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## **LAW ENFORCEMENT ANALYSIS REGULATIONS FOR USING TELEPHONE WHILE DRIVING AGAINST ONLINE *OJEK* IN BANDAR LAMPUNG**

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### **Abstract**

Road users other than online public transportation must also be given legal protection and together enjoy the convenience of traffic facilities. Drivers are required to concentrate while driving a vehicle. This is regulated in Law Number 22 of 2009 concerning Road Transportation Traffic, Article 106 that everyone driving a motorized vehicle on the road is obliged to drive his vehicle fairly and with full concentration. The observations made were that attaching a communication device to online public transportation proved that the telephone was used while driving a vehicle. Communicating by telephone while driving a vehicle will cause an accident that will harm other road users. This study discusses the regulations for using the telephone while driving against online motorcycle taxis and law enforcement analysis the regulations for using the telephone while driving against online motorcycle taxis in Bandar Lampung. The results showed the telephone regulations while driving to online motorcycle taxis in Bandar Lampung were Permenhub No. 12 of 2019 Article 4, Article 6, Article 17, Article 18, and Article 19. The results of the analysis of law enforcement on the use of telephones while driving in the form of online motorcycle taxis to contact consumers on their way to the location 3 (three) times, namely 32% (thirty-two per cent) and the intensity of online motorcycle taxis to contact consumers more than 3 (three) times, namely 27% (twenty-seven percent). The analysis data has proven that the intensity of contacting passengers is very much done while driving. Online motorcycle taxi drivers do not obey the rules because they communicate more by telephone while driving.

**Keywords:** Law enforcement, regulations, telephone, driving, online motorcycle taxi.

## A. Introduction

Services that can be used to deal with stress or fatigue caused by traffic jams are by using public transportation services.<sup>1</sup> The presence of online motorcycle taxis has positively influenced students because it facilitates their lecture activities, both for travelling and buying various academic equipment and other life necessities, especially for boarding students and those who do not have private vehicles.<sup>2</sup> The definition of “*ojek* is a motorcycle that is made into a public vehicle to ride passengers to their destination”.<sup>3</sup> Peter Salim and Yenny Salim stated that *ojek* is “a bicycle or motorbike rented by renting the renter”.<sup>4</sup> This research discusses the existence of online communication between motorcycle taxi drivers and consumers as passengers as well as users of delivery services to the requested place.

The research was conducted because Bandar Lampung is the centre of government, city offices, and Lampung Province. Besides, many hotels, shopping facilities, and higher education centres were established. The location is densely populated because it is a city in Indonesia as well as the capital and the second largest and most populous city on the island of Sumatra after Medan, and is one of the biggest cities in Indonesia and the most populous city outside Java Island. The total area of 197.22 KM<sup>2</sup>, population in 2020, comprises 1,068,982 people, density 5,332 / KM<sup>2</sup>. The city of Bandar Lampung is a fundamental research choice because many transportation services help the community fulfil their needs. The fact is that there is a traffic jam in the office shopping center in the morning and evening when going, having lunch and coming home from work, also on Sundays, so this is due to the congestion of road traffic. Seeing the existing development of traffic density, more and more facts show that roads are a place for human killing. This kind of problem needs attention from various circles of society and the government to keep the number of traffic accidents to a minimum. The number of traffic accidents continues to increase every year in big cities.<sup>5</sup>

Online-based transportation, especially transportation labels called Go-Jek and Grab, has been operating in Lampung since 2017, around March-April until now in 2020. Many places have been packed with Go-Jek and Grab online transportation services, especially in the form of motorbikes. “*Ojek*” in the Big Indonesian Dictionary, namely a bicycle or motorbike that is attached by hitching a ride to the passenger or renter.<sup>6</sup>

