

COLLABORATIVE GOVERNANCE SYNERGY IN HANDLING OVER-DIMENSION AND OVERLOADED VEHICLES AT THE SIDOARJO MOTOR VEHICLE TESTING UNIT (UPT PKB)

Rohmad Miza Nur Hasan¹⁾, Ulul Albab²⁾, Eny Haryati³⁾

^{1), 2), 3)} Faculty of Administrative Sciences, Dr. Soetomo University, Surabaya

E-mail: hasan.reborn77@gmail.com

ABSTRACT

This study aims to analyze cross-sector synergy in tackling Over Dimension and Over Loading (ODOL) violations in Sidoarjo Regency following the implementation of the zero-free motor vehicle inspection policy based on Regional Regulation Number 1 of 2024. This zero-rupiah tariff policy reoriented the focus of the Sidoarjo Motor Vehicle Testing Technical Implementation Unit (UPT PKB) from meeting the Regional Original Revenue (PAD) target to creating public value in the form of transportation safety. However, the elimination of the financial barrier has not been linearly related to a decrease in the number of ODOL violations. Using a qualitative descriptive-analytical approach, this study dissects the interaction between actors through the lens of Ansell and Gash's Collaborative Governance theory, Merilee S. Grindle's policy implementation theory, and Mark H. Moore's public value theory. Field findings indicate that the collaboration cycle is still in a transitional stage. Multi-stakeholder commitments tend to be trapped in ceremonial formalities on paper, while the operational level is colored by sectoral fragmentation and conflicting economic interests. The UPT PKB (Traffic Safety and Roadworthiness Unit) has the technical legitimacy to detect vehicle roadworthiness on the test lane, but is hampered by its enforcement authority on the highway, which is the sole domain of the Sidoarjo Police Traffic Unit. Limited personnel, a lack of real-time data exchange channels, logistical blind spots, and the reluctance of manufacturing industry associations to invest in independent scales are the main structural obstacles from upstream to downstream. As a result, ODOL mitigation remains reactive-defensive and temporary. This study suggests the importance of strengthening real-time data-based digital integration, reorganizing inclusive tactical communication forums, and strict supervision at the upstream end of the industry to create a safe, orderly, and sustainable land transportation ecosystem in Sidoarjo Regency.

Keywords: *Collaborative Governance, ODOL, UPT PKB Sidoarjo, Public Value, Free Retribution.*

INTRODUCTION

The land transportation system is the main artery that drives the wheels of the economy and regional logistics mobility, especially in industrial corridors which are the main pillars of the regional economy.(Ardhan Pratama & Susanti, 2023)In the goods movement ecosystem, smooth distribution flows are highly dependent on the availability of adequate road infrastructure and the roadworthiness of the operating fleet. The state is present to ensure public safety and minimize the negative externalities of land transportation through comprehensive vehicle roadworthiness regulatory instruments.(Sari & Rusli, 2023). This control is urgently needed to be implemented