is followed up with the installation of Road signs and Markings.
- (7) Further provisions regarding the procedures for managing the smooth flow of traffic and providing facilities for Priority Vehicles are regulated in a Mayor Regulation.

Paragraph 11
Stopping Facilities

Article 67

- (1) Specific locations along the lines of public Passenger Transport within a route are equipped with Stopping facilities in the form of transit stops.
- (2) The location of stopping facilities as referred to in section (1) is on the left side of the road unless specified otherwise.
- (3) Any Public Vehicle on a Route is required to pick up and/or drop off passengers at the stopping areas provided by the Local Government as referred to in section (1)
- (4) Public Vehicles not on a Route may pick up and/or drop off Passengers at the areas as referred to in section (3).
- (5) The construction of stopping facilities in the form of transit stops is carried out by the Local Government and/or by a third party through cooperation.

Part Two
Road Usage

Paragraph 1
Road Usage Control

Article 68

- (1) The road as a physical facility consists of Road utility areas, Road reserve areas, and Road Supervision Areas of which usage and management must be controlled to avoid the damages of Road and its supporting facilities, confusions, and/or traffic disruptions.
- (2) The control as referred to in section (1) is conducted through:
 - a. determination and regulation of building setback lines;
 - b. control of road access openings; and
 - c. regulation and control of land use in Road reserve and supervision areas.

Article 69

The determination of building setback as referred to in Article 68 section (2) point a is regulated in a Mayor Regulation.

Article 70

The control of Road openings, land use, and/or changes in the designation function of land/buildings within the Road reserve areas as referred to in Article 68 section (2) point b and point c is carried out through licensing after a traffic study is conducted.

Article 71

Any person or Agency is prohibited from organizing activities that can cause damage and/or disruption of Road function and Road Equipment or facilities as referred to in Article 68 section (1)

Article 72

Any person or Agency is prohibited from using the land within the Road utility area for Motor Vehicle Parking and/or loading and unloading of goods, unless specified by Traffic Signs.

Paragraph 2

The Use of Roads Other Than for Traffic Purposes

Article 73

- (1) The use of Road for activities outside their function may be permitted on national Roads, provincial Roads, and city Roads.
- (2) The use of national Roads and provincial Roads as referred to in section (1) may be permitted for the purpose of national public interests.
- (3) The use of city Roads as referred to in section (1) may be permitted for public interests with national, Regional, and/or personal purposes.

Article 74

Institutions, Agencies, or individuals are prohibited from using the Road as a traffic space for activities other than traffic purposes that may change the function and designation of the Road, unless authorized by the Police.

Paragraph 3

Dispensation for Road Usage

Article 75

- (1) Road class, load capacity, and the permitted heaviest axle load, as well as the prohibitions on the use of Roads, are indicated by Traffic Signs.
- (2) Any Vehicle used for freight Transport and Passenger Transport is prohibited from using Roads that do not conform to its class, load capacity, and the permitted heaviest axle load.

Part Three

MRL

Paragraph 1

Persons-in-Charge

Article 76

- (1) The Mayor is in charge of the MRL.
- (2) Transportation Office is in charge of the MRL activities implementation.

Paragraph 2

Purposes

Article 77

The MRL activities are carried out to optimize the use of the Road network and traffic movements in the Region to ensure the safety, security, orderliness, and smooth flow of LLAJ.

Paragraph 3
Activities

Article 78

- (1) The MRL activities as referred to in Article 80 include:
 - a. planning;
 - b. regulation;
 - c. engineering;
 - d. empowerment; and
 - e. supervision.
- (2) The MRL as referred to in section (1) is conducted through:
 - a. capacity management which includes:
 1. intersection geometric improvements;
 2. Roadside Parking arrangements;
 3. designation of traffic control system areas;
 4. Road widening;
 5. underground Roads (underway); and
 6. grade-separated intersections (flyover or underpass).
 - b. priority management which includes:
 1. dedicated bus way;
 2. dedicated bus lanes;
 3. dedicated Motorcycle lanes;
 4. dedicated bicycle lanes;
 5. priority at intersections;
 6. priority at intersections for public transportation; and
 7. priority for Public Motor Vehicles.
 - c. demand management includes:
 1. Route management;
 2. arrangement of freight Transport traffic and restrictions on the location of loading and unloading of goods;
 3. contra flow;
 4. one-way system;
 5. traffic restrictions: 3 in 1, sticker system, odd-even system, area licensing system; road pricing, progressive Parking tariff, zone-based Parking tariff and electronic Parking;
 6. the application of progressive tax to the ownership of
 - d. more than one Vehicle;
 7. control over land use;
 8. traffic discipline zone (TDZ); and
 9. Vehicle free day (car free day).

Paragraph 4
Planning

Article 79

- (1) The planning activities as referred to in Article 78 section (1) point a include:
 - a. identification of traffic problems;
 - b. inventory and analysis of the traffic flow situation;

- c. need inventory and analysis for people and freight Transport;
 - d. inventory and analysis of Road availability or capacity;
 - e. inventory and analysis of Vehicle availability or capacity;
 - f. inventory and analysis of the violations and Traffic Accidents rates;
 - g. inventory of Andalalin;
 - h. determination of service levels; and
 - i. determination of a policy plan for managing the use of the Road network and traffic movement.
- (2) Planning in the MRLL is carried out by the Mayor after coordinating with relevant institutions.

Paragraph 5
Management

Article 80

The LLAJ management as referred to in Article 78 section (1) point b is carried out by the Local Government through the establishment of policies on the use of Road networks and traffic movements on certain Road networks.

Article 81

- (1) The policies for regulating the use of networks and traffic movements as referred to in Article 79 section (1) point i is stipulated by the Mayor.
- (2) The policies for regulating the use of networks and traffic movements as referred to in section (1) include:
 - a. traffic regulation, namely the activity of determining traffic policy on a certain Road network or Road section; and
 - b. Determination of Traffic policies on the Road network or certain Road sections and Traffic circulation is expressed in Traffic Signs, Road Markings and/or APILL.
- (3) The determination of traffic policy on a certain Road network or Road section as referred to in section (2) point a includes:
 - a. determination of route of public Passenger Transportation;
 - b. determination of traffic network or route of freight Transport;
 - c. determination of traffic circulation; and
 - d. determination of priority for mass Transportation through the provision of lanes or lanes or special Roads.
- (4) The determination of traffic circulation as referred to in section (3) point c is carried out through the following activities:
 - a. the determination of one-way and/or two-way traffic;
 - b. the determination of restrictions on the types of Vehicles on a particular Road section or a certain area;

- c. the determination of prohibition on stopping and/or parking in certain places;
- d. the determination of Vehicle traffic speed;
- e. the determination of the heaviest axis load limit for certain Road sections; and
- f. traffic regulation at intersections and Road sections.

Paragraph 6
Engineering

Article 82

The engineering activities as referred to in Article 78 section (1) point c include:

- a. improvement of the geometry of Road segments and/or intersections as well as Road equipment that is not directly related to Road Users; and
- b. procurement, installation, repair, and maintenance of Road equipment directly related to Road Users.

Article 83

- (1) The procurement, installation, repair, and maintenance of Road equipment directly related to Road Users as referred to in Article 82 point b are prepared by the Transportation Office for a period of up to 5 (five) years.
- (2) The plan for Road equipment needs and supporting facilities for LLAJ activities, both located on the Road and outside the Road area, and/or supporting facilities for the implementation of LLAJ that are carried out by Agency or individual, must comply with technical requirements and obtain permit from the Transportation Office.

Article 84

- (1) Persons or Agencies installing traffic facilities, road equipment, and supporting facilities must comply with technical requirements and obtain permit from the Transportation Office.
- (2) Any person or Agency is prohibited from attaching, installing something resembling, altering or diminishing the meaning of, damaging, or relocating traffic signs, Road Markings, and APILL.
- (3) Persons or Agencies may install advertisements on Road facilities, Road equipment, and supporting facilities as long as it does not conflict with technical provisions and legislation.
- (4) Any person or Agency is prohibited from keeping objects and/or tools on the Road that may cause obstacles, disturbances and traffic accidents except after obtaining permit from the Transportation Office.

Article 85

- (1) The empowerment as referred to in Article 78 section (1) point d includes:
 - a. direction;
 - b. guidance;
 - c. counselling;

- d. training; and
- e. technical assistance.
- (2) The direction as referred to in section (1) point a is carried out through the issuance of guidelines and procedures for the implementation of MRL.
- (3) The guidance as referred to in section (1) point b is carried out through the implementation of Traffic managements.
- (4) The counselling as referred to in section (1) point c is carried out through counselling regarding the culture of traffic orderliness on the Road and community rights.
- (5) The training as referred to in section (1) point d is carried out through human resources training.
- (6) The technical assistance as referred to in section (1) point e is carried out through procurement, installation, repair, and/or maintenance of Road equipment directly related to the Road Users on Road sections or at Road intersections.

Part Four Traffic Studies

Paragraph 1 Preparation of Traffic Studies

Article 86

- (1) Any person or Agency who plans to and has constructed, operated and changed the function and designation of buildings or developed activity centers, residential areas and infrastructure that potentially disrupt security, safety, orderliness, and the smooth flow of LLAJ, is obligated to prepare a traffic study document.
- (2) Traffic studies can be in the forms of:
 - a. Andalalin; and
 - b. MRL
- (3) The Traffic Studies as referred to in section (2) point a is grouped according to its classification and criteria, and is prepared in the form of a document arranged under the provisions of legislation.
- (4) The Andalalin document as referred to in section (2) point a is prepared by an expert who has a Certificate of Competence for Andalalin Compilation issued by the Director General in charge of LLAJ infrastructure and appointed by the developer and/or builder.
- (5) The MRL document as referred to in section (2) point b is prepared by experts with at least a Bachelor's degree (S1) in Civil Transportation Engineering or a DIV (diploma 4) in Land Transportation, with a minimum of 3 (three) years of experience.
- (6) In preparing the document as referred to in section (2), coordination with the central government through the Ministry of Transportation is required for national Roads and with the Provincial Government through the Transportation Office for provincial Roads and City Roads, and submitted to the Mayor.

- (7) The determination of the minimum criteria for mandatory Andalalin is regulated in accordance with the provisions of legislation.
- (8) The determination of the minimum criteria for mandatory MRLL is regulated at least 50% (fifty percent) of the minimum criteria for mandatory Andalalin.
- (9) The trade and/or service activities as referred to in section (1) which do not meet the mandatory MRLL criteria and are located in a trade and service zone and/or are located at a distance of less than 100 (one hundred) meters from an intersection with an APILL, are required to obtain a feasibility assessment and technical consideration of the traffic impact from the Transportation Office.

