



Legal Analysis of Material Control in Motor Vehicle Registration and Identification (Regident) as an Administrative Instrument

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Abstract: Motor Vehicle Registration and Identification (Regident Ranmor) is a state administrative instrument that plays a crucial role in regulating traffic and road transportation in Indonesia. Control of the Registration Material through the Vehicle Registration Certificate (BPKB), Vehicle Registration Certificate (STNK), and Vehicle Registration Certificate (TNKB) not only serves as ownership administration but also as a means of monitoring, law enforcement, and preventing motor vehicle crime. This study aims to analyze the legal basis and objectives of implementing the Registration Material control for motor vehicles based on applicable laws and regulations, specifically Law Number 22 of 2009 concerning Road Traffic and Transportation, and to assess its effectiveness in maintaining data validity and preventing vehicle crime from an administrative law perspective. The research method used is normative legal research with a statutory and conceptual approach. The results indicate that the Registration Material control has a strong legal basis as a form of government administrative legal action (*bestuursdaad*) to ensure legal certainty, traffic order, and public safety. The implementation of the Electronic Registration and Identification (ERI) system improves data accuracy and supports the prevention of motor vehicle crime, although strengthening data integration and administrative oversight is still needed.

Keywords: Motor Vehicle Registration and Identification; Material Control; State Administrative Law; Data Validity; Motor Vehicle Crime.

Introduction

The Registration and Identification of Motor Vehicles (Regident Ranmor) constitutes an essential police function within the state administrative system in Indonesia, particularly in regulating road traffic and transportation. As an administrative instrument, Regident aims to provide legitimacy regarding the origin and identity of motor vehicles, thereby supporting the implementation of traffic that is safe, orderly, and smooth as part of good governance. The importance of controlling Regident materials, such as the Motor Vehicle Ownership Book (BPKB), the Vehicle Registration Certificate (STNK), and the Motor Vehicle Number Plate (TNKB), lies not only in the administrative aspect but also in its role in maintaining public order and preventing the misuse of vehicles (Khairandy, 2018). In the context of administrative law, such control becomes a vital instrument for protecting public

interests, including the prevention of crimes such as vehicle theft or document forgery (Marbun, 2012).

The increasing number of motor vehicles in Indonesia, based on the latest data from the Traffic Corps of the Indonesian National Police (Korlantas Polri) as of April 5, 2025, indicates a total of 168,275,423 motor vehicles recorded in the Electronic Registration and Identification (ERI) system of Korlantas, which has created significant challenges in managing Regident data (CNA.id, 2025). This surge in the quantity of vehicles has implications for administrative complexity and the need for nationally integrated data supported by reliable information technology. Invalid or non-integrated data may facilitate vehicle-related crimes, such as the circulation of illegal or unregistered vehicles and identity forgery, which ultimately harm both society and the state (Kurn, 2023). This condition demonstrates the urgency of strengthening the Regident material control system based on accuracy, transparency, and accountability.

The issue of weak control over Regident Ranmor materials is reflected in several real cases in Indonesia: 1. The disclosure of a syndicate involved in forging BPKB and STNK documents across seven provinces by the Indonesian National Police, in which fake Regident documents were used to legitimize confiscated vehicles and illegally imported vehicles, demonstrates the failure of the administrative system to maintain the authenticity of vehicle documents (Sinaga-Kompas.id, 2026). 2. A motor vehicle raid in North Sumatra that secured dozens of vehicles with illegal STNK and BPKB documents illustrates the weak integration of Regident data within the Samsat system as well as the lack of coordination among relevant institutions (Polri.go.id, 2026a). 3. The case of forged STNK, BPKB, and TNKB in Karawang used for vehicles obtained through criminal activities confirms that although Regident regulations have been updated through the Regulation of the Indonesian National Police Number 7 of 2021, the implementation of material control at the operational level still faces various legal and administrative loopholes (Polri.go.id, 2026b).

