

Free KIR Policy and Compliance in Vehicle Testing: A Case Study in Sukabumi City

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ABSTRACT

This Research purpose to analyze the Effect of the Free KIR Policy Implementation on the level of compliance with Public Vehicle testing at UPTD PKB Kota Sukabumi. The background of this research is based on the phenomenon of the decreasing number of vehicles undergoing KIR testing in Sukabumi City, even though the policy of eliminating levies or free KIR has been implemented since January 2024. This research uses a quantitative method with a causal associative approach. This method collects data through observation, interviews, documentation, and questionnaires to 98 respondents selected by random sampling. Data analysis was carried out using validity, reliability, correlation coefficient, determination coefficient, and simple linear regression tests. The results of the research indicate that the implementation of the free KIR policy has a positive and significant effect on the level of compliance with motor vehicle testing at the UPTD PKB in Sukabumi City. This finding confirms that the success of public policies is not only influenced by economic incentives, but also by the effectiveness of communication, availability of resources, commitment of implementers, and clear bureaucratic structures. The recommendations of this research are expected to be the basis for improving policies and services for motor vehicle testing in the future.

Keywords: Policy Implementation, Free KIR, Compliance, Motorized Vehicle Testing

1. INTRODUCTION

Indonesia, as a developing country with significant growth in motorized vehicles, has adopted a vehicle testing system known as Vehicle Regular Inspection (KIR). The implementation of KIR in Indonesia is regulated in a comprehensive legal framework through Law Number 22 Year 2009 on Road Traffic and Transportation. Based on the Government Regulation of the Republic of Indonesia Number 55 Year 2012 on Vehicles, the types of vehicles that are required to conduct periodic testing or KIR test include public passenger cars, buses, freight cars, special vehicles, and motorized vehicles pulling a cart or trailer. Thus, the KIR test is a legal obligation for public transportation and logistics vehicles used in the economic activities of the community. Meanwhile, private vehicles such as motorcycles and private passenger cars are not included in the KIR test obligation.

The success of vehicle testing policy implementation is highly dependent on the level of public satisfaction. Tom R. Tyler in his work "Why People Obey the Law" (1990) put forward a compliance theory which explains that public compliance with regulations is influenced by instrumental factors (such as economic incentives and ease of access) and normative factors (such as moral awareness and legitimacy of authority). This theoretical understanding is one of the considerations in the development of motor vehicle testing policies in Indonesia. In the context of motor vehicle testing in Indonesia, the government has taken strategic steps to improve public compliance with Regular Inspection Vehicles (KIR). Through Law No. 1 Year 2022 on Financial Relations between the Central Government and Regional Governments (HKPD), the government regulates the abolition of several types of

regional retribution, including motor vehicle testing retribution. This abolition aims to reduce the economic burden on the community while encouraging the level of compliance with vehicle testing obligations.

This policy is strengthened by Government Regulation Number 14 of 2023, which provides a legal basis for transferring the financing of motor vehicle testing to the Regional Budget (APBD). With this mechanism, the cost of vehicle testing is no longer borne directly by the community, but by the local government through the APBD. This step not only provides economic incentives (instrumental factors), but also confirms the legitimacy of local government authority in providing vehicle testing services free of charge or without retribution.

The policy of eliminating KIR retribution and funding it through the APBD is also in line with Tyler's compliance theory. The elimination of fees provides direct benefits to the community, thus increasing the level of participation in periodic testing of motor vehicles. In addition, the legitimacy of the central and local government authorities in making this policy increases people's normative awareness of the importance of vehicle testing for mutual safety.

In Sukabumi City, the implementation of the free KIR policy, which began on January 02, 2024, has shown interesting phenomena to study, indicating that the free KIR policy has not been able to significantly improve angkot compliance. Data from the UPTD PKB in Sukabumi City shows a downward trend in the number of angkots conducting periodic tests from year to year. In 2019, 755 angkots conducted KIR tests, dropping to 436 units in 2020, 333 units in 2021, 318 units in 2022, 262 units in 2023, and after the implementation of the free KIR policy in 2024, the number dropped further to only 185 units. Even until mid-2025, only 38 angkot units were recorded as conducting KIR tests. In fact, the total number of angkot recorded in Sukabumi City reached 2,092 units. This phenomenon raises big questions about the effectiveness of the free KIR policy in encouraging angkot operators' compliance with vehicle testing obligations.

The results of the preliminary study also revealed a variety of challenges and constraints faced by angkot operators, including:

1. The high cost of repairing vehicles to pass the KIR test, which is not proportional to the daily income of angkot.
2. Administrative obligations such as an active STNK (live tax) are an obstacle, as many angkots have dead taxes.
3. Dissatisfaction with regulations, especially because four-wheeled online transportation is not subject to KIR and route permit requirements, which is considered unfair in the eyes of conventional angkot operators.
4. Persuasive supervision and sanctions (education/socialization) without strict enforcement are thought to reduce compliance motivation.
5. Socialization has indeed been carried out by gathering operators for each route, but this has not had a significant impact on increasing KIR test compliance.