Paragraph 2

Evaluation Team for the Assessment of Traffic Study Documents

Article 87

- (1) To determine whether or not to approve the Traffic Study documents as referred to in Article 86 section (4) and section (5), the Mayor establishes an evaluation team to assess the traffic study document.
- (2) The evaluation team for the assessment of Traffic Study documents as referred to in section (1) consists of the supervisory elements of traffic and road transportation facilities and infrastructure.

Article 88

- (1) The tasks of the evaluation team as referred to in Article 87 section (1) include:
 - a. assessing the documents of the Andalalin or MRLL results; and
 - b. evaluating the feasibility of the approvals proposed in the documents of Andalalin or MRLL results
- (2) The assessment results obtained from the evaluation team as referred to in section (1) are submitted to the Mayor to determine whether or not the Mayor can approve the Andalalin or MRLL documents.
- (3) The evaluation is carried out during the pre-construction, construction, and post-construction stages.

Paragraph 3

Follow-up to the Assessment

Article 89

- (1) In the event that the results of assessment from the evaluation team show that the Traffic Study document does not meet the requirements, the Mayor returns it to the developer or builder for revision.
- (2) In the event that the results of assessment from the evaluation team show that the traffic study document has met the requirements, the Mayor requests the developer or builder to prepare and sign a statement of commitment to

perform all obligations stated in the Andalalin or MRLI document.

- (3) The statement of commitment as referred to in section (2) is an inseparable part of the Andalalin or MRLI document.
- (4) The obligations as referred to in section (2) must be fulfilled before and during the operation of activity centers, residential areas, and/or infrastructure.
- (5) Supervision of the fulfilment of obligations as referred to in section (4) is carried out by the Andalalin and MRLI Monitoring and Evaluation Team established by the Mayor.
- (6) The Monitoring and Evaluation Team as referred to in section (5) consists of the following elements:
 - a. the supervising institution in the field of traffic and road transportation facilities and infrastructure, as the chair;
 - b. the supervising institution in the field of roads, as a member; and
 - c. the Indonesian National Police, as a member.

Paragraph 4 Approval

Article 90

- (1) The Traffic Impact Analysis as referred to in Article 86 section (2) must obtain the approval of the Mayor.
- (2) The Mayor delegates the authority to approve technical recommendations for MRLI to the Head of the Transportation Office.
- (3) In the event of Andalalin recommendations, the Mayor delegates the authority to approve to the Head of DPMPTSP based on the research and assessment of the feasibility of the Andalalin documents by the Transportation Office.
- (4) The approval as referred to in section (2) and section (3) is granted no later than 3 (three) working days from the date the Andalalin or MRLI documents are received in a complete form and meet the requirements.
- (5) The Andalalin or MRLI documents are among the requirements for obtaining business permits related to building construction activities and for submitting environmental document assessments.

Part Five Vehicles

Paragraph 1 Types, Functions and Requirements of Vehicles

Article 91

- (1) Vehicles consist of:
 - a. Motor vehicles; and
 - b. Non-Motorized Vehicles.
- (2) The Motor Vehicles as referred to in section (1) point a are categorized by type into:
 - a. Motorcycles;

- b. Passenger cars;
 - c. Buses;
 - d. Cargo vehicles; and
 - e. special vehicles.
- (3) The Motor Vehicles as referred to in section (2) point b, point c, and point d are classified based on their functions into Private Motor Vehicles and Public Motor Vehicles.
- (4) The Non-Motorized Vehicles as referred to in section (1) point b are categorized into:
- a. Vehicles propelled by human power; and
 - b. Vehicles drawn by animal power.

Article 92

- (1) Any Motor Vehicle operated on public Roads must comply with technical and Roadworthiness requirements.
- (2) The technical and Roadworthiness requirements for Motor Vehicles as referred to in section (1) must comply with the provisions of legislation.

Paragraph 2

Motor Vehicle Usage Aspects

Article 93

- (1) Any person operating a Motor Vehicle on public roads is obligated to operate the vehicle reasonably and with full concentration.
- (2) Drivers and/or passengers of Motor Vehicles on public roads are prohibited from engaging in activities that could disrupt concentration or endanger the safety and security of the driver and/or other Motor Vehicle passengers.
- (3) Any Motor Vehicle used for traffic purposes on public Roads is required to meet the following aspects:
- a. safety;
 - b. security; and
 - c. comfort.

Article 94

To enhance compliance with the aspects of safety, security, and comfort as referred to in Article 93 section (3), the drivers and passengers of Motor Vehicles are prohibited from:

- a. carrying sharp weapons that are not in accordance with their designated purpose;
- b. being under the influence of alcoholic beverages or illegal drugs;
- c. playing a tape or radio in a motor vehicle at a high volume or emitting sounds, including sirens, horns, or non-standard factory exhaust systems, that disturb others' hearing;
- d. using communication devices or similar equipment while driving a vehicle;
- e. disposing of waste or dropping any objects from a Motor Vehicle on public Roads;
- f. smoking inside the Vehicle and/or while driving on public Roads; and

- g. engaging in conversations with drivers of other Vehicles while operating a vehicle.

Paragraph 3 Vehicle Testing

Article 95

The following categories of Vehicle Testing services are available:

- a. periodic testing.
- b. exhaust Emission test
- c. extension of the validity period of the Periodic Test certificate.
- d. issuance of a replacement of Periodic Test certificate due to the loss or damage of the original Periodic Test Certificate.
- e. change in ownership, technical specifications and/or operational area of vehicles subject to mandatory testing; and
- f. technical condition assessment of vehicles.

Article 96

- (1) Motor vehicles, trailers and semi- trailers imported, domestically manufactured or assembled, to be operated on the roads, are subject to mandatory periodic testing.
- (2) The Motor Vehicles as referred to in section (1) include:
 - a. Public Passenger Cars,
 - b. Buses, and
 - c. freight vehicles.
- (3) Foreign Motor Vehicles operating in the Region is required to comply with the provisions in this Regional Regulation.
- (4) The Motor Vehicles as referred to in section (2) are exempted from the obligation of Periodic Testing if they include:
 - a. official Motor Vehicles owned by the Indonesian Defence Forces or Indonesian National Police;
 - b. new Motor Vehicles as trade commodities; and
 - c. Motor Vehicles that cannot be operated, supported by a certificate from a general auto repair center, and the Periodic Test certificate is returned to the Office.
- (5) Vehicles other than those referred to in section (2) are still allowed to receive motor vehicle testing service.

Article 97

The periodic testing as referred to in Article 96 section (1) includes:

- a. initial Periodic Test,
- b. subsequent/follow up Periodic Test;
- c. Inspection of technical requirements.
- d. Testing of Roadworthiness requirements; and
- e. Issuance of the Periodic Test certificate.

Article 98

- (1) Vehicles subject to Periodic Testing are required to be registered with Motor Vehicle Testing UPTD.

- (2) Periodic test of vehicles subject to testing is conducted for the first time one (1) year after the issuance of the Motor Registration Certificate.
- (3) The Periodic Testing as referred to in section (2) is subject to a levy, the amount of which is regulated by a Regional Regulation.
- (4) Vehicles subject to Periodic Testing that have been declared to pass inspection and testing are issued a Periodic Test certificate.
- (5) The validity period of the Periodic Test certificate as referred to in section (4) is 6 (six) months.

Article 99

- (1) Any Vehicle subject to Periodic Testing that has undergone a Periodic Testing for the first time as referred into Article 98 section (2) is given a Motor Vehicle test number.
- (2) The Motor Vehicle test number as referred to in section (1) must contain the province code, regency/city code, Motor Vehicle type code, test registration of the year code and test sequence number.
- (3) The Motor Vehicle test number as referred to in section (2) is valid as long as the Vehicle in question is still included as a Vehicles subject to Periodic Testing.
- (4) Request for periodically Motor Vehicle testing is the UPTD of Motor Vehicle Testing by attaching:
 - a. photocopy of type test registration certificate;
 - b. photocopy of owner identity of motor vehicle;
 - c. photocopy of Motor Vehicle Ownership Certificate; and
 - d. photocopy of Number Certificate of Motor Vehicle.

Article 100

- (1) The UPTD of Motor Vehicle Testing creates a Periodic Test master card.
- (2) The Periodic Test master card as referred to in section (1) at least contains data regarding:
 - a. date and number of type test registration certificate;
 - b. Vehicle number;
 - c. Periodic Test number;
 - d. name of owner;
 - e. address of owner;
 - f. brand and type;
 - g. classification;
 - h. year of manufacture and assembly;
 - i. content of cylinder;
 - j. motor power;
 - k. Motor Vehicle chassis number;
 - l. motor number or machine;
 - m. axle configuration;
 - n. vehicle dimensions;
 - o. fuel used;
 - p. date and number ratification of type test;
 - q. place and date of first test; and
 - r. name and identity of person in charge of Periodic Testing who creates the Periodic Testing master card.

- (3) The Periodic Testing master card as referred to section (1) equipped with digital master data and can be accessed by public by using quick response (QR) code.

Article 101

- (1) After the end of the Periodic Testing validity period as referred to in Article 98 section (5), it is mandatory to do the next Periodic Test.
- (2) The validity period of the subsequent Periodic Test certificate as referred to in section (1) is for 6 months.
- (3) The subsequent Periodic Testing as referred to in section (1) is subject to a levy, the amount of which is regulated by a Regional Regulation.
- (4) An application for a Motor Vehicle Periodic Testing is submitted to the UPTD for Motor Vehicle Testing by attaching:
 - a. the previous Periodic Test certificate; and
 - b. a photocopy of the Vehicle Registration Certificate.
- (5) In the event that a motor vehicle fails to undergo the subsequent Periodic Testing within 2 (two) years after its expiration, the vehicle data is deactivated.