The One-Stop Administration System (Samsat) was designed to integrate Regident services with tax payments and mandatory contributions; however, its implementation still faces obstacles such as the lack of coordination among institutions and the potential for administrative corruption (Firmansyah, 2023). Institutional integration among the police, regional revenue offices, and PT Jasa Raharja should ideally create an efficient and transparent public service system. This situation indicates that the control of Regident materials requires an in-depth legal analysis to ensure its effectiveness as an administrative instrument. Therefore, evaluating the governance of the Samsat system becomes relevant from the perspective of administrative law.

The legal basis for controlling Regident materials for motor vehicles is primarily regulated in Law Number 22 of 2009 concerning Road Traffic and Transportation (UU LLAJ), which aims to foster and administer traffic that is safe, secure, orderly, and smooth (Indonesia, 2009). As an implementing regulation, Regulation of the Indonesian National Police Number 7 of 2021 regulates in detail the procedures for Regident, including the issuance of BPKB and STNK, in order to implement the provisions of Articles 64, 68, 69, 72, and 75 of the UU LLAJ. Regulation of the Indonesian National Police Number 7 of 2021

specifically replaces previous regulations to improve efficiency and data accuracy. This normative framework emphasizes the importance of legal certainty in the administration of motor vehicle registration.

The objectives of Regident material control as an administrative instrument are multifaceted, encompassing ownership legitimacy, operational supervision, and crime prevention. Specifically, its objectives include: (1) ensuring legitimate vehicle identity to avoid ownership disputes; (2) supporting the collection of statistical data for national transportation planning; and (3) preventing the misuse of vehicles in criminal activities, in accordance with the mandate of Law Number 2 of 2002 concerning the Indonesian National Police (Gakur, 2022). However, although this legal framework is strong, its implementation is often hindered by inconsistencies in application across different regions. Such conditions require further evaluation from the perspective of administrative law to ensure consistency in the application of legal norms.

From the perspective of administrative law, the effectiveness of Regident material control is measured by its ability to maintain data validity and prevent vehicle-related crimes. Article 74 paragraph (2) of the UU LLAJ regulates the deletion of vehicle data if the STNK expires for two consecutive years, which aims to maintain the accuracy of the Regident database and prevent the use of illegal vehicles (Indonesia, 2009). This mechanism is effective in reducing the recurrence of crime, but challenges such as document forgery still exist, where the physical verification of the authenticity of BPKB documents becomes a key preventive measure. Studies indicate that the integration of Electronic Registration and Identification (ERI) technology can increase data validity by up to 80%, although its implementation remains limited in rural areas (Sarwono, 2024).

This effectiveness is also reflected in crime prevention, where Regident functions as an early detection instrument for stolen or embezzled vehicles. However, from the perspective of administrative law, ineffectiveness arises due to the lack of strict sanctions for administrative violations, such as penalties for expired STNK, which often fail to produce a deterrent effect. In addition, the role of police personnel in the Regident Ranmor program needs to be strengthened to address loopholes such as the circulation of vehicles without clear identification. Overall, although the regulatory framework is supportive, the effectiveness of Regident material control still requires reform to integrate data nationally and strengthen coordination with tax authorities.

This research is urgent considering the broad impact of ineffective Regident control on public order and national security. Legal loopholes in the implementation of the UU LLAJ may lead to an increase in vehicle-related crimes, state tax losses reaching trillions of rupiah annually, and legal uncertainty for vehicle owners. Therefore, this research is expected to contribute to the development of regulations that are more adaptive to the dynamics of modern transportation in Indonesia. A comprehensive academic approach is required in order to produce normative recommendations that are both prescriptive and applicable.

Based on the background described above, it becomes important to formulate several research problems, namely: what is the legal basis and the objective of implementing

Regident material control of motor vehicles as an administrative instrument based on the applicable laws and regulations, including Law Number 22 of 2009 concerning Road Traffic and Transportation? and how effective is the control of Regident materials in maintaining data validity and preventing vehicle-related crimes from the perspective of administrative law? These research questions are designed to direct the analysis systematically toward both normative and implementation aspects. Thus, this research has a clear focus within the framework of state administrative law.