The concept of law enforcement against online motorcycle taxis in Bandar Lampung on telephone use while driving is more frequent than other road users due to work demands when contacting customers. Online motorcycle taxi drivers take actions that are deemed to cause accidents and losses for other motorists, such as communicating or calling while driving, which can damage the Online Ojek driver's concentration. This is also very contradictory and violates Law Number 22 the Year 2009 concerning Road Traffic and Transportation (LLAJ) Article 106 paragraph (1), which states that every person driving a motorized vehicle on the road is obliged to drive his vehicle properly and with full concentration. Meanwhile, Article 283 also states that any person who drives a motor vehicle on the road inappropriately and carries out other activities or is affected by a condition that causes distraction in driving on the road can be punished with a maximum imprisonment of three months or a maximum fine of Rp. 750 .000.

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<sup>1</sup> Rissa Afni Martinouva, “Perlindungan Hukum Kepada Pengguna Jalan Lain Dari Angkutan Umum Ojek Online Pada Penggunaan Telepon Saat Mengemudi Kendaraan”, *Jurnal Pranata Universitas Bandar Lampung* 14, no. 2 (2019): 120-130, 120.

<sup>2</sup> Riswanto Tumuwe, Mahyudin Damis, dan Titiek Mulianti, “Pengguna Ojek Online Di Kalangan Mahasiswa Universitas Sam Ratulangi Manado”, *Jurnal Holistik* 11, no. 21A (2018): 1-19, 2.

<sup>3</sup> J.S. Badududan Sutan Mohammad, *Angkutan Umum dan Problematika* (Jakarta: Integraphic, 2012), 48.

<sup>4</sup> Rahardjo Adisasmita, *Dasar-dasar Ekonomi Transportasi* (Yogyakarta: Graha Ilmu, 2014), 38.

<sup>5</sup> Rabiman, Nurcholish Arifin Handoyono, “Traffic Awareness of Mechanical Engineering Education Students of Universitas Sarjanawiyata Tamansiswa Yogyakarta”, *Jurnal Pendidikan Vokasi Otomotif* 1, no. 2 (2019): 27-44, 33.

<sup>6</sup> <https://kbbi.web.id/ojek>, accessed on August 5, 2019.

This type of research is juridical-empirical research. Juridical research by examining laws and regulations that adjust data in the field through empirical research. This research is also carried out through a statutory approach and analytical prescriptive which aims to provide an overview or formulate a problem according to the circumstances or facts. The population of this research is road users. The research was conducted on other road users besides online motorcycle taxis and online motorcycle taxi drivers who are already operating as a population. The research sample was appointed by simple random sampling, namely to 100 online motorcycle taxi drivers from Grab and Go-Jek drivers the appointment was measured based on each of the representatives of 20 Districts in Bandar Lampung City. The sample of road users other than online motorcycle taxis 100 people as citizens is measured from 5 people per district in 20 districts in Bandar Lampung City, which is done by interview and questionnaire methods. Empirical research describes regulations and the implementation of Law no. 22 of 2009 concerning LLAJ, which is supported by reviewing whether several regulations have been applied. The research was also conducted on law enforcers, namely the Lampung Police Traffic Directorate and the Bandar Lampung City Transportation Service. The data used are secondary and primary. Data collection was carried out by literature study and field studies. Data processing is done by selecting, editing, classification, and data systematics. Data analysis was carried out quantitatively and qualitatively.

The study population was taken by simple random sampling according to the research objectives. The sample criteria are road users and resource persons who are mature (mature enough), understand driving, and have a driving license (SIM) A to drive a car and SIM C. The data used are primary, secondary, and tertiary data. Primary data source, namely through Law no. 22 of 2009 concerning LLAJ Article 283 and Article 106 Section (1). Secondary data sources are taken from book materials related to driving regulations for public transportation, expertise and knowledge of driving online motorcycle taxi drivers, regulatory mechanisms and traffic violations, search for documents written by journals of scientific papers, internet sites that provide research support information. Sources of tertiary data are taken from empirical research results, namely through observation, documentation, interviews, and questionnaires.