Article 102

- (1) Under certain circumstances, a Motor Vehicle Periodic Testing may be conducted at UPTD Motor Vehicle Testing in another region.
- (2) The circumstances as referred to in section (1) are due to:
 - a. the validity period of the Periodic Testing has expired while the Motor Vehicle is located out of the Region; and
 - b. the Vehicle is subject to a violation sanction for failing to meet the technical and roadworthiness requirements and is subject to the obligation to undergo inspection.
- (3) The UPTD for Motor Vehicle Testing is obligated to provide services for applications for Periodic Testing submitted by owners or holders of Vehicles subject to Periodic Testing originating from outside the Region.
- (4) The owner or holder of the Vehicle is obligated to attach a letter of approval for the Periodic Testing outside the region from UPTD for Motor Vehicle Testing of the region where the Vehicle is domiciled.
- (5) An application for Periodic Testing of Vehicles domiciled outside the Region as referred to in section (3) is rejected if:
 - a. the test card has no more validation columns;
 - b. the test card is damaged, forged, or the data cannot be read; or
 - c. there is no letter of approval for the Periodic Testing outside the region from the UPTD for Motor Vehicle Testing of the region where the Vehicle is domiciled.
- (6) Vehicles that undergo testing in another region due to the expiration of the validity period of the Periodic Testing while the Motor Vehicle is located out of the Region are

required to be reported to the Transportation Office before conducting the testing.

- (7) As proof of the report of the testing outside the region, the Transportation Office issues a letter of approval for the testing outside the region.
- (8) In the event that the vehicle is not reported to the Transportation Office, the test result is declared invalid and the proof of passing the test is declared damaged.

Article 103

- (1) Motor Vehicles subject to Periodic Testing which are located in certain locations may be subject to Periodic Testing at that location by inviting examiners from the Transportation Office.
- (2) Provisions regarding Periodic Testing at certain locations as referred to in section (1) are regulated by a Mayor Regulation.

Article 104

- (1) The Periodic Testing can be done by using a mobile Periodic Test unit.
- (2) The mobile Periodic Test Unit as referred to in section (1) is equipped with test equipment.
- (3) The test equipment as referred to in section (2) at least has:
 - a. brake test equipment;
 - b. weight measuring device;
 - c. dimensional measuring device;
 - d. air pressure measuring devices; and
 - e. exhaust gas emission test equipment.

Article 105

- (1) The inspection of technical requirements as referred in Article 97 point c includes:
 - a. composition;
 - b. equipment;
 - c. size;
 - d. coachwork (carrosseries); and
 - f. technical layout of the Motor Vehicles in accordance with the designation.
- (1) The inspection of technical requirements as referred in section (1) can be done with visual and checking manually with or without tools.

Article 106

- (1) The testing of roadworthiness requirements as referred in Article 97 point d at least includes:
 - a. exhaust gas emission;
 - b. noise level;
 - c. main brake performance;
 - d. parking brake performance;
 - e. front wheel hub;
 - f. headlight beam and direction performance;
 - g. speedometer accuracy; and
 - h. tire tread depth.

- (2) In the event of testing roadworthiness requirements as referred to in section (1), the testing for Trailers and Towed Vehicles least includes:
 - a. brake performance test;
 - b. tire tread depth; and
 - c. lighting system test.

Article 107

- (1) Vehicles subject to Periodic Testing that have been declared to pass inspection and testing are given a Periodic Test certificate in the form of the test card and test sign as referred to in Article 97 point e.
- (2) All and any data printed and/or recorded are required to interface with an integrated management information system with the ministry.
- (3) In the event that a passing test certificate is printed and/or recorded without the help of an integrated management information system, the passing test certificate is declared invalid and is considered as damaged.
- (4) The test card and test sign as referred to in section (1) are valid throughout the territory of Indonesia.

Article 108

- (1) The Periodic Test certificate as referred to in Article 107 section (1) is issued by a Motor Vehicle Inspector having competence determined by the Minister.
- (2) The competence of the inspector as referred to in section (1) is proven by passing a certificate of completion of education and training.

Article 109

- (1) In the event that a Vehicle subject to Periodic Testing has been declared as failing to pass the test, the inspector is obligated to issue a letter of failed inspection.
- (2) The letter of failed inspection as referred to in section (1) is delivered in writing to the owner of the Vehicles subject to Periodic Testing, stating:
 - a. the items that failed the inspection;
 - b. the reasons for the failed inspection;
 - c. the repairs that must be made; and
 - d. the time and place for the re-inspection.
- (3) The owner of the Motor Vehicle subject to Periodic Inspection carry out repairs as referred to in section (2) point c.
- (4) In the event that the owner of the Vehicles subject to Periodic Testing does not agree with the letter of failed inspection as referred to in section (1), they may submit an objection to the head of the Motor Vehicle Testing UPTD.

Article 110

- (1) Vehicles subject to Periodic Testing that are declared to have failed the test as referred to in Article 109 section (1) are required to undergo a retest according to the time and place specified in the letter of failed inspection.

- (2) The re-inspection as referred to in section (1) are not treated as new applicants unless the re-inspection application is submitted after the deadline specified.
- (3) The re-inspection as referred to in section (1) are only conducted once, and if the vehicle is still declared to have failed the test, for further tests will be treated as a new applicant.

Article 111

- (1) The periodic test certificate as referred to in Article 107 section (1) is declared invalid or revoked if:
 - a. the technical specifications of the Vehicles subject to Periodic Testing are changed so that they no longer conform to the data on the Type Registration Certificate and the certificate of passing the periodic test of the relevant vehicle;
 - b. the new owner does not report the transfer of ownership of the vehicle subject to periodic testing, resulting in a mismatch between the owner's name and that listed in the certificate of passing the periodic test;
 - c. the certificate of passing the periodic test has expired and the owner has not conducted another test;
 - d. there has been a partial or complete alteration or replacement of the periodic test certificate, rendering it non-compliant with applicable regulations; and
- (2) The owner of a vehicle whose Periodic Test Certificate has been revoked as referred to in section (1) may be given a new Periodic Test Certificate after undergoing a retest and being declared to have passed the Periodic Testing.

Article 112

- (1) The owner of motor vehicles, both those required to undergo periodic checking and those not subject to such checking, can obtain exhaust emission checking services as referred to in Article 95 point b.
- (2) The emission checking of exhaust gases is conducted using testing equipment
- (3) The emission check of exhaust gases as referred to in section (1) is implemented by the assessor who has a certificate of competency for motor vehicle inspector.

Article 113

The extension of the validity period of the periodic check pass certificate, as referred to in Article 95 point c, is granted after fulfilling the requirements of:

- a. having previously obtained a certificate of periodic check pass;
- b. Having an identity of the vehicle owner;
- c. Passing the Periodical Check; and
- d. Having proof of payment for Motor Vehicle checking levy.

Article 114

- (1) In the event that the Periodic Inspection certificate is lost or damaged, the owner may submit an application for the

issuance of a replacement Periodic Inspection certificate as referred to in Article 95 point d to the UPTD of Motor Vehicle Testing.

- (2) The replacement Periodic Inspection certificate, as referred to in Article (1), is issued after fulfilling the requirements of:
 - a. Having proof of full payment of motor vehicle testing levy if the test book is lost or damaged;
 - b. Having previously obtained Periodic Inspection certificate if the Periodic Inspection certificate is damaged;
 - c. Bringing a loss certificate from the local police if that the Periodic Inspection certificate is lost; and
 - d. Enclosing a photocopy of the vehicle owner's identification.
- (3) The Periodic Inspection certificate is declared damaged as referred to in section (1) if:
 - a. It is illegible;
 - b. Cannot be printed or record the check result anymore;
 - c. There are additional writings and/or recordings besides the printed results or data recordings from the integrated checking information system;
 - d. Conducting checking outside the area without reporting to the authorities; and
 - e. The vehicle data has been deactivated.

Article 115

In the event of a change in ownership, technical specifications, and/or the operating area of the vehicle subject to testing as referred to in Article 95 point e, the owner or new owner of the vehicle applies for a change in the Periodic Inspection certificate.

Article 116

A vehicle that undergoes a change of ownership and/or a change in its area of operation from another region is granted a replacement Periodic Inspection certificate after fulfilling the following requirements:

- a. Possesses proof of payment for motor vehicle testing levy as a replacement for the test certificate due to a change in ownership and/or operational area of the vehicle;
- b. Possesses previous Periodic Inspection certificate;
- c. Presents the latest Vehicle Registration Certificate (*Surat Tanda Nomor Kendaraan* or STNK) or inter-regional fiscal document;
- d. Possesses a recommendation or transfer introduction letter and the master card of the vehicle from the originating region; and
- e. Passes the Periodic Inspection.

Article 117

- (1) Motor vehicles subject to periodic testing that experience changes in technical specifications, rendering them inconsistent with the vehicle's original specifications, must undergo a retest.

- (2) A replacement Periodic Test Certificate for vehicles with technical modifications as referred to in section (1) is issued after fulfilling the following requirements:
 - a. having the old Periodic Inspection certificate;
 - b. attaching a copy of the Vehicle owner's identity,
 - c. having a type test registration certificate;
 - d. passed the Periodic Test; and
 - e. having proof of payment for the levy.

Article 118

- (1) The assessment of the technical condition of vehicles as referred to in Article 95 point f, applies to Motor Vehicles that will undergo scrapping and/or Public Motor Vehicles that will be rejuvenated.
- (2) The assessment of the technical condition as referred to in section (1) is conducted on the physical condition of Motor Vehicles by inspection officers and is subject to levy for vehicles outside Government and the Indonesian Defense Forces/Indonesian National Police ownership.

Article 119

The UPTD of Motor Vehicle Testing must:

- a. conduct testing in accordance with its accreditation and certification;
- b. maintain the quality of testing conducted;
- c. prepare and report periodically on each testing activity to the Mayor;
- d. use testing equipment; and
- e. follow the testing procedures.

Article 120

- (1) The UPTD of Motor Vehicle Testing must have the testing equipment.
- (2) The testing equipment as referred to in section (1) at least includes:
 - a. exhaust gas emission testing equipment;
 - b. noise testing equipment;
 - c. brake testing equipment;
 - d. lighting testing equipment;
 - e. front wheel drum brake testing equipment;
 - f. speed indicator testing equipment;
 - g. tire tread depth measuring equipment;
 - h. weight measuring equipment;
 - i. dimension measuring equipment;
 - j. light transmission intensity testing equipment;
 - k. air compressor.

Article 121

To ensure the accuracy of testing equipment, testing equipment is calibrated at least once a year.

Article 122

- (1) In the implementation of testing services, the UPTD Vehicle Testing uses the Motor Vehicle Periodic

Management Information System that integrates with the ministry's management information system.

