

# Research Horizon

ISSN: 2808-0696 (p), 2807-9531 (e)

## Research Horizon

Volume: 05

Issue: 02

Year: 2025

Page: 405-414

## Citation:

Bawole, H. Y. A.,  
Bawole, G. Y., &  
Taroreh, H. (2025). The  
role of stakeholders in  
protecting victims of hit-  
and-run crimes in North  
Sulawesi. *Research  
Horizon*, 5(2), 405-414.

## The Role of Stakeholders in Protecting Victims of Hit-and-Run Crimes in North Sulawesi

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## Abstract

The purpose of this study is to determine the role of stakeholders in providing protection for victims of hit-and-run crimes in traffic accidents. Law enforcement practices in Indonesia are often colored by things that are contrary to the principles that uphold human rights. Since ancient times, the human rights of Indonesian citizens have often been ignored or neglected, including victims of hit-and-run crimes in traffic accidents. Based on this history, the Indonesian government is trying to protect victims of crime, including victims of hit-and-run crimes in traffic accidents. Legal protection for victims of hit-and-run crimes in North Sulawesi has not yet fulfilled a sense of justice and every year the number of victims increases, both minor injuries, serious injuries, and even death. In this case, the role of institutions is very much needed. In conclusion, the role of stakeholders in protecting victims of hit-and-run crimes in North Sulawesi includes the role of the North Sulawesi Regional Police which uses penal and non-penal efforts. As well as the role played by the North Sulawesi Regional Government. This role is a concrete step in realizing the goal of protecting victims of hit and run accidents, especially those that occur in North Sulawesi.

## Keywords

Regional Police, Government Institutions, Hit-and-Run Victims, Traffic Accidents, Human Rights.

## 1. Introduction

Law Number 22 of 2009 concerning Traffic and Road Transportation. According to Khan and Das (2024), traffic and road transportation as part of the national transportation system must develop its potential and role to realize security, safety, order, and smoothness of traffic and road transportation to support economic development and regional development. Law Number 14 of 1992 concerning Traffic and Road Transportation is no longer in accordance with the current conditions, changes in the strategic environment, and the needs of the implementation of Traffic and Road Transportation so that it needs to be replaced with a new law (Sulastri & Efendi, 2023). Law Number 22 of 2009 concerning Traffic and Road Transportation has been stipulated in the Plenary Meeting of the Indonesian House of Representatives on May 26, 2009, which was then ratified by the President of the Republic of Indonesia on June 22, 2009. This Law is a continuation of Law Number 14 of 1992. With the enactment of Law Number 22 of 2009 concerning Traffic and Road Transportation, Law Number 14 of 1992 concerning Traffic and Road Transportation is revoked and declared null and void (Haris, 2021). To avoid a legal vacuum, all implementing regulations are declared to remain in effect if they do not conflict with or have not been replaced with new ones based on this Law (Purwoleksono, 2014).

Article 312 Number 22 of 2009 Law on Road Traffic and Transportation (*Undang-Undang tentang Lalu Lintas dan Angkutan Jalan/UULLAJ*) is the legal basis for the crime of hit and run. "Any person who drives a Motor Vehicle involved in a Traffic Accident and intentionally does not stop the vehicle, does not provide assistance, or does not report the Traffic Accident to the nearest Indonesian National Police as referred to in Article 231 paragraph (1) letter a, letter b, and from the protection of victims of hit-and-run crimes letter c without a proper reason shall be punished with imprisonment of a maximum of 3 (three) years or a maximum fine of Rp. 75,000,000.00 (seventy-five million rupiah) (Kirana et al., 2023).

According to Asri et al. (2017), Bahreisy et al. (2022), and Pratama (2022), regulation of the Minister of Finance of the Republic of Indonesia Number 36 and 37/PMK.010/2008 dated February 26, 2008, regulates the Amount of Compensation and Mandatory Contribution to the Road Traffic Accident Fund. In Article 2, it is explained that victims of road traffic accidents or their heirs are entitled to compensation. The amount of compensation is determined as follows: the heirs of the deceased victim are entitled to receive compensation of Rp. 25,000,000.00 (twenty-five million rupiah). Victims who suffer permanent disability are entitled to receive compensation, the amount of which is calculated based on the percentage figure as stipulated in Article 10 paragraph (3) of Government Regulation Number 18 of 1965 of the amount of death compensation. Meanwhile, victims who require care and treatment are entitled to receive compensation in the form of reimbursement of medical care and treatment costs of a maximum of IDR 10,000,000.00 (ten million rupiah). Based on this description, the purpose of this study is to determine the role of stakeholders in providing protection for victims of hit-and-run crimes in traffic accidents.