Online motorcycle taxi drivers often take actions that are considered to cause accidents and losses for other motorists, such as communicating or calling while driving, which can damage Online Ojek drivers' concentration. This is also very contradictory and violates Law Number 22 the Year 2009 concerning Road Traffic and Transportation (LLAJ) Article 106 Section (1), which states that every person driving a motorized vehicle on the road is obliged to drive his vehicle properly and with full concentration.

This can be seen from the rampant use of mobile phones by online transportation drivers who deliberately put their telecommunications equipment or cellphone on their vehicle's speedometer. This is what can lead to jealousy about the use of cellphones that the Police strictly prohibit the use of cellphones for vehicle users on the highway. However, it is unfortunate that online transportation uses a cellphone when driving, where often drivers see the cellphone they put on their vehicle, which is useful for checking order calls or the route of their intended journey.<sup>7</sup>

The observations made were that attaching a communication device to online public transportation proved that the telephone was used while driving a vehicle. Communicating by telephone while driving a vehicle will cause an accident that will harm other road users. Legal protection for road users is enforced through Law no. 22 of 2009 concerning LLAJ against the prohibition for motorists who carry out other activities or are affected by a condition that causes concentration problems. Are researchers interested in discussing the forms of regulations for using the telephone while driving against online motorcycle taxis in Bandar Lampung? and law

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<sup>7</sup> Arikha Saputra, "Tindakan Hukum Penggunaan Ponsel Pada Ojek Online Saat Berkendara", *Jurnal Komunikasi Hukum (JKH) Universitas Pendidikan Ganesha* 5, no. 2 (2019): 40-48, 42, DOI: 10.23887/jkh.v5i2.17895.

enforcement analysis regarding the regulations on using the telephone while driving against online motorcycle taxis in Bandar Lampung?

## B. Discussion

### 1. Regulations for Using Telephone While Driving Against Online *Ojek* in Bandar Lampung

Consciously or unconsciously, humans are influenced by the rules of living together that curb passions and regulate human relationships. The rules of life give instructions on which actions can be carried out and which actions should be avoided.<sup>8</sup> Protection of other road users is carried out with regulations so that motorized vehicle drivers can pay attention to traffic signs. Protection is also clearly enforced that motor vehicle drivers are required to prioritize pedestrians and cyclists' safety.

The government also imposes sanctions on Law no. 22 of 2009 concerning LLAJ Article 283, namely every person who drives a motorized vehicle on the road inappropriately and carries out other activities or is affected by a situation which results in distraction in driving on the road as referred to in Article 106 Section (1) shall be punished with imprisonment at the most for 3 (three) months or a fine of not more than IDR 750,000 (seven hundred and fifty thousand rupiahs).

The results obtained were interviews with the Lampung Police Traffic Directorate directed to the Lampung Police Traffic Director in Bandar Lampung City, represented by social field staff who were informants (PL). Brother PL argued that the form of regulations stipulated for online motorcycle taxi operators and drivers was not specific yet in Bandar Lampung as well as regional regulations. The guidelines used by the Lampung Polda Traffic Directorate to regulate it are in the form of Minister of Transportation Regulation Number 12 of 2019 concerning the Protection of Motorcycle User Safety. Interview with the Department of Transportation of the City of Bandar Lampung, represented by the road traffic sector staff informant with the initials (JW). Brother Jw argued that the form of regulations stipulated for online motorcycle taxi operators and drivers had no specificity in Bandar Lampung as well as regional regulations. The guidelines used are in the form of Regulation of the Minister of Transportation Number 12 of 2019 concerning Protection of the Safety of Motorbike Users for the Public Interest (in this study Permenhub No.12 of 2019) Article 1 which describes the definition of motorized vehicles, electronic system administrators, application companies, drivers, passengers, motorbikes, houses, the Minister and the Director-General. Article 2 Permenhub No. 12 of 2019 also states that this regulation is intended to provide safety protection for the use of motorbikes used for the benefit of the community, which is carried out: a. with information technology-based applications; and b. without information technology-based applications.