- (2) The Periodic Vehicle Testing Management Information System as referred to in section (1) is applied in accordance with the provisions of legislation.
- (3) In the event that there is damage to the Periodic Vehicle Testing Management Information System, testing services can be done manually.
- (4) The manual vehicle testing services as referred to in section (3) is conducted after obtaining a letter of order from the Head of the Transportation Office.
- (5) The test results of manual vehicle testing services without a letter of order as referred to in section (4) are declared invalid.

Article 123

- (1) The Vehicle Testing is done by testers who have competency certificates and technical qualifications for Motor Vehicle Testing.
- (2) Certificate of competency and technical qualification mark of Vehicle tester Motor Vehicle testers as referred to in section (1) is given by an official who according to the provisions of legislation is entitled to provide a certificate of competence and technical qualification mark Motor Vehicle testers.

Article 124

The tester performing testing duties must wear a technical qualification badge.

Paragraph 4

Public Motor Vehicle Workshop

Article 125

- (1) Public Motor Vehicle Workshops function to repair and maintain motor vehicles to ensure continued compliance with technical requirements and roadworthiness.
- (2) The Public Motor Vehicle Workshops as referred to in section (1) are required to fulfil the technical requirements for Public Motor Vehicle Workshops in accordance with the level of compliance with:
 - a. quality system requirements;
 - b. mechanic;
 - c. facilities and equipment; and
 - d. information management.

Article 126

- (1) The Public Motor Vehicle Workshops as referred to in Article 125 section (1) include:
 - a. public workshop as an authorized agent of the Motor Vehicle brand; and
 - b. private workshop not authorized as a Motor Vehicle brand agent.
- (2) The Public Motor Vehicle Workshop as referred to in section (1) point b includes:

- a. large private workshop; and
- b. small private workshop.

Article 127

The operation of Public Motor Vehicle Workshops as referred to in Article 126 is required to obtain a permit issued by the Mayor or DPMPTSP.

Article 128

- (1) The Public Motor Vehicle Workshops as referred to in Article 126 section (1) must be certified.
- (2) The certification as referred to in section (1) is carried out by the Minister after receiving a recommendation from the Transportation Office.
- (3) The certification as referred to in section (2) is carried out to establish the classification of public workshops.
- (4) The classification of public workshops as referred to in section (3) consists of:
 - a. class I workshop type A, type B, and type C;
 - b. class II workshop type A, type B, and type C; and
 - c. class III workshop type A, type B, and type C.
- (5) Further provisions regarding the classification of workshops as referred to in section (4) are regulated by a Mayor Regulation.

Article 129

The Public Motor Vehicle Workshops as referred to in Article 126 section (1) may serve as units for periodic Motor Vehicle inspections.

Article 130

- (1) The supervision and development of public Motor Vehicle workshops and/or as units for the Periodic Testing of Motor Vehicles are carried out by the Transportation Office.
- (2) The supervision of public Motor Vehicle workshops as referred to in section (1) includes:
 - a. the provision of guidance and directives regarding technical requirements and Roadworthiness of Vehicles;
 - b. the supervision of the inspection of equipment used; and
 - c. the enhancement of professionalism, both directly and indirectly.

Part Six Transport

Paragraph 1 General

Article 131

- (1) A public transport is provided in an effort to meet the needs for the transport of people and/or goods in a manner that is safe, secure, comfortable, and affordable.

- (2) The Local Government guarantees the availability of public transport services for the transport of people and/or goods within the Region.
- (3) Public Transport consists of:
 - a. Passenger Transport; and
 - b. Freight transport.

Paragraph 2
Passenger transport

Article 132

The passenger transport as referred to in Article 131 section (3) point a consists of:

- a. passenger transport by Public Motorized Vehicles on a Route;
- b. passenger transport by Public Motorized Vehicles not on a Route; and
- c. On-Demand Transport.

Article 133

Types of Services for Transportation of Persons by Public Motorized Vehicles in Route as referred to in Article 132 point a include public microbus and mass transportation.

Paragraph 3
Public Microbus

Article 134

- (1) Every entrepreneur or driver of public microbus as referred to in Article 133 is obligated to equip their vehicle with the following requirements:
 - a. company name written on the left and right sides of the vehicle;
 - b. the logo/emblem of the public microbus company on the front door of the left and right side of the vehicle;
 - c. route boards containing origin and destination placed on the front windshield and rear windshield;
 - d. a city motto attached to the lower rear glass;
 - e. the color of the vehicle is adjusted to each route;
 - f. driver's identification is placed on a part that is easily seen by the passengers;
 - g. public microbus sign lamp mounted on the top outside of the Vehicle and containing the Vehicle Route number;
 - h. public microbus fare list placed on the inside rear door of the Vehicle; and
 - i. mandatory vehicle equipment (jack, spare tire, tire opener, safety triangle, first aid kit, trash can and light fire extinguisher).
- (2) Every public microbus driver is obligated to:
 - a. wear a uniform and driver's identification in accordance with the regulations,
 - b. conduct technical inspections of the vehicle before and after operating it;

- c. maintain the cleanliness and aesthetics of the vehicle as well as ensure orderliness in traffic; and
 - d. behave politely and courteously.
- (3) Every public microbus driver is prohibited from:
- a. stopping or parking the vehicle on sidewalks and places where it is prohibited, or in locations that can disrupt traffic flow and order;
 - b. picking up and dropping off passengers except at designated locations;
 - c. carrying passengers beyond the vehicle's capacity; and
 - d. consuming alcoholic beverages, smoking, using mobile phones, or consuming narcotics, psychotropic substances, and other addictive substances that can impair driving concentration.
- (4) The driver's identification card, as referred to in section (1) point i, is issued by the Transportation Office.
- (5) Transport operators may collaborate with other parties for product or business promotion purposes.
- (6) The calculation of public microbus fares takes into account the following components:
- a. vehicle characteristics;
 - b. production per vehicle;
 - c. direct costs; and
 - d. indirect costs.
- (7) The results of the calculation of public microbus fares are determined by the Mayor.
- (8) Further provisions regarding the mandatory equipment on public microbus, public microbus fare stickers, Vehicle color, driver uniforms, cooperation with other parties for product or business promotion purposes, and driver identification cards are regulated by the Mayor Regulation.

Paragraph 4

Renewal, Addition, and Removal of Public Microbus

Article 135

- (1) The renewal of public microbus is carried out for vehicles that have been in operation for more than 15 (fifteen) years or vehicles that are declared no longer meeting technical and roadworthiness requirements.
- (2) The renewal of public microbus as referred to in section (1) involves the use of new Vehicles.
- (3) The addition of public microbus may be carried out if there are new routes or changes to the route network in accordance with technical studies conducted by the Transportation Office and with the approval of the Mayor.
- (4) The removal of public microbus is carried out if the license holder does not renew the route permit supervisory card for 2 (two) years.
- (5) The removal of public passenger vehicles as referred to in section (4) is accompanied by the revocation of the route permit supervisory card by the Head of the Transportation Office.

- (6) Further provisions regarding the renewal, addition, and removal of public microbus are regulated by a Mayor Regulation.

Paragraph 5

Public Transportation Management Information System

Article 136

- (1) The Transportation Office organizes a public transportation management information system.
- (2) The public transportation management information system as referred to in section (1) is used for planning, regulating, controlling and supervising activities as well as public transportation operations.
- (3) Public transportation management information system includes:
 - a. data and information on public transportation;
 - b. data to support control of public transportation;
 - c. data to support licensing services and business activities of public transportation.

Paragraph 6

Mass Transportation

Article 137

- (1) The Local Government guarantees the availability of mass transportation to meet the transportation needs of people in urban areas.
- (2) Mass transportation as referred to in section (1) must be supported by:
 - a. Buses with mass transportation capacity; and
 - b. Feeder transportation.
- (3) Provisions regarding mass public transportation are regulated by a Mayor Regulation.

Paragraph 7

City Taxi Services

Article 138

The type of service for the transportation of people using Public Motor Vehicles that do not operate on the fixed route, as referred to in Article 132 point b that the transportation of people using city taxis.

Article 139

- (1) All employees or drivers of city taxis are obligated to equip the vehicle with the following reservation:
 - a. A taxi sign is placed on the outer roof of the vehicle and is lit when the taxi is empty and off when the taximeter is turned on;
 - b. The logo/emblem of the company and the company's name;
 - c. A driver identification card and tag markings are placed on the dashboard and easily seen by passengers;

- d. A taximeter equipped with a proof of payment device; and
 - e. Required vehicle equipment (including jack, spare tire, wrench, safety triangle, first aid kit, trash bin, and light fire extinguisher).
- (2) Provisions regarding the fare rates and driver uniforms are further regulated by a Mayor Decision.

Paragraph 8
Online Transportation

Article 140

- (1) Online Transportation is defined as door-to-door transportation services, operating without a fixed schedule, with the destination determined by the service user, and reservations conducted through information technology-based applications with the tariff amount listed on the application.
- (2) Online Transportation company are required to fulfil the following requirements:
- a. have the authorization to operate Online Transportation assembled by the Governor;
 - b. arranged to open a branch office in the Region;
 - c. assign the person in charge of the Online Transportation company branch who represents the company;
 - d. Online Transportation company are necessary to report their business activity mostly to the Mayor through Transportation Office;
 - e. use Motor Vehicle number sign with a black base color and white writing in accordance with the designated operation area code;
 - f. use Motor Vehicle with cylinder capacity limitation with the lowest 1.000 (a thousand) cubic centimeters;
 - g. assign the person in charge of the Online Transportation company branch who represents the company; and
 - h. Online Transportation company may operate applications in the field of land carriage autonomously or in collaboration with application companies.
- (3) Application companies are required to:
- a. Be established as legal entities under Indonesian law;
 - b. Prioritize transportation safety and security;
 - c. Provide consumer protection in accordance with the provisions of legislation;
 - d. Provide digital dashboard access to the Governor in accordance with their authority; and
 - e. Collaborate with Online Transportation Companies that have obtained operational permits.
- (4) The quota for Online Transportation is determined by the Governor based on recommendations from the Mayor through the Transportation Office.

