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Analysis of Transportation Department Supervision in Roadworthy Tests of Bus Vehicles in Mimika Regency

Merlin Piagi[1], Dionesia Raharusun o[2], Maria Fatima Mote[3], Desi Tabuni[4], Stepanus Sandy[5]
[1,2,3,4,5] Ekonomi Pembangunan, Sekolah Tinggi Ilmu Ekonomi (STIE) Jambatan Bulan

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ABSTRACT

This research aims to find out how supervision is carried out byFacilities and Infrastructure Engineering and StandardizationvehicleBUS, Transportation Departmentin carrying out roadworthiness tests of BUS vehicles. This research uses qualitative descriptive data analysis techniques, and data collection techniques, interviews and observations according to the results obtained in the field. This research uses 4 public service management indicators proposed by Robert J Mocler and DR Gilbert Jr, namely standards, measurement, comparison, action. The problems faced regarding the roadworthiness test of BUS vehicles are, Standard Operating Procedures (SOP) which are not well socialized, inadequate network requirements and a lack of human resources regarding transportation testing. In this case, the inhibiting factor for the problem that occurs is the lack of socialization, budget and network requirements for periodic roadworthiness tests at the Transportation Service so that public awareness of carrying out regular tests is very low. From the research results, it can be concluded that the implementation of the roadworthiness test for BUS vehicles has gone well but is still not fully optimal, so regular monitoring needs to be carried out.

Corresponding Author:

Merlin Piagi,
Ekonomi Pembangunan
Sekolah Tinggi Ilmu Ekonomi (STIE) Jambatan Bulan
Jalan. Sultan Hasanuddin, Kelurahan Pasar Sentral, Timika
Email: piagimerlyn112@gmail.com

1. INTRODUCTION

According toSyamsul (Ma'arif and Timbul, 2020) that,Transportation is a means used by humans to move people, animals and goods from an initial place to another place, usually using the help of animals or machines controlled by humans. In essence, transportation is used by humans to facilitate and speed up the activities they carry out every day. There are three types of transportation, namely land, air and sea transportation. In an area, smooth traffic cannot be separated from the government being quick and precise in taking action, as well as people complying with regional laws and regulations. In realizing good quality public transportation, types of public transportation such as Metro Trans, City Bus and Trans Bus should be supervised by the government, this supervision takes the form of a roadworthiness test.

Buses are one of the urban vehicles designed to help increase activity while supporting community needs. Bus or omnibus or also called multibus, autobus or motorbus; is a land vehicle designed to carry many passengers (wikipedia, 2024). The public's need for the use of buses in Mimika Regency is certainly very necessary to help people in peripheral areas. S(Newspaper

Papua.Id, 2024)Apart from that, the government is also paying attention to the use of private modes of transportation(Muhyiddin, 2023).

In procuring bus transportation, in order to support community activities in Mimika Regency, the Mimika Regency government, through the Mimika Regency Transportation Service (Dishub), collaborates with Perum Damri to provide free transportation services to the Mimika community. The presence of this pioneering transportation in the 3TP area is to support community activities, so that it can indirectly increase economic growth both regionally and nationally, as well as simplify and also create a sustainable transportation system that can meet community needs. Bus transportation services serve people in urban areas such as from the Pasar Baru terminal- Budi Utomo - Jalan Cendrawasih- Sp2- Sp3 - Mile 32 round trip (PP) and then those in disadvantaged, outermost, remote and border areas or 3TP(Newspaper Papua.Id, 2024).

This roadworthy test or periodic test has been stipulated in(Law No 22, 2009)about traffic and road transport. Apart from that, there is also a regulation of the Minister of Transportation of the Republic of Indonesia No. 133 of 2015 which contains provisions regarding periodic testing of motorized vehicles, as well as(Mimika Regency Regional Regulation Number 7, 2019)regarding the management of traffic and goods transportation. In line with the above, it can be seen based on the following Motor Vehicle Operational Standards (SOP) of the Mimika Regency Transportation Service:

KABUPATEN MIMIKA	**DINAS PERHUBUNGAN KABUPATEN MIMIKA**	Nomor SOP	: 551.2/ 974
		Tanggal Pembuatan	: 05/September/ 2020
		Tanggal Revisi	:06/Oktober/2020
		Tanggal Efektif	:05/Nopember/2020
		Disahkan Oleh	KEPALA DINAS PERHUBUNGAN KABUPATEN MIMIKA JANIA BASIR PANTE DANUN, ST., MT NIP.19750131 200112 2 001
		Nama SOP	**PENGOPERASIAN ALAT-ALAT UJI**

Pengujian Kendaraan Bermotor Dinas Perhubungan Kabupaten Mimika

Dasar Hukum		Kualifikasi Pelaksanaan	
1.	UU No.22 Tahun 2009 tentang Lalu Lintas dan Angkutan Jalan	1	Sertifikasi Penguji :
2.	PP 55 Tahun 2012 tentang Kendaraan		a. Pembantu Penguji
3.	PM 133 Tahun 2015 tentang Pengujian Kendaraan Bermotor		b.Penguji Pemula
4.	PM 156 Tahun 2016 tentang Kompetensi Penguji Berkala Kendaraan Bermotor		c. Penguji Tingkat Satu
5.	KMNLH No.5 Tahun 2006 tentang Ambang Batas Emisi Gas Buang Kendaraan Bermotor Lama		d. Penguji Tingkat Dua
6.	KMNLH No.4 Tahun 2009 tentang Ambang Batas Emisi Gas Buang Kendaraan Type Baru		e. Penguji Tingkat Tiga
7.	PERDA No. 21 Tahun 2010 Tentang Retribusi Pengujian Kendaraan Bermotor		f. Penguji Tingkat Empat
			g. Penguji Tingkat Lima
			h. Master Penguji
KETERKAITAN			
1	SOP Tata Cara Pelaksanaan Pelayanan Pengujian Berkala Kendaraan Bermotor Dinas Perhubungan Kabupaten Mimika	Peralatan/Perlengkapan	
		1	Ruang Administrasi
			- Komputer/Print
			- Meja dan Kursi
			- Lemari Arsip
			- Tools/Peralatan Atk
		2	Gedung uji dan Alat Uji
		3	Indek Kepuasan Masyarakat

Source: Mimika Regency Transportation Service, 2020

Table 2. Types of Test Services and Requirements

NO	JENIS PELAYANAN UJI	PERSYARATAN
1	**PELAYANAN UJI BERKALA I (pertama) KALI**	- SURAT REGISTRASI UJI TIPE - STNK - KTP PEMILIK - SURAT PERMOHONAN UJI DARI PEMILIK KENDARAAN KEPADA KEPALA DINAS - SURAT KETERANGAN TERA
2	**PELAYANAN UJI BERKALA PERIODIK (reguler)**	- BUKU UJI ASLI - STNK ASLI DAN FOTOCOPY - KTP ASLI DAN FOTOCOPY
3	**PELAYANAN MUTASI UJI KELUAR/MASUK**	- SURAT PENGANTAR DARI DINAS PERHUBUNGAN DOMISILI KENDARAAN - SURAT PERMOHONAN DARI PEMILIK KENDARAAN KEPADA KEPALA DINAS - BUKU UJI ASLI - STNK ASLI
4	**PELAYANAN NUMPANG UJI MASUK/KELUAR**	- SURAT PERMOHONAN DARI PEMILIK KENDARAAN KEPADA KEPALA DINAS - BUKU UJI ASLI - STNK ASLI DAN FOTOCOPY - SURAT PERSETUJUAN NUMPANG UJI DARI DAERAH ASAL DOMISILI KENDARAAN
5	**PELAYANAN PENERBITAN BUKU UJI HILANG/ RUSAK**	- SURAT KETERANGAN HILANG DARI KEPOLISIAN - BUKTI PEMBERITAHUAN DARI MEDIA MASSA/ MEDIA CETAK - MEMBAWA PLAT UJI YANG LAMA - STNK ASLI DAN FOTOCOPY - KTP ASLI
6	**PELAYANAN PENGHAPUSAN KENDARAAN BERMOTOR**	- SURAT PERMOHONAN PEMILIK KENDARAAN YANG DITUJUKAN KEPADA KEPALA DINAS - BPKP ASLI - STNK ASLI DAN FOTOCOPY - BUKU UJI
7	**PELAYANAN LAPORAN PENGADUAN MASYARAKAT**	- PETUGAS PELAYANAN MENERIMA PENGADUAN MASYARAKAT MELALUI LISAN, TULISAN, EMAIL, TELEPON DAN SMS - PETUGAS PELAYANAN PENGADUAN HARUS SEGERA MERESPON YANG BERKAITAN DENGAN PENGUJIAN KENDARAAN BERMOTOR YANG MEMERLUKAN JAWABAN SEGERA DENGAN MEMBERIKAN JAWABAN LANGSUNG ATAU MENGKONFIRMASI KEPADA PIMPINAN - PETUGAS ATAU PIMPINAN MEMPELAJARI DAN MENALAAH HAL-HAL YANG DILAPORKAN - PIMPINAN MENINDAKLANJUTI DENGAN CARA PEMANGGILAN ATAU MEDIASI KEPADA PELAPOR - PIMPINAN MEMBERIKAN JAWABAN TERHADAP PENGADUAN MASYARAKAT TERSEBUT BAIK SECARA LANGSUNG, SURAT, EMAIL, TELEPON DAN SMS.