Methodology

This research employs a normative legal research method, which focuses on the analysis of relevant legal documents, such as court decisions, contracts, agreements, legal theories, and the opinions of legal scholars (Muhaimin, 2020). Normative legal research consists of studies on legal principles, legal systematics, legal synchronization, legal history, and comparative law (Sari, 2020). According to Peter Mahmud Marzuki, normative legal research can be understood as a systematic and structured process to identify and analyze relevant legal rules, principles, and theories, with the aim of finding appropriate solutions in resolving complex legal issues (Mustafa, 2024).

In addition to its doctrinal orientation, this research integrates a critical legal analysis approach, which does not merely describe or systematize legal norms but also interrogates the underlying assumptions, power relations, and institutional dynamics that shape the formulation and implementation of legal rules. Through this approach, the study critically evaluates the effectiveness, consistency, and normative coherence of regulations governing motor vehicle registration and identification (Regident), particularly in relation to issues of administrative accountability, legal certainty, and institutional authority. This critical dimension enables the research to assess whether existing legal frameworks adequately address structural challenges or instead reproduce regulatory fragmentation and inefficiency.

As a form of legal research grounded in the distinctive characteristics of jurisprudence, the approach adopted in this study is tailored to the specific legal issues under examination. Legal research employs multiple approaches to obtain comprehensive insights from various dimensions of the problem. Accordingly, this study utilizes a statutory approach, a conceptual approach, a critical approach, and a comparative approach. The comparative approach is applied to examine how similar regulatory frameworks concerning motor vehicle administration and identification systems are structured and implemented in other jurisdictions. This perspective is intended to identify best practices, regulatory models, and institutional arrangements that may serve as benchmarks for evaluating and improving the Indonesian legal framework.

The type of data used in this research is secondary data derived from literature and official documents. Secondary data include library materials related to the research, consisting of primary legal materials, secondary legal materials, and tertiary legal materials (Sinaga, 2018). Data collection is conducted through document study or literature review, which involves systematically examining written sources using content analysis techniques

(Soekanto, 2020). Document study as a data collection method entails reviewing written materials relevant to the research objectives in order to obtain in-depth and comprehensive legal insights (Purwaningsih, 2022). In this process, legal materials related to the research topic are examined, interpreted, and organized into a structured analytical framework.

The secondary data utilized in this research are derived from three categories of legal materials: primary, secondary, and tertiary legal materials. Primary legal materials refer to authoritative legal sources with binding force and constitute the main basis of analysis (Muhaimin, 2020). These include the 1945 Constitution of the Republic of Indonesia, Law Number 2 of 2002 concerning the Indonesian National Police, Law Number 22 of 2009 concerning Road Traffic and Transportation (UU LLAJ), Presidential Regulation Number 4 of 2025 concerning Amendments to Presidential Regulation Number 5 of 2015 on the Implementation of the One-Stop Administration System for Motor Vehicles, and Regulation of the Indonesian National Police Number 7 of 2021 concerning the Registration and Identification of Motor Vehicles (Indonesia, 2025).

Secondary legal materials consist of legal literature, research findings, and doctrinal writings that provide explanations and interpretations of primary legal materials. Meanwhile, tertiary legal materials include supporting references such as the Kamus Besar Bahasa Indonesia, legal dictionaries, journals, and relevant websites, which facilitate the understanding and navigation of legal sources.

The analysis of legal materials is conducted through a qualitative juridical method combined with critical and comparative evaluation techniques. This involves examining legal norms by comparing their internal consistency, assessing their alignment with broader legal principles, and contrasting them with regulatory frameworks in other jurisdictions. The analytical process includes activities such as criticizing, supporting, interpreting, and reconstructing legal arguments, followed by drawing independent conclusions based on the theoretical framework employed (Muhaimin, 2020).