This regulation regulates online transportation in the form of motorbikes to the public and prioritizes public safety. Article 4 Permenhub No. 12 of 2019 describes the fulfilment of safety aspects as referred to in Article 3 Section (2) letter a must at least meet the following conditions: a. The driver is in good health; b. The driver uses a motorized vehicle with a valid Motor Vehicle Certificate; c. The driver has a driver's license C; d. The driver has a driver's license D to drive a special vehicle for persons with disabilities; e. Drivers obey road traffic procedures; f. The driver does not carry more than 1 (one) passenger; g. the driver controls the area of operation; h. The driver uses a vehicle that meets the technical requirements following statutory provisions; i. The driver checks the vehicle to be operated; j. The driver carries out maintenance of the vehicle according to the schedule set out in the maintenance book issued by the Brand

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<sup>8</sup> C.S.T. Kansil dan Christine S.T. Kansil, *Pengantar Ilmu Hukum Indonesia* (Jakarta: Rineka Cipta, 2014), 47.

Holder Agent; k. Drivers ride motorbikes naturally and with full concentration; Article 4 Permenhub Number 12 the Year 2019 letter k stipulates that drivers must ride motorbikes fairly and with full concentration.

This regulation is the most important point for the safety of online motorcycle taxi riders and other road users in the vicinity. Reasonable means that, like other vehicles, following trips according to local customs, they are not exaggerated. The concentration to focus on travel is also described in the explanation in Law no. 22 of 2009 concerning LLAJ Article 106 Section (1) means that what is meant by “full of concentration” is any person who drives a Motor Vehicle with full attention and is not distracted due to illness, fatigue, drowsiness, using the telephone or watching television or video installed in a vehicle, or drinking drinks that contain alcohol or drugs that affect the ability to drive the vehicle.

Fulfilment of the comfort aspect referred to in Article 3 Permenhub No. 12 of 2019 Section (2) letter c is also re-explained in Article 6 Permenhub No. 12 of 2019 at least meet the following conditions: a. The driver wears polite, clean, and neat clothes; b. The driver is friendly and polite; and c. Drivers are prohibited from smoking and do other activities that can interfere with concentration while riding a motorcycle. Public protection is described in Permenhub No. 12 of 2019 Article 16 Section (1). Public protection in the service of using motorbikes for the community's benefit is given to letter a. Passenger; and letter b. Driver. Section (2) Protection for Passengers as referred to in Section (1) letter a at least includes a. safety and security; b. comfort; c. the certainty of getting service; d. service for complaints and resolution of passenger problems.

Permenhub No. 12 of 2019 Article 17 regulates the use of motorbikes for the benefit of the community through mandatory applications: a. applying fair, transparent, and reliable treatment; b. ensure the confidentiality and security of Passenger data; and c. guarantee the driver's conformity and the vehicle with the driver's identity and vehicle data for the use of a motorbike for the benefit of the community, which is carried out using the application. Article 18 Permenhub No. 12 of 2019 Application Companies are required to provide a compliant service centre against sanctions for a temporary cessation of operations (suspend), and partner breakups are given to the driver.

Preventive action can be taken by the government as stipulated in Permenhub No. 12 of 2019 Article 19 The Government and/or Local Government shall supervise the use of motorbikes for the community's benefit. The results of coaching carried out by related parties by the Bandar Lampung City Transportation Service stated by Jw were providing direct directions by arranging the locations of online motorcycle taxi bases facilitated both by separate online motorcycle taxi drivers and by local facility providers. Observations were made by researchers who saw the facilities provided by food companies, hotels, airports, and shopping centres that facilitate online motorcycle taxi bases. The location provided is to provide a means for road users in the form of online motorcycle taxis to have a stopping place to have space to contact passengers or consumers. A place to wait for these passengers is provided so that online motorcycle taxis can be orderly in using road facilities.