Source: Mimika Regency Transportation Service, 2020

Table 3. Implementation Procedures

No.	Uraian Prosedur	Pelaksana						Mutu Baku		
		Pemohon	Petugas Adm	Penguji	Penguji TK. V	Kepala Dinas	Persyaratan/ Kelengkapan	Waktu	Output	Keterangan
1.	Administrasi Pendaftaran a. Pemohon menyerahkan berkas persyaratan Pengujian Kendaraan Bermotor b. Petugas verifikasi kelengkapan persyaratan kemudian menetapkan waktu dan biaya pengujian kendaraan bermotor c. Pemohon membayar retribusi	Mulai					-Berkas Persyaratan	5 menit	Berkas Uji Berkala Tanda terima pembayaran	- Berkas Persyaratan: Buku Uji,STNK dan IdentitasPemilik - Bagi kendaraan uji pertama melengkapi SRUT, SKPB (rubah bentuk), surat tera (tangki) - Bagi kendaraan Numpang Uji Masuk wajib menyerahkan Surat Rekomendasi - Bagi Kendaraan Mutasi Uji Masuk menyerahkan Surat Mutasi dari Daerah Asal
2.	Pemeriksaan fisik kendaraan bermotor						- Kendaraan - Alat Uji Kendaraan Bermotor - Form Pengujian	20 Menit	Hasil Pengujian	Pemeriksaan fisik terdiri Pra Uji dan Pengujian dengan alat uji (Penguji PelaksanaPemula, Pelaksana dan Lanjutan)
3.	Menetapkan kelulusan a. Jika lulus dilanjutkan pengesahan (Penguji Tk. v) Jika tidak lulus (TL) dikembalikan kepada Pemohon untuk perbaikan atau dilakukan banding			Tidak	Lulus Ya		- Form Pengujian - Catatan Perbaikan	10 Menit	Kendaraan Lulus atau Tidak Lulus Uji	- Setelah dinyatakan tidak lulus, Pemohon memperbaikl kendaraan di bengkel dijadwalkan uji ulang -Jika Pemohon melakukan Naik Banding, Penguji Tk. v melakukan berdasarkan hasil pengujian memberi jawaban diterima atau tidak, jika diterima dilanjutkan-Pengesahan jika tidak proses dimulai dari awal
4.	Pengesahan : a. Penandatangan sampul Buku Uji Berkala oleh Kepala Dinas b. Penandatanganan kolom lulus buku uji, pemasangan plat uji dan penempelan stiker uji/penyemprotan pilox						- Kendaraan - BukuUji - Plat Uji - StikerUji	8 Menit	Kendaraan Lulus Uji	-PengujiTk. V menandatangani buku uji -Bagi yang perlu penggantian buku
5.	Penyerahan Buku Uji Berkala	Selesai					- Kendaraan - Buku Uji	5 Menit	Kendaraan Laik Jalan	

Source: Mimika Regency Transportation Service, 2020

2. RESEARCH METHODS

In this research, researchers used descriptive research methods with a qualitative approach to describe the supervision of the Mimika Regency Transportation Service regarding BUS vehicle roadworthiness tests, andusing several data collection techniques, namely Observation and Interview.