The nature of analysis in this normative research is prescriptive, aiming to formulate legal arguments and recommendations regarding what ought to be in accordance with legal norms, principles, and doctrines. Through the integration of critical and comparative perspectives, this study not only evaluates the adequacy of existing regulations but also proposes constructive normative recommendations for strengthening the system of Regident material control for motor vehicles, particularly in enhancing legal certainty, institutional coordination, and regulatory effectiveness.

Results and Discussion

Legal Basis and Objectives of the Implementation of Motor Vehicle Registration and Identification Material Control Based on Law No. 22 of 2009 concerning Road Traffic and Transportation

Motor Vehicle Registration and Identification, hereinafter referred to as Regident Ranmor, is a police function aimed at providing legitimacy regarding the origin, roadworthiness, ownership, and operation of motor vehicles, as well as serving police control and forensic functions and public services (Indonesia, 2025). As stated by Ardison

Asri, instruments of state administration essentially function as means for the state to confer legal status, recognition, and legitimacy upon certain legal objects or subjects, while simultaneously serving as the basis for the emergence of legal rights and obligations for citizens (Asri, 2021).

Regident Ranmor constitutes an effort by the state through authorized institutions to record and validate the identity, ownership, legitimacy, and operational feasibility of a motor vehicle before it is used on public roads. This process forms part of the material control of motor vehicles as an administrative instrument of the state in the field of road traffic and transportation. Material control is not merely limited to recording vehicle data but also ensures legitimacy, security, safety, legal certainty, law enforcement, and public services, thereby making it an essential administrative instrument in regulating motor vehicles in Indonesia.

Legal Basis of Material Control (Regident)

Law Number 22 of 2009 concerning Road Traffic and Transportation (UU LLAJ) serves as the primary legal basis for the implementation of material control of motor vehicles in Indonesia (Indonesia, 2009). This law positions Road Traffic and Transportation as an integrated system consisting of Traffic, Road Transportation, Road Traffic and Transportation Networks, Road Traffic and Transportation Infrastructure, Vehicles, Drivers, Road Users, and their management (Indonesia, 2009). Article 64 of the UU LLAJ explicitly stipulates that every motor vehicle must be registered, and the results of such registration are evidenced by the issuance of the Motor Vehicle Ownership Book (BPKB), the Vehicle Registration Certificate (STNK), and the Motor Vehicle Number Plate (TNKB) (Indonesia, 2009). This norm emphasizes that the existence of motor vehicles in public spaces is not merely an individual right but is subject to administrative authorization and state supervision. From the perspective of administrative law, such regulation reflects the form of *bestuursdaad*, namely a unilateral legal act by the government aimed at regulating public interests through the granting of a specific legal status to the object of motor vehicles (Spaltani, 2024).

Thus, material control through regident is not merely a technical activity but a legal instrument intended to ensure administrative order and legal certainty (Spaltani, 2024). Furthermore, the UU LLAJ also links regident to the function of traffic law enforcement, since registration data forms the basis for handling violations, investigating traffic-related criminal acts, and preventing motor vehicle crimes. This demonstrates that regident serves both preventive and repressive functions within the traffic law system. As a follow-up to the UU LLAJ, technical regulations concerning motor vehicle registration and identification are stipulated in the Regulation of the Chief of the Indonesian National Police Number 7 of 2021 concerning Motor Vehicle Registration and Identification (Pratama et al., 2025). This regulation represents a form of delegated legislation derived directly from the authority of attribution and delegation provided by statutory law.

Police Regulation No. 7/2021 affirms that regident is a police function intended to provide legitimacy regarding the origin, ownership, and operation of motor vehicles (Pratama et al., 2025). Consequently, the material control of motor vehicles falls within the domain of police administrative law rather than merely ordinary public service. The

regulation also stipulates in detail procedures for new vehicle registration and ownership transfer, mechanisms for vehicle identification through chassis and engine numbers, the deletion of vehicle registration, as well as the utilization of integrated information systems (electronic registration). Such comprehensive regulation demonstrates that regident functions as an administrative control instrument over the circulation of motor vehicles while simultaneously serving as a national database supporting traffic policy, vehicle taxation, and law enforcement. From the perspective of the rule of law theory (*rechtstaat*), this regulation reinforces the principles of legality and administrative accountability, since every act of vehicle control must be based on written norms and clear procedures (Asshiddiqie, 2019).