Regulations on the use of telephones when driving against online motorcycle taxis in Bandar Lampung from the results of interviews with the Bandar Lampung City Transportation Agency and to the Lampung Police Traffic Director that the rules used as a reference are outlined in Permenhub No. 12 of 2019 Article 4, Article 6, Article 17, Article 18, and Article 19. These regulations are related to driving with concentration, application service obligations to regulating sanctions for drivers of online transportation, and supervision of motorbikes' operational use for the benefit of the community. Through the interview, online transportation users are still ignorant and do not follow the rules and supervision because not all points can be guarded and supervised by the related officers.

## 2. Law Enforcement Analysis of Regulations for Using Telephone While Driving Against Online *Ojek* in Bandar Lampung

Seeing the development of law enforcement in Indonesia that is still not running well, law enforcement is still interpreted as law enforcement only so that procedural justice is used as a reference in the law enforcement process. When viewed from a philosophical approach, basically, law enforcement's goal is to realize what the law wants to achieve. The essence of the purpose of law itself lies in injustice.<sup>9</sup> Many factors influence law enforcement officers' weak mentality, including a weak understanding of religion, economy, non-transparent recruitment processes, and so on. So it can be emphasized that law enforcement factors play an important role in the law's functioning. If the regulations are good, but law enforcement's quality is low, there will be problems. Likewise, if the regulations are bad while law enforcement's quality is good, the possibility of problems arising is still open.<sup>10</sup>

The movement of goods and/or people from one place to another is a very common thing in people's lives, commonly referred to as transportation. The need for transportation is the main need for humans to move.<sup>11</sup> Transportation is a very much needed tool because transportation can streamline work and help meet daily needs. Online public transportation facilities are also used to become business partners for merchants whose sales of goods also use goods delivery services. Driver-partners have to adjust to the points policy and rates of the application company, so they must pursue the target with working hours until the specified achievement is met. The driver-partner works without a clear time limit to pursue the application company's work target to get a bonus.<sup>12</sup> Precaution in driving must be observed and the rule of law always becomes a guideline even though the time to reach the driving target is very limited.

Communication is the point of this research because it is too often done while driving. These activities are very contrary to road traffic laws. Using communication tools while driving will allow a lack of concentration and can lead to accidents. An accident that cannot be avoided is detrimental to one or two surrounding motorists and the surrounding community, both cycling, and pedestrians. Online motorcycle taxi drivers are people who are expected to be able to and understand the legal rules that are in place to protect their journeys and the journeys of other road users. An analysis of law enforcement the regulations on using the telephone while driving against online motorcycle taxis in Bandar Lampung will retrieve data through the object of research, the length of work experience of online motorcycle taxi drivers, communication tools for online motorcycle taxi drivers, and online motorcycle taxi instances contacting consumers when on the way to the booking location. The research data is the prescriptive-analytical basis that proves the true reality of using telecommunications equipment when driving online motorcycle taxis and law enforcement.

### a. Object of Research

The object that became the research was 100 online Gojek drivers, 47 (forty-seven) Grab drivers, and 53 (fifty-three) Gojek drivers from each representative of 20 sub-districts in Bandar Lampung City. Planning carried out by researchers is for 100 (one hundred) online motorcycle taxi drivers, 50 (fifty) Grab drivers, and 50 (fifty) Go-Jek drivers from each of the representatives of 20 (twenty) Districts in Bandar Lampung City. The sample of road users