## 2. Literature Review

The primary legal framework for hit-and-run crimes in Indonesia is Law Number 22 of 2009 concerning Traffic and Road Transportation (UULLAJ), with Article 312 criminalizing fleeing an accident scene without stopping, assisting, or reporting to police, carrying penalties of up to three years' imprisonment or a Rp. 75,000,000 fines (Kirana et al., 2023). Despite its aim to deter such acts, enforcement faces challenges like limited police resources, difficulties identifying perpetrators, and

societal attitudes toward traffic violations, with persistent gaps in regions like North Sulawesi due to inadequate infrastructure and coordination (Haris, 2021; Sulastri & Efendi, 2023). Additionally, the Regulation of the Minister of Finance Number 36 and 37/PMK.010/2008 establishes the Road Traffic Accident Fund, managed by PT Jasa Raharja, providing compensation from Rp. 25,000,000 for fatalities to Rp. 10,000,000 for medical costs (Asri et al., 2017; Pratama, 2022). However, Bahreisy et al. (2022) note that these amounts, unadjusted for inflation, and bureaucratic claim processes limit support, especially for victims in remote areas.

The role of law enforcement, particularly the police, is central to addressing hit-and-run crimes. Rambe and Sihombing (2024) emphasize the adoption of restorative justice principles by the Indonesian National Police, as seen in mediation processes that prioritize victim-perpetrator reconciliation. This approach, supported by Angraeni et al. (2024), aligns with global trends in criminal justice that seek to balance punishment with victim satisfaction. However, Assalmani (2021) notes that while mediation can expedite resolutions and reduce court burdens, it may not always deliver justice if victims feel pressured to settle due to financial or social constraints. In North Sulawesi, the Regional Police's Traffic Accident Unit follows the Regulation of the Chief of the Republic of Indonesia National Police Number 15 of 2013, which outlines procedures for accident investigations, including crime scene analysis and evidence collection (Kristanto, 2022). Mulyadi and Sh (2023) argue that the effectiveness of these procedures depends on the availability of technology, such as CCTV, and the cooperation of witnesses, both of which are often limited in rural areas.

Non-penal efforts, such as public education and traffic discipline campaigns, are equally important. Dewi et al. (2022) and Utomo (2019) highlight the role of police socialization programs, such as those conducted by the North Sulawesi Regional Police's Dikyasa unit, in fostering traffic awareness among young people. These programs emphasize helmet use, vehicle maintenance, and adherence to traffic rules, which Philip et al. (2013) and Cestac and Carnis (2024) identify as critical in reducing accident rates. However, Mukti and Ruslie (2024) argue that the impact of such programs is limited by inconsistent implementation and a lack of follow-up evaluation, particularly in reaching broader community segments beyond students.

The North Sulawesi Provincial Government, particularly through the Public Works Department, plays a crucial role in preventing traffic accidents through infrastructure maintenance. Law Number 22 of 2009 mandates road operators to ensure road safety by conducting feasibility tests and repairing damaged roads (Praktis, 2010). Utomo (2019) underscores the importance of timely road repairs in reducing accident risks, while Khan and Das (2024) advocate for a safe system approach that integrates infrastructure improvements with enforcement and education. However, Widijowati (2023) points out that budget constraints and bureaucratic inefficiencies often delay road maintenance in Indonesia, increasing the likelihood of accidents, including hit-and-run incidents.

## **2. Method**

The research method used is the normative legal research method, namely legal research conducted by examining legal materials as a basis for analysis through tracing related to the problems studied (Peter, 2005). This method is commonly used in legal studies that focus on understanding legal norms, doctrines, and principles found in statutory regulations, court decisions, legal theory, and the views of legal scholars. This research was conducted by collecting library materials relevant to the case and institutions related to providing protection for victims of hit-and-run crimes in traffic accidents (Soekanto, 1981). The use of literature or document study in this context is crucial in understanding how legal protection is regulated, how it is applied, and where the gaps might lie in existing legal frameworks. This research

includes three types of legal materials, namely primary, secondary, and tertiary legal materials. Primary legal materials are legal materials that are binding and sourced from laws and regulations, such as the Criminal Code (*Kitab Undang-Undang Hukum Pidana/KUHP*), the Road Traffic and Transportation Law (*Undang-Undang tentang Lalu Lintas dan Angkutan Jalan/UU LLAJ*), and other statutory regulations relevant to traffic crimes and victim protection. These materials serve as the main reference in analyzing the legal position of hit-and-run victims and the obligations of the state in providing protection. Secondary legal materials are materials that provide explanations regarding primary legal materials, especially written works related to the subject matter. These can include legal journals, books by legal experts, research reports, and commentaries that help interpret the content and application of the law. Meanwhile, tertiary legal materials are materials that provide instructions or explanations for primary and secondary legal materials, for example the Big Indonesian Dictionary (*Kamus Besar Bahasa Indonesia/KBBI*), encyclopedias, and legal dictionaries. These tertiary materials support a more accurate understanding of legal terminology and help ensure the consistency and clarity of the legal analysis presented in the research.