Paragraph 9
Motor Vehicle for Public Purposes

Article 141

- (1) Motorcycles used for public purposes may be operated:
 - a. with information technology-based application; and
 - b. without information technology-based application.
- (2) Motorcycles used for public purposes include:
 - a. Two-wheeled vehicles with or without a coachwork;
 - b. Two-wheeled vehicles with or without a sidecar; or
 - c. Three-wheeled vehicles without a coachwork.
- (3) Motorcycle driver with information technology-based application as referred to in section 1 (one) point a is obligated to fulfill the provisions of:
 - a. Driver is in a healthy state;
 - b. Driver is not bringing more than 1 (one) Passenger;
 - c. Driver:
 1. wears jacket with light reflective material along with Driver's identity;
 2. wears trousers;
 3. wears shoes;
 4. wears gloves;
 5. wears Indonesian national standard helmet; and
 6. carries a raincoat;
 - d. Driver carries out vehicle maintenance periodically;
 - e. Driver must stop, park, pick up, and drop off a Passenger in a safe place and does not disturb traffic flow;
 - f. for Motorcycles that is used for public services through information technology-based application, shelter must be provided by the Application Company;
 - g. Application Companies obligated to regularly report their business activities to the Mayor through Transportation Office;
 - h. Application Companies provide guidance and supervision to Driver partners regarding traffic compliance and safety; and
 - i. Motorcycles used for public services have a minimum engine cylinder capacity of 110 (one hundred and ten) cubic centimeters.
- (4) Motorcycles used for public purposes as referred to in section (1) have the following service characteristics:
 - a. Operate within designated areas;
 - b. Do not operate on a fixed schedule;
 - c. Provide door-to-door services;
 - d. Allow passengers to determine their travel destinations;
 - e. the service fees charged are in accordance with the agreement or as stated in the information technology-based application; and
 - c. orders must be submitted in compliance with the established agreement or via technology-based information applications.

Paragraph 10
Freight Transportation

Article 142

Freight transportation consists of:

- a. common goods transportation; and
- b. special goods transportation.

Article 143

- (1) The common goods transportation as referred to in Article 142 is a Freight Transportation in general that is harmless and do not require special means.
- (2) The common goods as referred to in section (1) consists of:
 - a. common load;
 - b. metal load;
 - c. wood load;
 - d. load that loaded onto pallet/crated;
 - e. transportation with side curtain cover; and
 - f. sheet glass.
- (3) The public goods transportation as referred to in section (1) must fulfil the following criteria:
 - a. using cargo, trailer, and/or semi-trailer;
 - b. operated according to the road class traversed; and
 - c. logistics distribution centers and/or loading and unloading points are available.

Article 144

The goods transportation as referred to in Article 143 must fulfil the following requirements:

- a. fulfil the technical requirements and movable which is proven with test pass evidence;
- b. completed with a Letter of Goods;
- c. include clearly company name attached to the left, right, and back, for Common Vehicles;
- d. attached with Light-Reflection Device on back and side of vehicles;
- e. providing medicine box complete with the content; and
- f. meet Minimum Standard Service for Goods Transportation.

Article 145

The Special Goods Transportation as referred to in Article 142 consists of:

- a. Hazardous Goods; and
- b. non-hazardous Goods,
which requires special means.

Article 146

- (1) The Hazardous Goods as referred to in Article 145 point a are at least in the forms of:
 - a. explosive good;
 - b. compressed gas, liquid gas, or dissolved gas at certain pressure or temperature;
 - c. flammable liquid;
 - d. flammable solid;

- e. oxidant-producing ingredient;
 - f. poison and infectious material;
 - g. radioactive good; and/or
 - h. corrosive good;
- (2) The non-hazardous goods as referred to in Article 145 point b include:
- a. Bulk good;
 - b. Container;
 - c. plant;
 - d. live animal;
 - e. Heavy Machine; and/or
 - f. vehicle transport.

Paragraph 11
Motorcycle for Goods Transportations

Article 147

- (1) In certain conditions, Goods Transportation with vehicles can use motorcycles.
- (2) The certain conditions as referred to in section (1) include:
- a. Non-availability of the goods vehicle; and
 - b. Efficiency of transportation;
- (3) The transportation of goods using motorcycles as referred to in section (1) must meet the following technical requirements:
- a. The load width must not exceed the handlebar width;
 - b. The height of the loading space must not exceed 900 (nine hundred) millimeters from the driver's seat; and
 - c. The cargo must be placed behind the Driver.
- (4) The transportation of goods using Motorcycles as referred to in section (1) consists of:
- a. Two-wheeled Motor vehicles with or without coachwork;
 - b. Two-wheeled Motor vehicles with or without sidecars; and
 - c. Three-wheeled Motor vehicles without coachwork.
- (5) The provisions for three-wheeled Motorcycles as referred to in section (4) point c must meet the following technical requirements:
- a. equipped with a parking brake;
 - b. equipped with a transmission that allows the vehicle to move backward;
 - c. equipped with mirrors that allow the driver to see clearly the conditions behind the vehicle;
 - d. the load must not exceed the maximum allowed capacity.
- (5) The transportation of goods using Motorcycles must pay attention to safety factors.
- (6) For safety, order, and smooth traffic in the area, three-wheeled vehicles such as pedicabs, helicabs, bajaj, or similar types are not allowed to operate on roads unless otherwise specified by the Regional Head.
- (7) Further provisions regarding the use of three-wheeled vehicles as referred to in section (7) are regulated by a Mayor regulation.

Paragraph 12
Freight Operational Transport

Article 148

- (1) Every goods transport vehicle crossing roads in the area is obligated to comply with operational hours and routes for goods transport vehicles.
- (2) The provisions as referred to in section 1 (one) do not apply for vehicles transporting necessities and important goods to follow the provisions of legislation.
- (3) Provisions regarding operational hours and freight transport routes are regulated by a Mayor Regulation.

Paragraph 13
Procedures for Loading and Transporting Goods

Article 149

- (1) Every individual or entity involved in loading, transporting, or unloading goods is obligated to comply with the following provisions:
 - a. Activities must be conducted in locations that do not disrupt traffic safety, security, orderliness, or smooth traffic flow;
 - b. Bulk goods loaded onto freight vehicles must be covered with tarpaulin or similar materials and securely fastened;
 - c. Concrete mixer trucks and concrete pump trucks transporting cement must be equipped with additional equipment or special covers;
 - d. Goods must be loaded in an organized manner to ensure that the weight is distributed proportionally;
 - e. The parts of motor vehicles or motor vehicle combinations carrying goods, along with their loads, protruding to the rear exceed 2,000 (two thousand) millimeters from the outermost rear part of the vehicle and extend beyond the front windshield of the vehicle;
 - f. Loads protruding more than 1,000 (one thousand) millimeters beyond the rear of the vehicle are marked with lights and reflectors placed at the end of the load;
 - g. If protruding loads obstruct lights or reflectors, additional lights and reflectors are required to be installed at the end of the load;
 - h. The total length and height of the freight vehicle, including protruding loads, cannot exceed the dimensional limits of the vehicle; and
 - i. Transportation of hazardous and toxic materials must comply with additional specific requirements and regulations.
- (2) Owners of 20ft, 40ft, and 45ft container transport vehicles operating in the Region are required to use tractor heads with their trailers equipped with twist locks met the ISO standards.
- (3) A single vehicle transporting containers on the road is permitted to carry only one container, in accordance with the length of the trailer.

Paragraph 14
Vehicle Glass

Article 150

- (1) Vehicle glass consists of the front windshield, rear glass, side glass, and windows on Motor Vehicles and Trailers.
- (2) The glass as referred to in section (1) must meet the following requirements:
 - a. scratch-resistant;
 - b. clear and not prone to fading;
 - c. not hazardous in the event of breakage;
 - d. not obstructing the Driver's vision.
- (3) The side glass as referred to in section (1) may use tinted glass or glass coated with colored material (film coating), with a light transmittance percentage of no less than ($\leq$) 70% (seventy percent);
- (4) The front windshield and or rear glass as referred to in section (1) may use tinted glass or glass coated with dyeing material (film coating), with a light transmittance percentage of no less than ($\leq$) 40% (forty percent) along the upper edge (glass section) with a width not exceeding one-third of the glass height;
- (5) The use of materials for the dyeing layer on the glass as referred to in section (3) and section (4) does not cause light reflection.

Paragraph 15
Regulations on Tinted Glass or Glass Coated with Dyeing
Material (Film Coating) for Public Microbus and Taxis

Article 151

- (1) The upper portion of the front windshield of public microbus and taxis may use tinted glass or glass coated with dyeing material (film coating) with a light transmittance percentage of no less than 40% (forty percent) and a width not exceeding one-third of the height of the vehicle's glass.
- (2) The use of materials coated with coloring substances (film coating) on glass as referred to in section (1) must not cause light reflection.
- (3) The percentage of light transmission is a figure that indicates the ratio between the amount of light after passing through transparent glass and the amount of light before passing through the specified Vehicle glass.
- (4) The side windows of public microbus and taxis are prohibited from using tinted glass or glass coated with coloring substances (film coating).

Paragraph 16
Business Operation and Licensing

Article 152

- (1) Every entrepreneur engaged in public transportation business is obligated to operate as a legal entity

established under Indonesian law in accordance with the provisions of legislation.

- (2) The legal entities as referred to in section (1) are in the forms of:
 - a. state-owned enterprises;
 - b. local-owned enterprises;
 - c. limited liability companies; or
 - d. cooperatives.

Article 153

- (1) Every public transportation entrepreneur conducting the transportation of people and/or goods is required to obtain an operating permit for transportation services.
- (2) To obtain the permit as referred to in section (1), it is necessary to meet administrative, technical, financial, and management requirements.
- (3) The permit as referred to in section (1), which consists of a contract document for the transportation of goods and an electronic card for the transportation of people, the following must be provided:
 - a. an operating permit for transportation;
 - b. a statement to fulfil the obligations of providing transportation services in accordance with the granted permit; and
 - c. a supervision card.
- (4) The operating permit for transportation and the statement to fulfil the obligations of providing road transportation services in accordance with the permit as referred to in section (3) point a and point b is granted to the head of the public transportation company and is valid for a period of 5 (five) years.
- (5) The supervision card as referred to in section (3) point c, constitutes part of the licensing document attached to every Public Motor Vehicle, which is issued by the Transportation Office.
- (6) The supervision card for the transportation permit of individuals as referred to in section (3) point c is valid for 6 (six) months and is required to be renewed 14 (fourteen) days before its expiration.
- (7) The contract document as referred to in section (3) at least includes:
 - a. the contract period;
 - b. the scope of service area; and
 - c. the rights and obligations of the parties.
- (8) Provisions regarding administrative, technical, financial, and management requirements as referred to in section (2) are regulated by a Mayor Regulation.