This condition is in line with Tom R. Tyler's compliance theory, that compliance is not only influenced by economic incentives (instrumental factors) but also normative factors such

as the legitimacy of authority and perceptions of regulatory justice. In the context of policy implementation, Edward III's model emphasizes the need for effective communication, availability of resources, disposition (commitment) of implementers, and a supportive bureaucratic structure as prerequisites for successful policy implementation.

The paradox of decreasing compliance despite the free KIR policy indicates a problem with the effectiveness of policy implementation. Therefore, this study is important to analyze how much influence the implementation of the free KIR policy has on the level of angkot compliance in conducting vehicle testing in Sukabumi City, as well as to identify the constraining factors that still occur, both economically, administratively, and socially.

Although previous literature has discussed various aspects of transportation and motor vehicle testing policy implementation, most of these studies have focused on procedural aspects, retribution effectiveness, or operational constraints in policy implementation in general. However, not many studies have specifically examined the effect of KIR levy abolition policy on the compliance level of public transport users, especially in a regional context such as Sukabumi City. In addition, Tom R. Tyler's compliance theory and Edward III's policy implementation model are often only used partially or as a normative foundation, without strong integration in the empirical analysis framework. Therefore, this study aims to fill this gap by examining the extent to which the implementation of the free KIR policy has actually contributed to improving angkot compliance, while integrating the two main theories operationally to assess overall policy effectiveness. Thus, this research not only provides theoretical contributions through the integration of compliance and implementation models, but also practical contributions in addressing policy challenges at the local level.

2. METHODS

This study uses a quantitative method with a causal associative approach to analyze the effect of free KIR policy implementation on the level of compliance of motor vehicle testing, especially public transportation at UPTD PKB Sukabumi City. The research object was UPTD PKB Sukabumi City, with a population of all KIR test service recipients of public transportation totaling 2,092 units and a sample of 95 respondents taken randomly. The independent variable is the implementation of free KIR policy with the dimensions of communication, resources, disposition, and bureaucratic structure, while the dependent variable is compliance with the dimensions of believing, accepting, and doing. Data collection techniques include observation, interviews, documentation, and questionnaires with Likert scale instruments. Data analysis was conducted through validity, reliability, correlation, coefficient of determination, simple linear regression, and hypothesis testing, with the research location at UPTD PKB Sukabumi City.

3. RESULTS AND DISCUSSIONS

Result

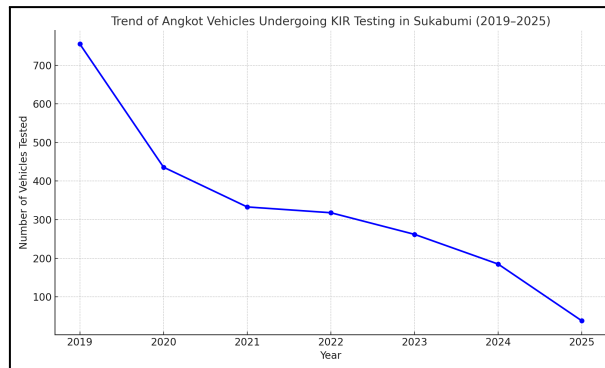


Figure 1. Trend of Angkot Vehicles Undergoing KIR Testing (2019–2025)

Table 1. Result of Correlation Coefficient and Coefficient of Determination

Model Summary				
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.830 ^a	.690	.686	2.53420
a. Predictors: (Constant), Policy Implementation				

The statistical analysis shows a strong and significant relationship between policy implementation and compliance level. The correlation coefficient ($R = 0.830$) indicates a strong positive relationship, and the R^2 value (0.690) shows that 69% of the variance in compliance is explained by the implementation of the free KIR policy. The regression coefficient ($B = 0.584$, $p < 0.001$) confirms that the policy significantly increases compliance. These results validate the theoretical link between policy implementation effectiveness and public compliance behavior.