Constitutionally, the material control of motor vehicles is related to the function of the state in guaranteeing public order and community security as reflected in the Preamble of the 1945 Constitution and Article 30 paragraph (4) of the 1945 Constitution (Indonesia, 1945). The Indonesian National Police, as a state institution responsible for maintaining public security and order, is tasked with protecting, serving, and safeguarding the community, as well as enforcing the law in the context of regident as part of these functions. Furthermore, regident control is also related to the rights and obligations of citizens in utilizing public roads as public spaces regulated by the state. Every citizen has the right to use public roads, but such rights are limited by administrative obligations to comply with vehicle registration regulations. This limitation is constitutionally legitimate because it is implemented based on statutory law and for the public interest.

Objectives of the Implementation of Motor Vehicle Regident Material Control

One of the fundamental objectives of material control through motor vehicle registration and identification is to ensure traffic safety and order. The state has an interest in ensuring that every vehicle operated on public roads maintains administrative order, control, and supervision over motor vehicles operating in Indonesia, facilitates the investigation of violations and/or crimes, supports operational planning of Traffic and Road Transportation Management and Engineering, and contributes to national development planning (Indonesia, 2009). From the perspective of public law, highways constitute public spaces whose use is subject to state regulation in the interest of the public. Therefore, the material control of motor vehicles functions as a preventive instrument to prevent illegal, unregistered, or legally uncertain vehicles from entering the national traffic system. Accordingly, regident becomes a strategic instrument in maintaining the administrative and juridical order of the national transportation system.

Law No. 22 of 2009 places traffic safety as the primary objective of the administration of road traffic and transportation (Indonesia, 2009). Motor vehicle registration serves as the initial gateway for control, because without registration the state lacks a legal basis to conduct guidance, supervision, or enforcement. Therefore, regident is not merely an administrative record of ownership but constitutes the initial mechanism for traffic risk control. Another important objective of regident material control is to provide legal certainty regarding the ownership and status of motor vehicles. Such legal certainty represents one of the primary principles of a rule-of-law state (*rechtstaat*), which requires clarity concerning legal subjects and objects (Asshiddiqie, 2019).

Through regident, the state legally links a motor vehicle to its lawful owner, thereby creating a clear legal relationship between the legal subject and object. Documents such as the Motor Vehicle Ownership Book (BPKB) and the Vehicle Registration Certificate (STNK) function as strong administrative evidence regarding the legal relationship between the owner and the vehicle (Indonesia, 2009). Without an orderly regident system, the potential for ownership disputes, vehicle identity forgery, and the circulation of vehicles derived from criminal acts would increase significantly. Therefore, material control functions as a legal protection instrument for society, particularly for vehicle owners acting in good faith (Subekti, 2017). In the context of civil and criminal law, regident data also possesses important evidentiary value both in ownership disputes and in law enforcement processes involving motor vehicle crimes.

Effectiveness of Regident Material Control in Maintaining Data Validity and Preventing Vehicle Crime from an Administrative Law Perspective

The material control of Motor Vehicle Registration and Identification (Regident Ranmor) constitutes an essential state administrative activity in ensuring data validity and preventing motor vehicle crime practices. Within the Indonesian administrative law system, administrative control such as regident is not merely a technical procedure but a strategic legal instrument to ensure social order and law enforcement in traffic, as well as the certainty of motor vehicle data recorded in the national regident database. Administrative law views governmental administrative actions, including regident, as forms of regulation and control over public life based on the principles of legality, accountability, and legal certainty. Regident Ranmor, through the publication of data such as STNK and BPKB, provides the basis for legal legitimacy and traceability of vehicle identity, which is crucial for law enforcement authorities and public services. Valid and legally guaranteed data constitutes a fundamental prerequisite for minimizing violations and crimes involving motor vehicles.