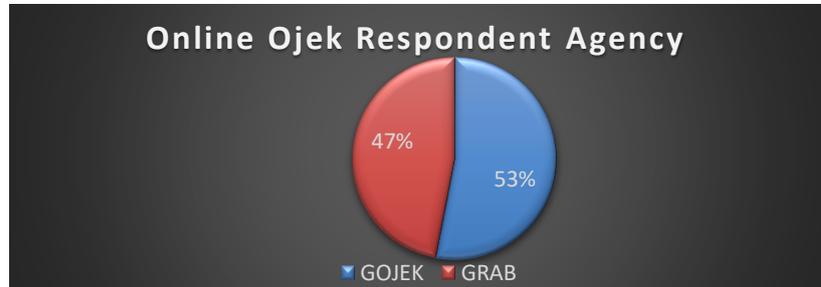
<sup>9</sup> Ucut Agiyanto, "Penegakan Hukum di Indonesia: Eksplorasi Konsep Keadilan Berdimensi Ketuhanan", *Prosiding Seminar Nasional Universitas Muhammadiyah Surakarta* (2018): 493-503, 495.

<sup>10</sup> Hasaziduhu Moho, "Penegakan Hukum Di Indonesia Menurut Aspek Kepastian Hukum, Keadilan dan Kemanfaatan", *Jurnal Warta Dharmawangsa* 13, no. 1 (2019): 1-13, 4, DOI: 10.46576/wdw.v0i59.349.

<sup>11</sup> Natal Pangondian Siagian Junior, Audie L.E. Rumayar, Theo K. Sendow, "Analisis Kebutuhan Angkutan Umum Penumpang Kota Manado (Studi Kasus: Paal Dua-Politeknik)", *Jurnal Sipil Statik* 4, no. 6 (2016): 367-373, 369.

<sup>12</sup> Anggalih Bayu Muh. Kamim, M. Rasmul Khandiq, "Gojek dan Kerja Digital : Kerentanan dan Ilusi Kesejahteraan yang Dialami oleh Mitra Pengemudi dalam Kerja Berbasis Platform Digital". *Jurnal Studi Pemuda* 8, no. 1 (2019): 59-73, 61, DOI: 10.22146/studipemudaugm.45240

other than online motorcycle taxi 100 people as community members was measured from 5 (five) people per sub-district in 20 (twenty) sub-districts of Bandar Lampung City. This was done by interview and questionnaire methods. The results of the research are shown in Picture 1. This data will help provide information that represents data analysis related to law enforcement held in Bandar Lampung.

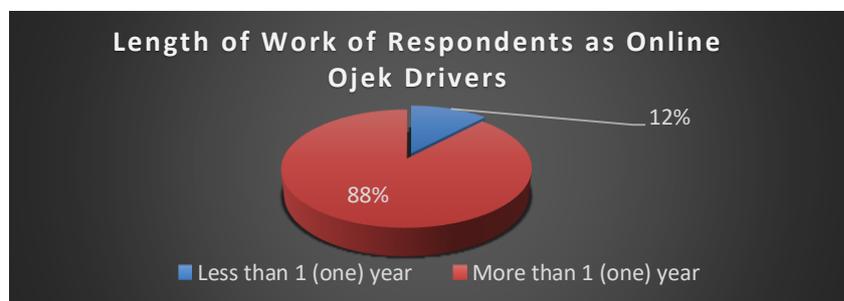


Picture 1. The object of online motorcycle taxi research was used as an interview and questionnaire respondents

#### b. Length of Work for Online Ojek Drivers

The driving experience is also an important thing that can affect the safety of motorcyclists based on research conducted by Gineung Utari in 2010 showing the results of driving time have a relationship with driving safety behaviour so that the level of mastery of a person's knowledge and skills in their work can be measured from experience and understanding, as well as the skills they have.<sup>13</sup>

Testing questions were also carried out on how long it took an online motorcycle taxi to do their job. Having experience in work will affect the understanding and regulations that should be understood when carrying out their duties as service providers to consumers. The percentage shown by the respondents was 12% (twelve per cent) who have been carrying out transportation as an online motorcycle taxi for less than 1 (one) year. Respondents for online motorcycle taxis who have carried out transportation as an online motorcycle taxi for more than 1 (one) year are 88% (eighty-eight per cent) of 100 (one hundred) respondents. The results of interviews and online motorcycle taxi questionnaires on the data collection taken show that many have been working for more than 1 (one) year and sufficiently understand the routes and regulations set for their profession. The results of the research are shown in Picture 2. This illustrates that the understanding of online motorcycle taxi drivers is sufficient to understand and have experience in serving and carrying passengers.