Article 154

- (1) The transportation operation permit as referred to in Article 153 section (1) consists of:
 - a. a permit for the transportation of individuals using Public Motor Vehicles on Routes;
 - b. a permit for the transportation of individuals using Public Motor Vehicles off Routes; and

- c. a permit for the operation of goods transportation.
- (2) The holder of a permit for the operation of transportation of individuals and/or goods as referred to in section (1) is required to:
 - a. comply with the provisions stipulated in the issued operation permit;
 - b. adhere to the minimum service standards; and
 - c. implement a safety management system in accordance with the provisions of legislation.
- (3) Further provisions regarding the permits for the operation of transportation of individuals and/or goods as referred to in section (1) are regulated by a Mayor Regulation.

Article 155

- (1) An Incidental Permit is issued by the Head of the Transportation Office after fulfilling administrative and technical requirements.
- (2) The incidental permit as referred to in section (1) are only granted for one return trip and valid for maximum of 14 (fourteen) days and cannot be extended.
- (3) Further provisions regarding other Incidental Permits as referred to in section (1) are regulated by Mayor Regulations.

Paragraph 17

Educational and Driving Training Institution

Article 156

- (1) Educational and driving training administration aim to educate and train prospective motorcycle drivers to become drivers who have knowledge in LLAJ affairs, skilled, disciplines, responsible, and have good behavior and mental attitude in traffic.
- (2) The educational and driving training administration as referred to in (1) may be carried out by the Government, Local Governments, legal entities, or individuals.
- (3) The Transportation Office, Manpower Office, Education and Culture Office provide guidance of the educational administrations and training, which includes:
 - a. direction;
 - b. guidance;
 - c. technical assistance; and
 - d. supervision
- (4) Provisions regarding the implementation of guidance as referred to in section (3) are regulated by Mayor Regulation.

Article 157

- (1) Educational and driving training administration may only be carried out after obtaining permission from the DPMPTSP based on the recommendations from the Transportation Office, Manpower Office, Education and Culture Office, and the Police.

- (2) Further provisions regarding licensing for the educational and driving training administration as referred to in section (1) are regulated by the Mayor Regulation.

Paragraph 18
Post-Accident Resolution

Article 158

Every person or body that involved in the accident is obligated to:

- a. be responsible for any losses incurred;
- b. immediately move the load to another vehicle, in order not to disturb traffic;
- c. assist the evacuation process of vehicles involved in accidents for freight transport agencies or companies.

CHAPTER IV
CROSSING OPERATIONS

Article 159

- (1) Determination of crossing routes is carried out by considering development of existing and planned road networks and/or railway networks and it is structured in unified regional transportation system as the masterplan transportation.
- (2) The crossing routes as referred to in section (1) is crossing that connects nodes to the road networks and/or railway networks in the city.
- (3) The preparation of the plan for determining the crossing routes as referred to in section (2) is determined by the Mayor under the provisions of legislation.

CHAPTER V
AIR TRANSPORTATION OPERATIONS

Article 160

- (1) The provision of air transportation in Region includes:
 - a. Development and regulation of the implementation of air transportation which is the responsibility of the Local Government; and
 - b. Supervision of the organization, operation, control, and monitoring of the implementation of the decision to determine location of the Heliport.
- (2) Every person or Agency may build Heliport after obtaining approval for the heliport from the Mayor.
- (3) Heliport construction project, consist of:
 - a. surface level heliport;
 - b. elevated heliport;
 - c. helideck.
- (4) The construction of the heliport is based on considerations of these factor:
 - a. The use of airspace;
 - b. The planned route flight to and from the heliport; and
 - c. Technical operational standards of safety flight and security.

- (5) The approval of building permits for a heliport must obtain a safety operation zone recommendation from the Directorate General of Civil Aviation at the Ministry of Transportation.
- (6) Every heliport operator is required to ensure the security, comfort, sustainability, and environmental safety around the Heliport facility.
- (7) Heliport operators are required to provide safety guarantees to heliport service users in accordance with the provisions of legislation.
- (8) Further provisions regarding the procedures for Heliport licensing are regulated by a Mayor Regulation.

CHAPTER VI COOPERATION

Article 161

- (1) The Local Government may establish cooperation with third parties in the provision of Transportation within the Region.
- (2) The cooperation as referred to in section (1) is carried out in accordance with the provisions of the legislation.

CHAPTER VII PUBLIC PARTICIPATION

Article 162

- (1) The community participates in the Provision of Transportation within the Region.
- (2) The public participation as referred to in section (1) may take the form of:
 - a. monitoring and safeguarding security, safety, orderliness, and smoothness of Transportation;
 - b. providing input to the regulatory and transportation organizing agencies regarding the improvement of regulations, guidelines, and technical standards in the field of Transportation;
 - c. conveying opinions and considerations to the regulatory and transportation organizing agencies regarding transportation activities that have environmental impacts;
 - d. providing support for the organization of Transportation;
 - e. maintaining road facilities and infrastructure, developing discipline and ethics in traffic, and participating in the maintenance of security, safety, orderliness, and smoothness of Transportation in the Region.
- (3) The local government considers and may follow up on inputs, opinions, and/or support conveyed by the community as referred to in section (2).

Article 163

The public participation as referred to in Article 162 section (2) may be carried out individually, collectively, by professional

organizations, business entities, or other community organizations in accordance with the principles of openness and partnership.

CHAPTER VIII IMPLEMENTATION OF INFORMATION AND COMMUNICATION SYSTEMS

Article 164

- (1) To support the security, safety, orderliness, and smooth operation of LLAJ, an integrated information and communication system is implemented.
- (2) The integrated information and communication system as referred to in section (1) is used for planning, regulation, control, and supervision, as well as operational activities of LLAJ, which include:
 - a. Road infrastructure;
 - b. Vehicle and driver registration and identification, law enforcement, MRL operations, and traffic education; and
 - c. LLAJ infrastructure and facilities.
- (3) The integrated information and communication system as referred to in section (1) is organized by the Local Government.
- (4) The integrated information and communication system as referred to in section (3) is a subsystem within the national LLAJ information and communication system.
- (5) The integrated information and communication system as referred to in section (2) must be accessible to the public.

CHAPTER IX LLAJ FORUM

Article 165

- (1) The LLAJ Forum functions as a platform to synergize the tasks and functions of each LLAJ organizer in the implementation of LLAJ.
- (2) The LLAJ Forum as referred to in section (1) is organized in order to coordinate inter-institutions responsible for LLAJ.

Article 166

- (1) The membership of the LLAJ Forum as referred to in Article 165 section (1) consists of:
 - a. the Mayor;
 - b. the Chief of Municipal Police;
 - c. State-owned enterprises and/or local-owned enterprises operating in the LLAJ sector.
- (2) The LLAJ Forum may appoint additional members other than those referred to in section (1) based on the issues being discussed, including representatives from:
 - a. transport company associations;
 - b. higher education institutions;
 - c. experts in the LLAJ field;

- d. non-governmental organizations whose activities are in the LLAJ field; and/or
 - e. LLAJ observers in the Region.
- (3) In the discussions of the LLAJ Forum, the Mayor involves the Regional Agencies responsible for:
- a. LLAJ infrastructure and facilities;
 - b. Roads;
 - c. industry; and
 - d. research and development.

CHAPTER X SUPERVISION AND CONTROL

Article 167

- (1) The Transportation Office conducts supervision and control to support the implementation of Regional Transportation operations, as well as to ensure smooth and orderly transportation operations.
- (2) The supervision and control as referred to in section (1) are carried out in accordance with the provisions of legislation which include:
 - a. monitoring;
 - b. providing directions;
 - c. guarding;
 - d. regulating; and
 - e. enforcement.

CHAPTER XI ADMINISTRATIVE SANCTIONS

Article 168

Any person or entity that violates the provisions as referred to in Article 32, Article 33 section (1), Article 34 section (1) and section (2), Article 46 section (1) and section (4), Article 47, Article 60 section (2) and section (3), Article 90 section (1), Article 96 section (3), Article 102 section (4) and section (6), Article 125 section (2), Article 127, Article 134 section (1) and section (3), Article 140 section (2) and section (3), Article 148 section (1), are subject to administrative sanctions in the forms of:

- a. verbal warning;
- b. written warning;
- c. temporary suspension of activities; or
- d. permanent cessation of activities.

Article 169

Any person or entity that violates the provisions as referred to in Article 39 section (1), section (2) and section (3), Article 60 section (1), Article 72, Article 74, Article 84 section (2) and section (4), Article 86 section (1), section (6) and section (9), Article 134 section (2), Article 141 section (3), Article 154 section (2) are subject to administrative sanctions in the forms of:

- a. verbal warning;
- b. written warning;

- c. temporary suspension of activities;
- d. permanent cessation of activities;
- e. temporary revocation of the permit; or
- f. revocation of the permit.

Article 170

Any person or entity that violates the provisions as referred to in Article 49 is subject to administrative sanctions in the forms of:

- a. verbal warning,
- b. written warning; and/or
- c. termination of employment contract.

Article 171

Any person or entity that violates the provisions as referred to in Article 57 section (1), section (2) and section (3), and Article 62 section (1) is subject to administrative sanctions in the forms of:

- a. sticker placement;
- b. locking/blocking of motor vehicle wheels;
- c. removal of valve/stopping of air in motor vehicle tires; and/or
- d. relocation/towing of vehicles.

Article 172

Any person or entity that violates the provisions of Article 65 section (3) is subject to administrative sanctions in the form of:

- a. verbal warning;
- b. written warning; and
- c. temporary suspension of activities.

Article 173

- (1) Any person or entity who violates the provisions as referred to in Article 96 section (1), Article 98 section (1), and Article 101 section (1) is subject to administrative sanctions.
- (2) The imposition of administrative sanctions as referred to in section (1) is exempted for the owners or holders of the vehicle who has reported in writing to the Head of the Office.
- (3) The reporting as referred to in section (1) is carried out before the test period of the Vehicles subject to Periodic Testing expires.
- (4) The administrative sanctions as referred to in section (1) are in the form of an administrative fine of Rp10,000.00 (ten thousand rupiah) per month.
- (5) The administrative fine as referred to in section (4) is imposed for a maximum amount of Rp240,000.00 (two hundred forty thousand rupiah).
- (6) The administrative fines as referred to in section (4) and section (5) are considered regional revenue.

Article 174

Any person or entity who violates the provisions as referred to in Article 148 section (1) is subject to administrative sanctions

in the form of an administrative fine for a maximum of Rp5,000,000.00 (five million rupiah).