### 3. Results

#### 3.1. The Role of the North Sulawesi Regional Police

The penal efforts carried out by the North Sulawesi Regional Police in handling hit-and-run cases emphasize legal enforcement, including mediation. Prior to formal investigation, mediation is prioritized. According to Rambe and Sihombing (2024), if the victim forgives and reconciles with the perpetrator and withdraws the report, the case does not proceed to court. The agreement typically involves material compensation to the victim. This process is seen as more efficient and just as it avoids lengthy court proceedings. Assalmani (2021) explains that traffic accident disputes are often resolved through mediation, as it provides satisfactory outcomes and fosters a sense of justice in society. This approach aligns with the principles of Restorative Justice, which focuses on peacebuilding, accountability, and mutual resolution (Angraeni, 2024; Praktis, 2010). The process begins with summoning both parties for clarification and continues with an investigation and the drafting of an official Examination Report (*Berita Acara Pemeriksaan/BAP*). The mediation is facilitated by the Traffic Accident Unit investigator, often with the involvement of family members or community leaders. In some cases, mediation may occur without police involvement, directly between parties. If no agreement is reached, the case proceeds through legal channels (Ruba'i, 2021).

According to Kristanto (2022), the investigation process carried out by the Traffic Accident Unit in handling hit-and-run accident cases is in accordance with the Regulation of the Chief of the Republic of Indonesia National Police Number 15 of 2013 concerning Procedures for Handling Traffic Accidents. The process begins with the Traffic Accident Unit receiving a report of a hit-and-run accident from the public, either directly or through the integrated police service center (Sari, 2021). After receiving the report, the Traffic Accident Unit immediately goes to the scene of the crime and helps the victim. If the victim still shows signs of life, first aid will be given immediately and taken to the hospital using the Traffic Accident Unit Car, or if the location is close to a health center, an ambulance will be called from the nearest health center. Furthermore, the Traffic Accident Unit secures evidence such as motor vehicles, vehicle registration, driver's license, cargo, or other objects related to the hit-and-run incident. After that, a crime scene investigation (*Tempat Kejadian Peristiwa/TKP*) is carried out, seeking information from witnesses, and searching for and arresting the perpetrators of the hit-and-run (Mulyadi & Sh, 2023).

The investigation in examining a hit-and-run case is first by making a Letter of Notification of Commencement of Investigation (*Surat Pemberitahuan Dimulainya Penyelidikan/SPDP*) and then submitted to the Public Prosecutor (*Jaksa Penuntut Umum/JPU*). After that, immediately conduct an examination of the hit-and-run perpetrator, victim and witnesses, then make a report of the examination of the hit-and-run perpetrator, victim and witnesses. After that, examine the TKP (Crime Scene) and then make a Report at the TKP and make a sketch of the TKP. Then the vehicle that is evidence of the hit-and-run accident is confiscated, then make a Report of Confiscation (Hermawati, 2024). Then within 1x24 hours after the Report of Confiscation is made, a detention order is issued, the maximum detention carried out by the police is for 20 (twenty) days and can be extended by the public prosecutor for 40 (forty) days, if the examination has not been completed (Widijowati, 2023). The process of investigating a hit-and-run accident, the Traffic Accident Unit Investigator applies punishment to the perpetrator of the crime of hit-and-run in accordance with applicable legal provisions and is punished according to the actions committed.

In addition to penal efforts, non-penal measures are also taken to address hit-and-run crimes. These preventive efforts aim to deter and control criminal acts before they occur. One such strategy by the North Sulawesi Regional Police is socialization on "Traffic Discipline" for the public. Traffic discipline refers to adherence to traffic laws as stated in Law Number 22 of 2009 (Dewi et al., 2022). Drivers must avoid violations like ignoring signs and fulfill obligations such as carrying documents, obeying markings, maintaining speed limits, and parking properly (Ali, 2015). Traffic discipline reflects national culture and road safety awareness, requiring full concentration and compliance with technical and safety rules, roadworthiness, and traffic regulations (Mukti & Ruslie, 2024). It emphasizes that drivers must not use phones, must wear helmets (for two-wheelers), use seat belts (for four-wheelers), avoid high speeds, follow signs, and avoid pedestrian paths. Drivers must also not litter, must hold a valid license, and respect pedestrian zones.