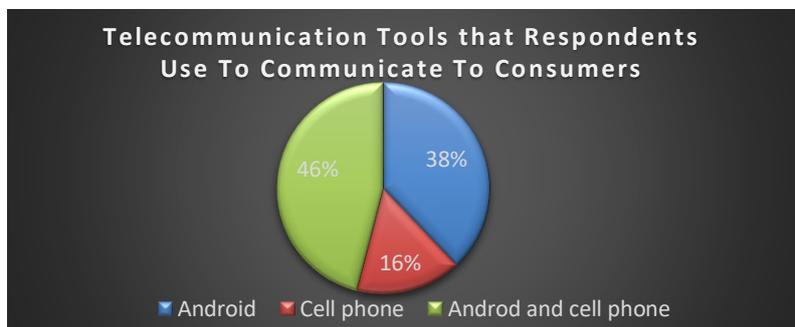


Picture 2. Experience as an online motorcycle taxi driver

<sup>13</sup> Nova Mega Muryatma, "Hubungan Antara Faktor Keselamatan Berkendara Dengan Perilaku Keselamatan Berkendara", *Jurnal Promkes* 5, no. 2 (2017): 155 – 166, 160, DOI: 10.20473/jpk.V5.I2.2017.155-166.

### c. Online *Ojek* Driver Respondent Communication Tool

Testing of online motorcycle taxi communication tools was also carried out because the type would affect the concentration on its use. The use of cell phones while driving will affect online motorcycle taxi drivers' concentration, especially when delivering delivery services to consumers. Concerns are also for online motorcycle taxi drivers and other road users around them who must be protected and aware of their safety. The percentage is shown from 100 (one hundred) online motorcycle taxis, namely 46% (forty-six per cent) of use on regular phones and types of android/smartphone. Respondents 16% (sixteen per cent) of online motorcycle taxis using mobile phones/cellphones and 38% (thirty-eight) using the android/smartphone types are shown in picture 3. The results of interviews and online motorcycle taxi questionnaires on data collection taken show that other than using the android/smartphone is also assisted by a cell phone. The observations made on this online motorcycle taxi transportation tool are clear that the android telecommunication device is attached to the vehicle device so that it is easy to see while driving.



Picture 3. Percentage of Communication Equipment for Online *Ojek* Drivers

### d. The Intensity of the Online Motorcycle Taxi to Contact Consumers When on the Way to the Booking Location

There are two types of communication. The first is mass media communication and direct communication (face to face). Mass media communication (press, radio, film, internet, and television) and communication with individual media (telegraph letters, telephone, etc.).<sup>14</sup> Communication is the point of this research because it is too often done while driving. These activities are very contrary to road traffic laws. Using communication tools while driving will allow a lack of concentration and can lead to accidents. An accident that cannot be avoided is detrimental to one or two surrounding motorists and the surrounding community, both cycling and pedestrians.

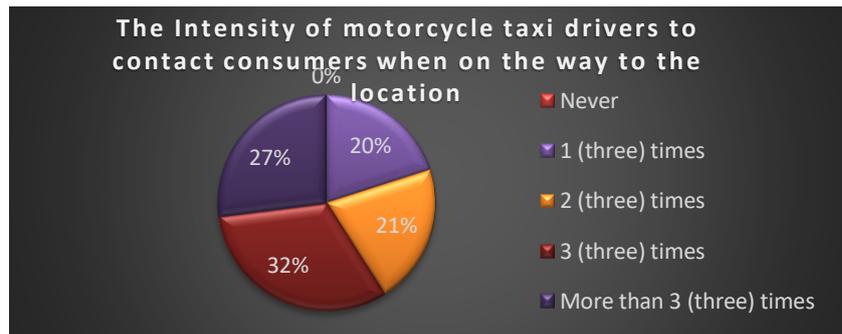
The questionnaire regarding the online motorcycle taxi agency contacted consumers when on the way to the location of the order because it affected concentration on carrying out their duties. Online motorcycle taxi agencies contact consumers when on trips to locations more than 3 (three) times, namely 27% (twenty-seven per cent). The intensity of online motorcycle taxis to contact consumers 3 (three) times, namely 32% (thirty-two percent). The intensity of online motorcycle taxis to contact consumers 2 (three) times, namely 21% (twenty-one percent). The intensity of online motorcycle taxis to contact consumers 1 (one) time, namely 20% (twenty percent) and never contacting is 0% (enol percent). The research results are shown in picture 4.