Article 175

Further provisions regarding the procedures for imposing administrative sanctions as referred to in Article 168, Article 169, Article 170, Article 171, Article 172, Article 173, and Article 174 are regulated by the Mayor Regulation.

CHAPTER XII INVESTIGATION PROVISIONS

Article 176

- (1) Certain civil servant investigators in the field of transportation are authorized to conduct investigations into violations of the provisions in this Regional Regulation.
- (2) The civil servant investigators as referred to in section (1) are authorized to:
 - a. receive reports or complaints from individuals regarding violations;
 - b. take the first action at the scene;
 - c. stop a suspect and check identification;
 - d. make arrest, detention, search and seizure;
 - e. conduct examinations and seize documents;
 - f. take fingerprints and photograph of the individuals;
 - g. summon people to be heard and examined as suspects or witnesses;
 - h. bring in experts as needed in relation to the investigation of violations;
 - i. terminate the investigation; and
 - j. to take other actions according to the prevailing law.
- (3) The conduct of the investigation by civil servant investigators is carried out at the Terminal and/or the place of weighing equipment that is installed permanently.
- (4) In the event of criminal offenses related to road traffic violations, the civil servant investigator is required to coordinate with and be accompanied by an officer of the Indonesian National Police.

CHAPTER XIII CRIMINAL PROVISIONS

Article 177

- (1) Any person who violates the provisions as referred to in Article 22, Article 63 section (4), Article 66 section (1), Article 67 section (3), Article 71, Article 84 section (2), Article 151 section (4), Article 160 section (7) is subject to criminal sanctions in accordance with the provisions of legislation.
- (2) Any person who violates the provisions as referred to in Article 39 section (1), section (2) and section (3), Article 44 section (2), Article 47, Article 60 section (1), section (2) and section (3), Article 72, Article 75 section (2), Article 84 section (4), Article 134 section (1), section (2) and section

- (3), Article 139 section (1), Article 148 section (1), Article 149 section (1) is subject to imprisonment for a maximum of 6 (six) months and/or a fine for a maximum of Rp5,000,000 (five million rupiah).
- (3) Any person who violates the provisions as referred to in Article 93 section (1) and section (2), and Article 94 is subject to imprisonment for a maximum of 3 (three) months and/or a fine for a maximum of Rp750,000 (seven hundred fifty thousand rupiah).
- (4) The criminal offenses as referred to in section (1), section (2), and section (3) are categorized as violations.

CHAPTER XIV CLOSING PROVISIONS

Article 178

At the time this Regional Regulation comes into force:

- a. Regional Regulation Number 7 of 2000 on Public Transport Licenses, as amended by Regional Regulation Number 35 of 2000 on Amendment to the Regional Regulation of the Municipality of Balikpapan Number 7 of 2000 on Public Transport Licenses (Regional Gazette of the Municipality of Balikpapan of 2000 Number 40 Series C Number 16);
 - b. Regional Regulation Number 32 of 2000 on Routes, Public Transport Equipment, and Uniforms for Drivers (Regional Gazette of the Municipality of Balikpapan of 2000 Number 37 Series C Number 13);
 - c. Regional Regulation Number 33 of 2000 on Traffic Regulation (Regional Gazette of the Municipality of Balikpapan of 2000 Number 38 Series C Number 14) as amended by the Regional Regulation Number 12 of 2006 on Amendment to Regulation of the Municipality of Balikpapan Number 33 of 2000 on Traffic Regulation (Regional Gazette of the Municipality of Balikpapan of 2006 Number 12 Series E Number 07);
 - d. Regulation of the Municipality of Balikpapan Number 14 of 2004 on Ports of the Municipality of Balikpapan;
 - e. Regional Regulation Number 10 of 2006 on Motor Vehicle Parking (Regional Gazette of the Municipality of Balikpapan of 2006 Number 10 Series E Number 05); and
 - f. _ Regional Regulation Number 10 of 2015 on Motor Vehicle Testing (Regional Gazette of the Municipality of Balikpapan of 2015 Number 10),
- are repealed and declared ineffective.

Article 179

At the time this Regional Regulation comes into force, all provisions of legislation in the Region that regulate the Transportation Management are declared to remain in effect to the extent not contrary to the provisions of this Regional Regulation.

Article 180

This Regional Regulation comes into force on the date of its promulgation.

In order that every person may know hereof, it is ordered to promulgate this Regional Regulation by its placement in the Regional Gazette of the Municipality of Balikpapan.

Issued in Balikpapan
on 27 December 2022

MAYOR OF BALIKPAPAN,

signed

RAHMAD MAS'UD

Promulgated in Balikpapan
on 27 December 2022

REGIONAL SECRETARY
OF THE MUNICIPALITY OF BALIKPAPAN,

signed

MUHAIMIN

REGIONAL GAZETTE OF THE MUNICIPALITY OF BALIKPAPAN OF 2022
NUMBER 7

Jakarta, 29 December 2025
Has been translated as an Official Translation
on behalf of the Minister of Law
of the Republic of Indonesia
DIRECTOR GENERAL OF LEGISLATION,



DIAHANA PUTRA

ELUCIDATION OF
REGIONAL REGULATION OF THE MUNICIPALITY OF BALIKPAPAN
NUMBER 7 OF 2022
ON
TRANSPORTATION MANAGEMENT

I. GENERAL

Transportation plays a very important role in facilitating economic activity, strengthening unity and cohesion, and influencing all aspects of national and state life. The strategic position of the City of Balikpapan as the Gateway to East Kalimantan, along with the plan to relocate the National Capital to East Kalimantan Province, will automatically place the City of Balikpapan as a Supporting City of the National Capital.

In order to support the development of infrastructure and economic growth in the Municipality of Balikpapan, as well as to prepare the Municipality of Balikpapan as a supporting city for the State Capital, it is necessary to manage the transportation system in order to create reliable, safe, smooth, orderly, secure, comfortable, efficient, and effective transportation management as well as to improve services and the welfare of the community in accordance with the development of time, the advancement of technology and the needs of the community.

The transportation system needs to be organized by integrating all transportation components into a single unified system that encompasses all policies of the Government of the City of Balikpapan, based on the existing authorities in accordance with the applicable laws and regulations.

To achieve the aforementioned goals, coordination is required between stakeholders, relevant institutions within the Government of the Municipality of Balikpapan, as well as between the Central Government, Local Government, Police, and other related Parties to achieve a balance between the physical development of the city and the development of the transportation sector that gives benefits to the community. Thus, transportation management can be carried out thoroughly, both in terms of the development of transportation infrastructure and facilities and the balance between the government, private sectors, and the community in general.

Regional Regulation Number 7 of 2000 on Public transport Permits, as amended by Regional Regulation Number 35 of 2000 on Amendment to Regional Regulation of the Municipality of Balikpapan Number 7 of 2000 on Public transport Permits, Regional Regulation Number 32 of 2000 on Routes, Public Passenger Transportation Equipment and Driver Uniforms, Regional Regulation

Number 33 of 2000 on Traffic Management, as amended by Regional Regulation Number 12 of 2006 on Amendment to Regional Regulation of the Municipality of Balikpapan Number 33 of 2000 on Traffic Management, Regional Regulation Number 10 of 2006 on Motor Vehicle Parking, and Regional Regulation Number 10 of 2015 on the Motor Vehicle Testing are no longer in line with current conditions, and therefore need to be replaced and adjusted in accordance with the legislation.

The regulation of transportation management, encompassing various modes of transportation in the Municipality of Balikpapan, has shown a lack of effectiveness and efficiency in performance, necessitating adjustments by unifying all regional regulations concerning the management of transportation sector into a single regional regulation on transportation management. This regional regulation represents a unified framework of the integration of all issues related to the transportation sector.

II. ARTICLE BY ARTICLE

Article 1

Sufficiently clear

Article 2

Point a

The term “the principle of transparency” means openness in the management of transportation to the public in obtaining correct, clear and honest information so that the community has the opportunity to participate in the development of transportation.

Point b

The term “the principle of accountability” means the management of transportation that can be held accountable.

Point c

The term “the principle of sustainability” means the assurance of the quality of environmental functions through the regulation of technical requirements and general plans for the construction and development of transportation.

Point d

The term “the principle of participation” means the arrangement of public involvement in the process of formulating policy, monitoring the implementation of policies, handling, and reporting events related to the management of transportation.

Point e

The term “the principle of benefit” means all transportation management activities that can provide the greatest added-value to achieve people’s welfare.

Point f

The term “the principle of efficiency and effectiveness” means the services provided in transportation management by each authority at the level of government are efficient and effective.

Point g

The term “the principle of balance” means the management of transportation must be balanced between facilities and infrastructure as well as the fulfillment of the rights and obligations of Service Users and operators.

Point h

The term “the principle of integration” means transportation services are managed by prioritizing the harmony and interdependence of the authority and responsibility of the fostering institutions.

Point i

The term “the principle of independence” means an effort to manage transportation through the development and empowerment of national resources.

Article 3

Sufficiently clear

Article 4

Sufficiently clear

Article 5

Sufficiently clear

Article 6

Section (1)

The term “development of Transportation” includes:

- a. planning;
- b. regulating;
- c. controlling; and
- d. supervision

Section (2)

Sufficiently Clear

Article 7

Sufficiently clear

Article 8

Sufficiently clear

Article 9

Sufficiently clear

Article 10

Sufficiently clear

Article 11

Sufficiently clear

Article 12

Section (1)

Point a

Sufficiently clear

Point b

Sufficiently clear

Point c

Sufficiently clear

Point d

Passenger Terminals are classified into 3 (three) types as follows:

- a. Type A Terminal ;

- b. Type B Terminal; and
- c. Type C Terminal.

Section (2)

Sufficiently clear

Article 13

Sufficiently clear

Article 14

Section (1)

Sufficiently clear

Section (2)

Sufficiently clear

Section (3)

point a

The term “third parties” means Ministries/Non-Ministerial Government Institutions or other designations, incorporated private companies, State-owned Enterprises, Local-owned Enterprises, Cooperatives, Foundations, and other legally established domestic or international institutions.

point b

Sufficiently clear

Article 15

Sufficiently clear

Article 16

Sufficiently clear

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Article 61
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Article 62

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Article 63

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Article 64

Section (1)

Special services include accessibilities, services, and service facilities.