In The North Sulawesi Regional Police through the Traffic Unit (*Satuan lalu lintas/Satlantas*) conducted outreach on "Traffic Order" to Senior High Schools (SMA) or equivalent, Traffic Unit Dikyasa (Satlantas) is a special unit of the Traffic Unit (Satlantas) which is tasked with providing socialization of traffic order to Senior High School (*Sekolah Menengah Atas/SMA*) students and providing supplies and understanding to Senior High School (SMA) students about the importance of traffic order. Awareness of traffic ethics has begun to decline in today's era, especially often done by young people who seem to be unaware of traffic rules and ethics. This is due to their ignorance of this and the lack of socialization to them. This can be overcome if road users are given lessons or traffic ethics from an early age. Traffic order is the behaviour of road users in implementing traffic laws and regulations as well as norms of politeness between fellow road users. The purpose of traffic order is to maintain safety for drivers themselves and others on the road (Utomo, 2019).

The traffic discipline seminar delivered to high school students covers several essential aspects of safe driving and road awareness. First, students are taught to perform pre-ride or pre-drive checks on their vehicles. For motorcycles (2 wheels), this includes checking the brakes, tires, headlights or signal lights, and rear-view mirrors to ensure everything is in good condition. For cars (4 wheels or more), the checklist is more extensive, including brakes, tires, main headlights, signal lights, brake fluid, rear-view mirrors, battery water, radiator water, and oil levels. In addition to these, vehicles with four wheels or more must be equipped with essential tools such as seat belts, spare tires, safety triangles, jacks, wheel openers, first aid kits, and helmets or vests for drivers operating vehicles without a housing unit.

Students are also introduced to the concept of driver readiness, which includes being in good physical condition and carrying personal identity documents such as

a valid Driving License (*Surat Izim Mengemudi/SIM*) appropriate for the vehicle type, a Vehicle Registration Certificate (*Surat Tanda Nomor Kendaraan/STNK*), and any other supporting documents. Motorcycle riders and drivers of open vehicles are required to wear helmets that meet the Indonesian National Standard (*Standar Nasional Indonesia/SNI*). These helmets must be worn correctly, ensuring that the helmet is in good condition and the chin strap is securely fastened until a “click” sound is heard.

The seminar highlights crucial traffic safety measures, with a focus on helmet use. Helmets are essential for protecting the rider’s head during accidents, reducing the risk of fatalities, shielding against dust and dirt, and maintaining focus while riding (Philip et al., 2013). The seminar also emphasizes the importance of obeying traffic rules, such as adhering to road signs, markings, and movement regulations. Drivers are required to carry proper documents, including STNK, SIM, and proof of vehicle tests for public vehicles. As stated by Cestac & Carnis (2024), the use of SNI-certified helmets is mandatory for both drivers and passengers on motorcycles, as well as for four-wheeled vehicle drivers without housing. Seat belt use is another critical safety measure, with both drivers and front-seat passengers in cars required to wear them. Seat belts reduce the risk of severe injuries by preventing head impact, hitting the steering wheel, and reducing the chance of being thrown forward in a crash (Zhang, 2021). Lastly, the seminar covers the correct overtaking procedure, advising motorized vehicles to overtake only when safe and using the right lane when necessary.

### **3.2. The Role of the North Sulawesi Provincial Government**

The government through the Public Works Department has the responsibility to provide and/or improve traffic arrangements, facilities, and infrastructure that cause accidents. This has been regulated in Law Number 22 of 2009 concerning Traffic and Road Transportation (Traffic Law), which emphasizes the obligation of road operators to improve road conditions to avoid the risk of traffic accidents (Dewi et al., 2022). Article 22 of the Traffic Law states that roads that are operated must meet the requirements for road function feasibility technically and administratively. Road operators are also required to carry out road function feasibility tests before operation, as well as to carry out periodic road function feasibility tests for roads that are already in operation, with a maximum period of ten years and/or according to needs (Utomo, 2019).

Road organizers, usually carried out by the government through the Public Works Department (PU), have an obligation to carry out repairs to damaged roads. This obligation is emphasized in Article 24 of the Traffic Law, which states that road organizers are required to immediately repair damaged roads that can cause traffic accidents. If repairs to damaged roads cannot be carried out, road organizers are required to provide signs or signs on damaged roads to prevent traffic accidents. This shows that road organizers are required to immediately carry out repairs or, at least, provide signs or signs on damaged roads to maintain the safety of road users (Praktis, 2010).