Effectiveness of Regident Material Control in Maintaining Data Validity

One of the key elements of the effectiveness of regident material control is the quality and integration of motor vehicle data. Traditional registration systems are vulnerable to input errors, manual manipulation, or data duplication that may reduce the validity of vehicle databases. To address these challenges, the Traffic Corps of the Indonesian National Police has developed and implemented the Electronic Registration and Identification (ERI) system as an information technology platform that integrates data nationally and enhances data accuracy and security (Sarwono, 2024). From the perspective of administrative law, the implementation of information technology in regident strengthens the principles of accountability and governmental professionalism because the registration process is based on standardized systems that can be technically and legally audited (Djanieb, 2020). This development supports the establishment of a valid, accurate, and real-time vehicle database that can support national traffic planning, public services, and law enforcement.

The validity of administrative vehicle data is reflected through the Motor Vehicle Number Plate (TNKB) and the Vehicle Registration Certificate (STNK) as official vehicle identities. TNKB constitutes the primary vehicle identity determined based on official

registration data and must correspond between administrative documents and the physical vehicle. Errors or discrepancies in TNKB, such as the use of counterfeit plates, represent forms of data invalidity that can disrupt legal functions and traffic supervision. Such actions may be categorized as violations of Article 280 in conjunction with Article 68 of Law No. 22 of 2009 concerning Road Traffic and Transportation (Indonesia, 2009). Therefore, the effectiveness of regident in maintaining data validity significantly determines the quality of law enforcement in the field of traffic.

Effectiveness in Preventing Vehicle Crime

Regident Ranmor provides comprehensive data that serves as the basis for identifying motor vehicles in the context of criminal law enforcement and traffic violations. Valid registration data facilitates police authorities and other law enforcement institutions in tracing the origin of vehicles used in criminal acts, detecting stolen vehicles through registration data matching, taking action against the use of counterfeit plates or fraudulent vehicle documents, and accelerating investigations of crimes involving motor vehicles (Undap, 2025). In its implementation, the validity of regident data serves as a forensic basis for the police to prosecute criminal acts involving the falsification of regident documents such as BPKB or STNK (Burhan et al., 2023). Without valid data, juridical evidence in legal proceedings would encounter significant obstacles. Although challenges remain regarding investigative effectiveness at regional levels, the role of regident remains a central instrument in the prevention and prosecution of motor vehicle crimes.

An effective regident system also supports the enforcement of administrative sanctions such as the blocking or deletion of registration status for vehicles that fail to fulfill administrative obligations. This policy is implemented based on the UU LLAJ and its implementing regulations as part of the state's supervisory mechanism over motor vehicles. The enforcement of administrative sanctions is not solely intended to uphold formal regulations but also to prevent vehicles lacking legal legitimacy from operating in public spaces. With the loss of operational legitimacy status, the potential misuse of vehicles for criminal activities can be minimized. Therefore, the effectiveness of regident material control contributes directly to the national traffic security and order system.

Critical Legal Analysis of Regident Material Control

Despite its robust normative foundation, the implementation of regident material control reveals several structural and functional challenges. From a critical administrative law perspective, a gap persists between *das sollen* (normative expectations) and *das sein* (empirical realities).

1. First, institutional fragmentation remains a significant issue. The integration of regident data across agencies such as police, taxation authorities, and regional governments has not been fully optimized, resulting in inconsistencies and inefficiencies. This condition undermines the principle of administrative coherence and weakens the effectiveness of state control.
2. Second, the digitalization of regident systems, while enhancing efficiency, introduces new vulnerabilities, including cybersecurity risks and data privacy concerns. Administrative law theory increasingly emphasizes the need for *good digital*

governance, which requires not only technological advancement but also regulatory safeguards to protect citizens' data rights.