Section (2)

Sufficiently clear

Section (3)

Sufficiently clear

Section (4)

Sufficiently clear

Article 65

Section (1)

Sufficiently clear

Section (2)

Sufficiently clear

Section (3)

point a

Sufficiently clear

point b

Sufficiently clear

point c

Educational activities include:

1. Schools
2. universities
3. course institutions

point d

Public service facilities include:

1. hospitals
2. joint clinics
3. banks

point e

Sufficiently clear

point f

Sufficiently clear

point g

Sufficiently clear

point h

Sufficiently clear

point i

Sufficiently clear

point j

A transportation hub is a place designated for changing modes of transport that takes the forms of:

1. terminals;
2. train stations;
3. seaports;
4. river and lake ports; and
5. airports.

Section (4)

Sufficiently clear

Section (5)

The term “bicycle lane” means a longitudinal section of the roadway, with or without road markings, and wide enough for one bicycle to pass, other than a motorcycle.

Section (6)

Adequate capacity means it must be able to accommodate a number of pedestrians and bicycles

Section (7)

Sufficiently clear

Section (8)

Sufficiently clear

Section (9)

Sufficiently clear

Article (66)

Section (1)

Sufficiently clear

Section (2)

point a

Sufficiently clear

point b

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point c

Sufficiently clear

point d

Sufficiently clear

point e

Sufficiently clear

point f

Sufficiently clear

point g

The term “specific purposes” means vehicles that, due to their nature and function, are equipped with red or blue signal lights as an indication of having priority rights for smooth traffic flow, and yellow signal lights as an indication that they require special attention from Road Users for safety.

Section (3)

Sufficiently clear

Section (4)

Sufficiently clear

Section (5)

The term “priority vehicle lane” means a special lane designated for priority vehicles while in traffic, equipped with specific markings and signs as a guide for other Road Users to provide road space, so that the shortest possible travel time is created for safety.

Section (6)

Sufficiently clear

Section (7)

Sufficiently clear

Article 67

Sufficiently clear

Article 68
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Article 69
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Article 70
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Article 71
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Article 85
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Article 86
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Article 87
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Article 88
Sufficiently clear

Article 89
Sufficiently clear

Article 90
Sufficiently clear.

Article 91
Section (1)
Sufficiently clear.
Section (2)
The term “special vehicles” means motor vehicles uniquely designed for a particular function and purpose, including:
a. Motor vehicles belonging to the Indonesian Defence Forces;
b. Vehicles operated by the Indonesian National Police;
c. Heavy equipment, such as bulldozers, tractors, steamrollers, forklifts, loaders, excavators, and cranes; and
d. Special vehicles designed for persons with disabilities.
Section (3)
Sufficiently clear.
Section (4)
Sufficiently clear.

Article 92
Sufficiently clear.

Article 93
Section (1)
The term “full concentration” means a state in which a person operates a motor vehicle with complete focus, without being distracted by illness, fatigue, drowsiness, using a telephone, watching television or videos installed in the vehicle, or consuming alcoholic beverages or drugs that impair the ability to drive.
Section (2)
Sufficiently clear.
Section (3)
Sufficiently clear.

Article 94
Sufficiently clear.

Article 95
Sufficiently clear.

Article 96
Sufficiently clear.

Article 97
Sufficiently clear.

Article 98
Sufficiently clear.

Article 99
Sufficiently clear.

Article 100
Section (1)
Sufficiently clear.
Section (2)
Sufficiently clear.
Section (3)
The term “QR Code (Quick Response Code)” means a matrix code or two-dimensional barcode originating from the term "Quick Response," which allows the encoded information to be quickly and accurately decoded.

Article 101
Sufficiently clear.

Article 102
Sufficiently clear.

Article 103
Section (1)
The term "certain locations" means a place where it is impractical to bring vehicles to the UPTD, including:
a. Locations where bringing vehicles to the UPTD would be inefficient due to an insufficient number of vehicles.
b. Locations with a high concentration of vehicle owners, making it more practical and efficient to bring the inspector to the specific location.
Section (2)
Sufficiently clear.

Article 104
Sufficiently clear.

Article 105
Sufficiently clear.

Article 106
Sufficiently clear.

Article 107
Sufficiently clear.

Article 108
Sufficiently clear.

Article 109
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Article 110
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Article 111
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Article 112
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Article 113
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Article 114
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Article 115
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Article 116
Sufficiently clear.

Article 117
Sufficiently clear.

Article 118
Sufficiently clear.

Article 119
Sufficiently clear.

Article 120
Sufficiently clear.

Article 121
The term “is calibrated” means the calibration carried out by the minister responsible for LLAJ infrastructure and facilities every year.

Article 122
Sufficiently clear.

Article 123
Sufficiently clear.

Article 124
Sufficiently Clear

Article 125
Sufficiently Clear

Article 126
Section (1)
Sufficiently Clear

Section (2)

Point a

The term "large private workshop" means a general workshop capable of performing various types of work, including periodic maintenance, minor repairs, major repairs, as well as chassis and body repairs.

Point b

The term "small private workshop" means a general workshop specializing in minor repairs.

Article 127

Sufficiently Clear

Article 128

Sufficiently Clear

Article 129

Sufficiently Clear

Article 130

Sufficiently Clear

Article 131

Sufficiently Clear

Article 132

Sufficiently Clear

Article 133

Sufficiently Clear

Article 134

Section (1)

Sufficiently Clear

Section (2)

Sufficiently Clear

Section (3)

Sufficiently Clear

Section (4)

Sufficiently Clear

Section (5)

Sufficiently Clear

Section (6)

The term "component in the calculation of public microbus fares" refers to:

a. Characteristics of the vehicle

1) Types of the vehicle

2) Types of service

3) Capacity of the vehicle

b. Production per vehicle

1) Trip

2) Frequency

3) Kilometer traveled per day

4) Kilometer traveled per month

- 5) Kilometer traveled per year
- 6) Day of operating per month
- 7) Day of operating per year
- 8) Seat per trip
- 9) Seat per day
- 10) Seat per month
- 11) Seat per year
- c. Direct cost
 - 1) Reduction of productive vehicle
 - 2) Capital interest in productive vehicle
 - 3) Crew of the bus (driver and conductor)
 - Salary/Wages
 - Subsidy of work operation (Department money)
 - Social subsidy
 - 4) Fuels
 - 5) Tires
 - 6) Small Service
 - 7) Comprehensive Service
 - 8) Inspection (Overhaul)
 - 9) Oil Addition
 - 10) Spare Parts and Bodywork
 - 11) Bus Cleaning
 - 12) Terminal Levy
 - 13) STNK/Vehicle Tax
 - 14) Kir
 - 15) Insurance
 - Vehicle Insurance
 - Bus Crew Insurance
- d. Indirect Costs
 - 1) Employee costs excluding vehicle crew
 - a) salary/wages
 - b) overtime compensation
 - c) social subsidy
 - subsidy of healthcare
 - official attire
 - accident insurance
 - 2) Management costs
 - a) Depreciation of office buildings
 - b) Depreciation of pool and workshop
 - c) Depreciation of inventory/office equipment
 - d) Depreciation of workshop facilities
 - e) Office administration costs
 - f) Office maintenance costs
 - g) Pool and workshop maintenance costs
 - h) Electricity and water costs
 - i) Telephone and telegram costs
 - j) Official travel costs excluding vehicle crew
 - k) Corporate Tax
 - l) Route Permit
 - m) Business License
 - n) Marketing Expenses
 - o) Others

Section (7)

Sufficiently clear.

Section (8)
Sufficiently clear.

Article 135
Sufficiently clear.

Article 136
Sufficiently clear.

Article 137
Sufficiently clear.

Article 138
Sufficiently clear.

Article 139
Sufficiently clear.

Article 140
Sufficiently clear.

Article 141
Sufficiently clear.

Article 142
Sufficiently clear.

Article 143
Sufficiently clear.

Article 144
The term "cargo manifest" means a document that provides information about the owner of the goods, the type, quantity/weight of the goods, dimensions of the goods, tariff, vehicle crew data, and the destination of the shipment.

Article 145
Sufficiently clear.

Article 146
Section (1)
Sufficiently clear
Section (2)
Point a
Sufficiently clear
Point b
The term "containers" means part of box-shaped conveyance made of eligible materials, permanent and reusable, which has pairs of corners and is specially designed to facilitate the freight transport by one or more modes of transportation, without having to reload.
Point c
Sufficiently clear
Point d
Sufficiently clear

Point e

The term “heavy machine” means item which by their nature cannot be separated so as to allow their transportation to exceed the heaviest axis load and/or their dimensions exceed the maximum size that has been determined.

Point f

Sufficiently clear

Article 147

Sufficiently clear

Article 148

Sufficiently clear

Article 149

Section (1)

Point a

Sufficiently clear

Point b

Sufficiently clear

Point c

The term “additional equipment or special covers “ means a funnel cover, so that in the event of spill or residual cargo is not scattered.

Point d

Sufficiently clear

Point e

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Point f

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Point g

Sufficiently clear

Point h

The term "not exceed the dimensional limits" means the maximum allowable dimensions for vehicles. The length of a motor vehicle without a carriage or companion train must not exceed 12,000 (twelve thousand) millimeters, while motor vehicles equipped with a carriage or companion train must not exceed 18,000 (eighteen thousand) millimeters in length. The maximum width of a vehicle is 2,500 (two thousand five hundred) millimeters, and the maximum height is 4,200 (four thousand two hundred) millimeters, which must not exceed 1.7 (one point seven) times the width of the vehicle. Additionally, the length of the vehicle extending backward from the rearmost axis must not exceed 62.50% (sixty-two point five zero percent) of the axle distance, and the length extending forward from the frontmost axis must not exceed 47.50% (forty-seven point five zero percent) of the axle distance.

Point i

The term "additional specific requirements and regulations for the transportation of hazardous and toxic materials" means provisions that are further regulated by a Ministerial decision.

Section (2)
Sufficiently clear
Section (3)
Sufficiently clear

Article 150

Section (1)
Sufficiently clear
Section (2)
Point a
Sufficiently clear
Point b
Sufficiently clear
Point c
The term “harmless” means if the glass breaks, the shards will not scatter but it remains intact (laminated glass) and the tip or the edges of the broken glass is blunt (tempered glass).
Section (3)
Sufficiently clear
Section (4)
Sufficiently clear
Section (5)
Sufficiently clear

Article 151

Sufficiently clear

Article 152

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Article 153

Sufficiently clear

Article 154

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Article 155

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Article 156

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Article 176
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Article 177
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Article 178
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Article 179

Sufficiently clear

Article 180

Sufficiently clear

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