## **4. Discussion**

In addressing hit-and-run traffic accidents, the North Sulawesi Regional Police (*Kepolisian Daerah Sulawesi Utara/Polda Sulut*) adopts both penal (repressive) and non-penal (preventive) approaches to ensure justice and public safety. The penal measures focus on enforcement and legal proceedings, while the non-penal efforts emphasize education and prevention. According to Angraeni et al. (2024), and Praktis (2010), penal actions begin with a mediation process, aligning with the Restorative Justice principle that seeks peaceful resolution between perpetrators and victims. Mediation is prioritized before formal investigations, and if the victim

forgives and agrees to settle, the case may not proceed to court (Rambe & Sihombing, 2024). This is advantageous as it allows the victim to obtain justice without undergoing time-consuming legal processes. Investigations still follow strict procedures as regulated in Regulation of the Chief of the Republic of Indonesia National Police (*Peraturan Kepala Kepolisian Negara Republik Indonesia/Perkap*) Number 15 of 2013, including the issuance of notice of Commencement of investigation (*Surat Pemberitahuan Dimulainya Penyidikan /SPDP*), the Scene of the Matter (*Tempat Kejadian Perkara /TKP*) analysis, suspect examinations, and evidence collection (Sari, 2021; Mulyadi & Sh, 2023).

Non-penal or preventive efforts to improve road safety are primarily carried out through education and community outreach. The Traffic Unit (Satlantas) of the North Sulawesi Police plays a significant role in promoting traffic discipline and order, particularly focusing on high school students through the Dikyasa unit. According to Utomo (2019) these programs are designed to instill early awareness about road safety, traffic regulations, and the importance of using protective equipment such as helmets. The programs also emphasize vehicle readiness, driver eligibility, proper road behavior, and the crucial role of helmets and seat belts in preventing accidents (Mukti & Ruslie, 2024).

In addition to the efforts of law enforcement, the North Sulawesi Provincial Government, through the Public Works Department, is responsible for maintaining road safety infrastructure. In line with Law Number 22 of 2009, the government is required to conduct periodic feasibility tests on road functions and promptly repair any damaged roads to reduce accident risks (Praktis, 2010; Utomo, 2019). This dual role of law enforcement and government institutions ensures a comprehensive approach to minimizing road safety issues, including hit-and-run incidents. The synergy between penal law enforcement by the police and the preventive measures implemented through infrastructure maintenance and public education reflects an integrated model for managing traffic violations. The active implementation of Restorative Justice, alongside proactive socialization efforts, is key in fostering public trust and raising awareness about road safety. These combined efforts contribute to a safer road environment, ultimately reducing traffic-related accidents and promoting responsible road behavior across communities.

## **5. Conclusion**

The North Sulawesi Regional Police (Polda Sulut) and the Provincial Government play pivotal roles in safeguarding victims of hit-and-run crimes through a combination of penal and non-penal efforts, as mandated by Law Number 22 of 2009 concerning Traffic and Road Transportation. Polda Sulut employs repressive measures, including thorough crime scene investigations, evidence collection such as CCTV footage and witness statements, and suspect examinations, ensuring compliance with legal procedures. They also prioritize restorative justice through mediation, allowing victims to receive compensation and avoid lengthy court processes, while providing physical protection and legal assistance in collaboration with institutions like hospitals and legal aid organizations. Non-penal efforts focus on prevention, with Polda Sulut conducting traffic discipline outreach in schools, targeting high school students through the Dikyasa unit to promote safe driving practices, helmet use, and adherence to traffic regulations. Routine patrols in accident-prone areas further enhance public safety and awareness. Meanwhile, the North Sulawesi Provincial Government supports victims through the Social Service and Health Service, ensuring access to medical care, psychological support, and legal aid. The Public Works Department contributes by maintaining road infrastructure, conducting periodic feasibility tests, and repairing damaged roads to reduce accident risks, as stipulated in the Traffic Law. This integrated approach fosters a safer and

more orderly traffic environment in North Sulawesi, addressing both victim protection and accident prevention effectively.

This study highlights the importance of institutional synergy in addressing hit-and-run crimes, offering implications for enhanced victim protection and public safety. However, its normative legal approach limits the inclusion of empirical data, such as specific case statistics, which could strengthen the analysis. Future research should incorporate quantitative data and comparative studies with other regions to deepen insights. Policymakers are recommended to increase funding for traffic safety infrastructure, expand CCTV surveillance, and strengthen community-based education programs to further reduce hit-and-run incidents and improve victim support.

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