3. RESULTS AND DISCUSSION

The process of implementing supervision is closely related to the function of management. Stoner JA, RE Freeman and DR Gilbert Jrn(Wijayanto, 2012a)put forward four management principles that can be used as indicators in the process of implementing supervision consisting of setting standards, measuring, comparing and taking action. Viewed from an implementation perspective, the results of research and discussions regarding public transport supervision can be described as follows:

Standard

Meanwhile, in the process of carrying out vehicle testing, the Mimika Regency Government has established supervision at every point on the road in Timika City, there are raids carried out by the supervision of the Transportation Service and the Mimika Regency Police. There are several road points where supervision is carried out in the field, such as on Jalan Budi Utomo, Jalan Cendrawasih – Sp2, Jalan Ahmad Yani, Jalan Yosudarso and Jalan Wage Rudolf Supratman. Number of raid points for monitoring public transport in Timika City

It can be said that the roadworthiness testing standards that have been set are quite good, but there is still a need to socialize the SOPs that have been set to the public (Public Transport Business Entrepreneurs). So that the standards that have been set can be implemented according to those that have been determined in the implementation of public transportation testing to improve the quality of safe, comfortable and orderly transportation.

Measurement

In the Measurement system In the Facilities and Infrastructure Engineering and Vehicle Standardization Sector in Mimika Regency, the testing process must be in accordance with the system that has been put in place for vehicle testing which will later be determined in the public transport vehicle test feasibility letter. In carrying out the test, you must follow the SOP which must be adhered to by the transport test operator. Before carrying out the test, you must register and pay first at the first counter and submit the original test book, photocopy of the Stnk, and the driver's driver's license. After everything is fulfilled, the Transportation Service testing area is carried out. Mimika Regency.

Compare

Comparing is a process of implementing standards with deviations that occur, so that all parties can carry out their duties and work in accordance with the standards that have been set. This comparison process in the implementation of public transportation testing, each testing officer is responsible for each task, and collaborates with the transportation checking coordinator in the field, later they will provide direction in each test, and after the public transportation has passed the test, it will be marked as having passed the test. corner of the windshield on public transportation, if it does not pass the test then you will be given a letter of failure to pass the test.

In this case, based on Government Regulation no. 35 of 2023 concerning general provisions for Regional Taxes and Regional Levies, starting January 5 2024 the Compulsory Motor Vehicle Test Levy (KBWU) has been abolished, in this case the government through the Mimika Regency Transportation Service provides free in KIR testing for motorized vehicles including BUS.

Action

Actions are activities to correct if deviations occur in the test implementation process, this needs to be done for improvement. In public transportation testing, there is a designated testing team. If there is a dissatisfaction with the implementation, you can make a complaint directly to the designated counter via the suggestion and complaint box located at the service user's location or email and the test manager's application will handle the complaints submitted. For actions taken when irregularities

occur in the field by public transport, the police will follow up, in the form of fines and even towing of public transport if the transport is reckless or deviate from the route.

DISCUSSION

Factors Inhibiting BUS Roadworthiness Tests

Budget

The budget factor sometimes has to be the key to opening up the operation of an organization in the activities carried out, which must be a concern in the implementation of public transportation testing, namely that there is not enough budget to socialize the SOP for testing BUS public transportation to the public by the testing office.

Facilities and infrastructure

These facilities and infrastructure factors support the implementation of public transport testing so that it is more effective and efficient. The facilities and infrastructure for testing BUS vehicle transportation have been facilitated using system testing, using online testing applications, however, using the online testing application is still hampered by the need for a network that should be optimal, capable and smooth.

Local Government Policy

Government policy factors such as laws and ministerial regulations greatly influence the implementation of authority and obligations as well as in carrying out benchmarks regarding the implementation of roadworthiness tests for Mimika Regency BUS vehicles whether their work is in accordance with the regulations that have been made or not. The policies that have been made have not experienced any problems and are quite clearly stated in the Minister of Transportation Policy Regulations Number 63 of 1993 andPP 55 of 2012.

