

ABSTRACT

This reexamines the implementation of Article 13 of Law Number 23 of 2014 on Regional Government in relation to the termination of weighbridge operations in Jember Regency and its juridical implications for the exercise of regional autonomy and the enforcement of traffic law concerning freight transportation. The research employs a normative legal research method using a statutory approach, a conceptual approach, and a case approach. The legal materials analyzed consist of primary, secondary, and tertiary legal sources, which are examined qualitatively. The findings indicate that the termination of weighbridge operations in Jember Regency following the withdrawal of authority by the central government has not been accompanied by mechanisms of deconcentration or the delegation of supervisory functions to local governments, resulting in a regulatory and institutional vacuum in the supervision of over-dimension and over-loading (ODOL) vehicles. This condition reflects issues of justice in the distribution of authority between the central and regional governments, as the adverse impacts of the policy are borne by local governments without adequate supervisory powers. Consequently, this situation has led to weakened effectiveness in traffic law enforcement, an increased risk of road infrastructure damage, and suboptimal implementation of the principle of regional autonomy as mandated by Article 13 of Law Number 23 of 2014. Therefore, a fair and proportional restructuring of authority is necessary to ensure that the effectiveness of national supervision remains aligned with the principles of justice and legal certainty in the administration of regional autonomy.

Keywords: Weighbridge; Government Authority; Regional Autonomy; Equity of Authority; Law Enforcement.