The results of this study contradict the explanation in Law no. 22 of 2009 concerning LLAJ Article 106 Section (1) as well as the regulations in Article 4 of Permenhub Number 12 of 2019 letter k stipulating that drivers must ride motorbikes properly and with full concentration. The use of cell phones while driving will affect the concentration of online motorcycle taxi drivers.

<sup>14</sup> Anwar Arifin, *Ilmu Komunikasi: Sebuah Pengantar Ringkas* (Jakarta: Raja Grafindo Persada, 2006), 1.

The intensity of contacting passengers is very much done while driving, this proves that the lack of control over online motorcycle taxi drivers in carrying out their work.

Online motorcycle taxi drivers do not obey driving rules because they communicate more by telephone while driving. This situation will distract from concentration while driving and allow accidents to occur. Article 283 of Law no. 22/2009 concerning LLAJ also states that every person driving a motorized vehicle on the road inappropriately and carrying out other activities or is affected by a situation that causes distraction in driving on the road can be punished with a maximum imprisonment of three months or a maximum fine of Rp750 .000. This regulation is the most important point for the safety of online motorcycle taxi riders and other road users in the vicinity.



Picture 4. The Intensity of motorcycle taxi drivers to contact consumers when on the way to the location

The analysis data has proven that the intensity of contacting passengers is very much done while driving. Online motorcycle taxi drivers do not obey the rules because they communicate more by telephone while driving, this situation will distract from allowing accidents to occur. It is hoped that online motorcycle taxi organizers will facilitate more extension training facilities in collaboration with the government. The training aims to get the predicate of passing the feasibility test for driving an online motorcycle taxi by not getting used to communicate using the telephone while driving so that it does not interfere with concentration. Local regulations are needed to protect transportation drivers and protect other road users from negligence that can be done by disorderly online motorcycle taxi drivers.

### C. Conclusion

Regulations for using the telephone while driving for online motorcycle taxis in Bandar Lampung through the results of interviews with the Lampung Police Traffic Directorate and the Bandar Lampung City Transportation Service that the rules used as a reference are contained in Permenhub No. 12 of 2019 Article 4, Article 6, Article 17, Article 18, and Article 19. These regulations are related to driving with concentration, application service obligations to regulating sanctions for drivers of online motorcycle taxi transportation, and supervision of motorbikes' operational use for the benefit of the community.

The online motorcycle taxi agency contacted consumers while on the way to the location 3 (three) times, namely 32% (thirty-two per cent), and the online motorcycle taxi intensity contacted consumers more than 3 (three) times, namely 27% (twenty-seven percent). The analysis data has proven that the intensity of contacting passengers is very much done while driving. Online motorcycle taxi drivers do not obey the rules because they communicate more by telephone while driving. This situation will distract from concentration while driving and allow accidents to occur.

Government-related agencies in Bandar Lampung City can better supervise and take preventive action against online motorcycle taxi organizers. It is hoped that online motorcycle

taxi organizers will facilitate more extension training facilities in collaboration with the government. Local regulations are needed to protect transportation drivers and protect other road users from negligence that disorderly online motorcycle taxi drivers can do.

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