Human Resources

In carrying out public transport testing, an important concern must be seen from Human Resources, which must be to establish cooperation between the community and the transportation department so that they collaborate and are always supervised in the testing process in Mimika Regency. In the testing process, there is still a shortage of existing human resources that do not fully meet the demands of the task and are not balanced with the demands of the task and the distribution of the workload is not balanced, and coordination with other agencies has not been running optimally, there is also a lack of awareness from the public about carrying out mandatory vehicle testing and the public's understanding of maintaining it. car and the lack of completeness of the vehicle owner's administrative documents.

The following is proof of the results of the BUS vehicle roadworthiness test carried out by the Facilities and Infrastructure Engineering and Standardization Division of the Mimika Regency Transportation Service:

KARTU UJI BERKALA KENDARAAN BERMOTOR
VEHICLE PERIODICAL INSPECTION CARD
a.n. DIREKTUR JENDRAL PERHUBUNGAN DARAT
DIREKTUR SARANA TRANSPORTASI JALAN
ON BEHALF OF
DIRECTOR GENERAL OF LAND TRANSPORTATION
DIRECTOR OF ROAD TRANSPORT FACILITIES

Ir. Danto Restyawan, MT
Pembina Utama Madya - IV/d
NIP 19640829 199403 1 003

IDENTITAS PEMILIK KENDARAAN BERMOTOR
VEHICLE OWNER IDENTIFICATION

Nama pemilik *Owner's name*	: PT. TUNAS PERKASA JAYA
Alamat pemilik *Owner's address*	: JL. COKLAT SP 2 TIMIKA

IDENTITAS KENDARAAN BERMOTOR
VEHICLE IDENTIFICATION

Nomor dan tanggal Sertifikat registrasi uji tipe *Number and date of vehicle type approval registration certificate*	: 01 JAN 2005 - 0
Nomor registrasi kendaraan *Vehicle registration number*	: PA 7223 MM
Nomor rangka kendaraan *Chassis number*	: MHMFE84PBKJ-010320
Nomor motor penggerak *Engine number*	: 4D34TT-19360
Nomor uji kendaraan *Vehicle inspection number*	: TIM 4644

Foto Berwarna kendaraan :

Foto Depan *Image Front*	Foto Belakang *Image Rear*	Foto Kanan *Image Right*	Foto Kiri *Image Left*
			

SPESIFIKASI TEKNIS KENDARAAN
VEHICLE TECHNICAL SPECIFICATIONS

Jenis *Purpose of vehicle*	: Mobil Bus Sedang
Merek/tipe *Brand/type*	: MITSUBISHI / FE 84
Tahun pembuatan/perakitan *Year manufactured/assembled*	: 2019
Bahan bakar/sumber energi *Fuel/energy source*	: Solar
Isi silinder *Engine capacity*	: 3,908 cc
Daya motor *Engine power*	: 0 KW/PS/HP
Ukuran ban *Tyre size*	: 750-16-14
Konfigurasi sumbu *Axle configuration*	: 1.2
Berat kosong kendaraan *Curb weight*	: 4989 kg

Dimensi utama kendaraan bermotor (Vehicle main dimension)

Panjang *Length*	: 7,880 mm	Julur depan *Front overhang*	: 1,630 mm
Lebar *Width*	: 2,100 mm	Julur belakang *Rear overhang*	: 2,400 mm
Tinggi *Height*	: 3,290 mm		

Jarak sumbu *Wheel base*

Sumbu I-II	: 3,850 mm
Sumbu II-III	: mm
Sumbu III-IV	: mm
Dimensi bak muatan / tangki	: (xx) mm

Dimension of cargo tub (length x width x height)

JBB/JBKB *GVW/GFCW*	: 8,000 kg / kg	JBI/JBKI *PWP/PCW*	: 7,191 kg / kg

Daya angkut (orang/kg) *Payload (person(s)/kg(s))*	: 30 orang / 290 kg
Kelas jalan terendah yang boleh dilalui *Lowest road class permitted*	: III