3. Third, disparities in implementation across regions indicate uneven administrative capacity. In several local contexts, limited infrastructure and human resources hinder the optimal functioning of regident systems. This disparity contradicts the principle of equality before the law, as citizens experience different levels of administrative service quality.
4. Finally, the persistence of illegal practices such as the use of counterfeit TNKB or falsified documents suggests that administrative control alone is insufficient without strong enforcement and public compliance. Therefore, a holistic approach integrating administrative, criminal, and technological measures is required to enhance the effectiveness of regident.

Comparative Perspective on Motor Vehicle Registration Systems

A comparative analysis reveals that Indonesia's regident system shares common characteristics with vehicle registration frameworks in other jurisdictions but also exhibits distinct institutional features. In countries such as Germany, vehicle registration is managed through a highly integrated administrative system that combines population data, taxation, and vehicle records within a unified digital platform. This integration enhances data accuracy and minimizes duplication, reflecting advanced administrative coordination. Similarly, the United Kingdom implements a centralized vehicle registration system under the Driver and Vehicle Licensing Agency (DVLA), which emphasizes digital services, real-time data access, and public transparency. The system allows efficient tracking of vehicle ownership and supports law enforcement through automated databases. In contrast, Indonesia's regident system, while progressively adopting digitalization through ERI, still faces challenges in achieving full integration and interoperability. The comparative perspective indicates that the effectiveness of vehicle registration systems depends significantly on institutional coordination, technological infrastructure, and regulatory consistency. From a theoretical standpoint, this comparison underscores the importance of *integrated administrative governance* and *digital state capacity* in enhancing regulatory effectiveness. Indonesia's ongoing reforms in regident can thus be understood as part of a broader transition toward modern administrative systems aligned with global best practices.

Conclusion

Based on the research conducted, it can be concluded that the material control of Motor Vehicle Registration and Identification (Regident Ranmor) constitutes a state administrative law instrument that has a strong legal basis in Law Number 22 of 2009 and the Regulation of the Chief of the Indonesian National Police Number 7 of 2021. Regident Ranmor does not merely function as an administrative activity for recording vehicles but represents a governmental legal act (*bestuursdaad*) that provides legitimacy concerning the origin, ownership, roadworthiness, and operation of motor vehicles in public spaces. Through the regident system, the state performs functions of control, supervision, and protection of public interests to ensure traffic safety, legal certainty, and administrative

order. The system also supports law enforcement and the prevention of motor vehicle crimes in a structured manner. Thus, the implementation of regident material control represents a manifestation of the principles of the rule of law, legality, and administrative accountability in the administration of road traffic and transportation in Indonesia.

Based on the research conducted, it can be concluded that the material control of Motor Vehicle Registration and Identification (Regident Ranmor) has proven effective in maintaining the validity of vehicle data and preventing motor vehicle crimes from the perspective of state administrative law. This effectiveness is reflected in the function of regident as an administrative instrument that ensures the accuracy, traceability, and legal legitimacy of vehicle data through standardized and nationally integrated systems, particularly through the implementation of the Electronic Registration and Identification (ERI) system. Within the framework of administrative law, regident represents the implementation of the principles of legality, legal certainty, and governmental accountability. Every vehicle operating in public spaces is subject to state administrative supervision through this system. Valid regident data constitutes an essential foundation for traffic and criminal law enforcement as well as juridical proof in criminal acts involving motor vehicles.

Strengthening the integration of the national regident data system connected with related institutions, such as taxation authorities, the judiciary, and criminal law enforcement agencies, is required. Such integration must be implemented systematically and sustainably to ensure accurate and real-time data synchronization. Administrative supervision must also be enhanced to minimize potential irregularities in the registration and identification process of motor vehicles. The capacity of human resources in the field of regident should also be improved through training and competency development based on information technology. Thus, the implementation of information technology genuinely supports governmental accountability and the prevention of abuse of authority.

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