Table 2. Result of Simple Linear Regression

Coefficients ^a					
Model		Unstandardized Coefficients		Standardized Coefficients	Sig.
		B	Std. Error	Beta	
1	(Constant)	4.440	1.186		3.744 .000
	Policy Implementation	.584	.041	.830	14.376 .000
a. Dependent Variable: Compliance Level					

The results of the simple linear regression analysis are presented in the Coefficients table. The unstandardized coefficient (B) for policy implementation is 0.584 with a standard error of 0.041, indicating that for every one-unit increase in policy implementation, the compliance level increases by 0.584 units. The standardized coefficient (Beta) is 0.830, reflecting a strong positive effect of policy implementation on compliance. The t-value for policy implementation is 14.376 with a significance level (Sig.) of 0.000, which is far below the 0.05 threshold, indicating that the effect of policy implementation on compliance is statistically significant. The constant value of 4.440 suggests that if there is no policy implementation, the predicted compliance level would be 4.440. Overall, these findings

confirm that the implementation of the free KIR policy has a significant and substantial positive influence on the compliance level of public transport operators in vehicle inspection at UPTD PKB Kota Sukabumi.

Based on the results of the t-test presented in the Coefficients table, the t-value for the policy implementation variable is 14.376 with a significance value (Sig.) of 0.000. Since the significance value is far below the conventional threshold of 0.05, it can be concluded that policy implementation has a statistically significant effect on the compliance level of public transport operators. The high t-value further indicates that the relationship between policy implementation and compliance is not only statistically significant but also very strong. Therefore, the null hypothesis is rejected, and the alternative hypothesis is accepted, confirming that the implementation of the free KIR policy has a significant positive influence on compliance with vehicle inspection regulations at UPTD PKB Kota Sukabumi.

Discussion

The findings of this study demonstrate that the implementation of the free KIR policy has a strong and significant positive effect on the compliance level of public transport operators in carrying out mandatory vehicle inspections at UPTD PKB Kota Sukabumi. This result aligns with the theoretical framework proposed by Edward III, which states that effective policy implementation depends on several key dimensions: communication, resources, disposition, and bureaucratic structure. In this study, dimensions such as clear communication of the policy, adequate resources, supportive attitudes among staff, and well-organized bureaucratic processes were shown to be crucial in influencing compliance.

Furthermore, these findings support Tyler's theory of compliance, which emphasizes that compliance is not solely influenced by instrumental factors such as economic incentives but also by normative factors, including the perceived legitimacy of authority and fairness of regulation. The provision of free KIR policy represents an economic incentive that, according to theory, should enhance compliance by removing financial barriers. However, as revealed in both the quantitative results and the preliminary study, compliance is also affected by additional challenges such as the high cost of technical repairs required to pass the inspection, issues with vehicle documentation, and perceptions of unfairness—especially given that online transport vehicles are not subject to the same requirements as angkot.

Comparing these findings with previous research, Setiawan et al. (2014) found that policy implementation for vehicle inspections was often hampered by limited resources and low public awareness—factors that are echoed in the present study. Similarly, Fiatri (2023) highlighted the importance of improving the quality of service and the management of public policies to enhance effectiveness, while Oktavianti & Lituhayu (2017) noted that suboptimal implementation of transport policies can lead to declining public participation. These earlier studies confirm that successful policy outcomes are contingent upon not just the existence of incentives, but also on how policies are communicated, implemented, and perceived by the target community.

In summary, while the free KIR policy significantly improves compliance among angkot operators, its effectiveness is partially constrained by persistent technical, administrative, and perceptual barriers. Therefore, the results of this study suggest that future policy strategies should not only focus on removing financial barriers but also address underlying structural and social factors that influence compliance behavior. This integrative

approach is necessary to achieve sustainable improvements in vehicle inspection compliance and, ultimately, in public transport safety in Kota Sukabumi.

Although this study focuses on Sukabumi City, the findings have broader implications. Given that the free KIR policy is part of a nationwide mandate under Law No. 1 of 2022 and Government Regulation No. 14 of 2023, similar compliance patterns and implementation barriers may exist in other regions. Therefore, future research should conduct cross-regional comparisons to evaluate differences in local implementation and identify best practices for improving national vehicle inspection compliance.

4. CONCLUSION

This study found that the implementation of the free KIR policy at UPTD PKB Kota Sukabumi significantly influences public transport operators' compliance with vehicle inspections. While financial barriers have been removed, challenges such as costly vehicle repairs, inactive documentation, and perceived regulatory inequality persist. These findings highlight that compliance is shaped not only by economic incentives but also by communication, resources, implementer commitment, and bureaucratic support.

Scientifically, the study integrates Tyler's compliance theory and Edward III's policy implementation model, offering a comprehensive framework for understanding policy effectiveness. Practically, it suggests the need for technical repair assistance, simplified administration, and fair enforcement across all transport types.

However, the study is limited by its reliance on self-reported data, a narrow focus on angkot operators in Sukabumi, and the exclusion of potential mediating factors. Future research should adopt mixed methods, broader samples, and explore cultural or psychological influences. In sum, while the free KIR policy is a positive step, a multi-dimensional approach is essential to ensure sustainable compliance and transport safety.

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