Item Uji *Testing*	Ambang batas *Threshold*	Hasil Uji *Test result*
Rem Utama *Brake*	Total gaya pengereman >= 50% X total berat sumbu (kg)	: 3,151 kg
	Selisih gaya pengereman roda kiri dan roda kanan dalam satu sumbu maksimum 8%	I 4.45 % II 4.77 % III 0 % IV 0 %
Lampu Utama *Head lamp*	Kekuatan pancar lampu utama kanan 12000 cd (lampu jauh)	: 30,200 cd
	Kekuatan pancar lampu utama kiri 12000 cd (lampu jauh)	: 30,700 cd
	Penyimpangan ke kanan 0° 34' (lampu jauh)	: 0.03
	Penyimpangan ke kiri 1° 00' (lampu jauh)	: 0.79
Emisi *Emission*	Bahan bakar solar tahun pembuatan >= 2010	
	Opasitas : 35% HSU	

Keterangan *Inspection result*	: LULUS UJI BERKALA
Masa berlaku uji berkala *Periodical inspection expiry date*	: 07 JUN 2024
Nama petugas penguji *Name of inspector/grade*	: FREDY RICHARD SAIJA, SE
Tanda tangan petugas penguji *Inspector authorization*	:

FREDY RICHARD SAIJA, SE
Penguji Tingkat Lima
NRP 491.049.PTS.01.001

Nama unit pelaksana uji berkala kendaraan bermotor
Name of vehicle periodical inspection agency

UNIT PELAKSANA TEKNIS DAERAH PENGUJIAN
DINAS PERHUBUNGAN KABUPATEN MIMIKA

Dr. IDA WAHYUNI, S.STP, M.Fis.Dev
Pembina Tingkat I - IV/b
NIP 19800820 199912 2 001

Source: (Mimika Regency Transportation Service, 2024)

4. CONCLUSIONS

In accordance with the results of the research that has been prepared above, conclusions can be given relating to testing the roadworthiness of BUS vehicles in improving the welfare, safety and comfort of driving in Timika City, which this activity was carried out by the Facilities and Infrastructure Engineering and Standardization of BUS public transport Division of the Regency Transportation Service. Mimika, namely: BUS Vehicle Testing. The roadworthiness test of BUS vehicles carried out by the Facilities and Infrastructure Engineering and BUS vehicle Standardization Division of the Mimika Regency Transportation Service has been carried out optimally and using an online testing application. so it requires a capable network in the testing process. In the process of testing BUS vehicles in the field of Facilities and Infrastructure Engineering and Standardization of BUS vehicles Mimika Regency Transportation Service, namely 1) Standards in this case, the determination of testing has been regulated in the SOP that has been made, but the SOP has not been socialized enough by the Mimika Regency Transportation Service so that the testing process not yet fully follow existing regulations. 2) Measurements in the public transport testing process have been regulated in PP 55 of 2012, and Ministerial Decree Number 63 of 1993 concerning motor vehicle roadworthiness thresholds such as the main brake system for goods cars 60% of the control force , front wheel shine -5 to +5 millimeters per minute, horn sound level 90db to 118dB, main light emittance of 12,000 cd, turning radius determined to be a maximum of 12 meters, speed indicator deviation -10% to +15 in measurement conditions, depth outside the tire as low as 1.00 millimeters. 3) In the implementation process, apart from using tools, we also use an online BUS vehicle testing application so that it requires the availability of a capable network for testing and checking such as test requests including type test cover letters, test results resumes, type test certificates (SUT), variants and registration certificates. The complete vehicle type test is contained in the SOP and Ministerial regulations. 4) In monitoring activities regarding BUS vehicles, the Transportation Service together with the Mimika Regency Police Traffic Unit have carried out field supervision at various points on the road, if they are found to have been raided then a ticket will be issued to the public transport. 6) Inhibiting factors for roadworthiness testing of BUS vehicles are the lack of implementation of socialization activities regarding SOPs that have been prepared for the community which is caused by a lack of budget, as well as facilities and infrastructure such as the availability of a capable network for testing the suitability of BUS vehicles, as well as inadequate human resources. adequate. Efforts to overcome obstacles in implementing the obligation to periodically test public transport by providing sanctions to BUS vehicles if they are found not to carry out regular tests.

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