

**SOCIALIZATION OF ZERO OVER DIMENSION OVER LOADING POLICY TO
FREIGHT TRANSPORT DRIVERS AT UPPKB KALITIRTO**

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ABSTRACT

The Zero Over Dimension Over Loading (ODOL) socialization is an educational effort to enhance compliance among drivers and vehicle owners regarding load and dimension regulations to support traffic safety and maintain road infrastructure. This activity was held at the Vehicle Weighing Implementation Unit (UPPKB) Kalitirto, involving internship students from BPTD Class II D.I. Yogyakarta as the material presenters. The implementation methods included material presentations, interactive discussions, and the application of campaign stickers as visual reminders. The results of the socialization showed an increase in the participants' understanding and awareness of the importance of regulating vehicle loads and dimensions according to applicable standards. The success of the activity was supported by internal and external collaboration, despite challenges such as time limitations and varying levels of participants' understanding. This activity is expected to strengthen the implementation of the Zero ODOL policy for the safety and sustainability of land transportation.

Keywords: freight transport; load regulation; road safety; socialization; zero ODOL

INTRODUCTION

The development of the logistics industry in Indonesia has experienced rapid growth in recent years, driven by the increasing need for goods distribution amidst rapid economic and trade activities. One sector that plays a central role in the national logistics system is transportation, especially land transportation. In Indonesia, land transportation, especially trucks, plays a dominant role in the distribution of goods, contributing around 90% of all transportation activities. However, more than 70% of these freight vehicles were recorded as violating regulations, where the majority of violations were related to overloading and vehicle dimensions that did not comply with the technical provisions stipulated by applicable laws and regulations (Armajaya, 2022). Accidents can occur due to traffic violations by road users, in this case one of which is caused by ODOL or over-dimension overload vehicle violations (Oktarinda et al., 2022).

Over Dimension Load (ODOL) is a freight vehicle with dimensions and loads exceeding the standard, causing many problems such as damaged roads or traffic accidents. Overdimension is a condition where the load's dimensions exceed the standard limits set out in the vehicle specifications and applicable laws and regulations (Amallia & Chymaida, 2023). Overloading or excess load is a condition when the load on the vehicle axle exceeds the standard limit that has been set in the planning of the road pavement structure or when the frequency of vehicle passage exceeds the estimated number before the end of the road lifespan (Widyanti et al., 2025). Law No. 22 of 2009 on Road Traffic and Transportation (LLAJ) and Regulation of the Government of the Republic of Indonesia Number 55 of 2012 has been regulated regarding vehicles that may operate based on the current applicable regulations. With this regulation, vehicles that violate the regulations will be subject to sanctions, as explained in Law No. 22

of 2009 on Road Traffic and Transportation. The enforcement of the Zero ODOL policy is supported by several aspects of facilities and infrastructure, such as funding for the construction of weighbridges, rejuvenation of the truck fleet, improvement of road infrastructure, and socialization of traffic violations to the citizens (Febriani & Mintarsih, 2023b).

Vehicle Weighing Implementation Unit (UPPKB) is a unit under the Ministry of Transportation that is tasked with supervising vehicle dimensions, loading procedures, completeness of transportation documents, tonnage, type, and origin and destination of goods, all of which are carried out by officers and integrated with the Online Weighbridge system. Weighbridges function as a control tool in logistics activities, which allows monitoring of the movement of goods so that they can take place safely and securely from one location to another (Pratama & Susanti, 2023). The functions of the weighbridge, according to Wibisono & Pratama, are:

1. Recording function, to see traffic developments and overload freight vehicles.
2. Supervision function, freight traffic requires supervision of the tonnage and type of goods being transported.
3. Action function, to prevent road damage, action is required based on the permitted tonnage weight for each road class.

Regulations related to sanctions against ODOL vehicles are considered not to have a deterrent effect because the sanctions are still smaller than the profits business people obtain. Competition between logistics service providers encourages ODOL practices because they are considered more efficient, capable of carrying larger loads, speeding up delivery, and reducing operational costs (Oktarinda et al., 2022). Therefore, one of the efforts made to prevent ODOL vehicles is to provide education about ODOL in general, the dangers, and the sanctions that will be received.

Efforts to reduce Over Dimension Over Loading (ODOL) violations are not only limited to supervision activities at Weighbridges located between upstream and downstream distribution points, but can also be carried out through preventive measures at the initial stage of the transportation process. Prevention from the upstream can be done by requiring owners and drivers of freight vehicles to complete important documents, such as a goods load certificate and a vehicle transport agreement before the vehicle operates. These provisions are in accordance with those stated in the Regulation of the Ministry of Transportation Regulation Number 60 of 2019 regarding the Operation of Goods Transportation by Motor Vehicles on the Road (Antono, 2022). The implementation of Zero ODOL plays a crucial role in maintaining traffic safety and preventing damage to road infrastructure, which continues to worsen due to the large number of overloaded vehicles (Elvetta, 2025).

The government and the citizens are significantly disadvantaged by the presence of ODOL trucks as road monsters because they cause damage to road infrastructure that should have a long lifespan in use, fatal accidents that cause victims, damage to traffic facilities, breaking down in the middle of a crowd causing traffic jams, the size of the truck does not match the size of the increasingly narrow road shoulder (Febriani & Mintarsih, 2023a). The large number of ODOL vehicles on the road shows that public awareness of laws and regulations is still low, such as traffic violations committed by motor vehicle drivers (Timor Tarigan, 2024).

METHOD

The method of implementing community service activities involves an educational and communicative approach in the form of direct socialization or counseling to freight vehicle drivers. This strategy aims to encourage behavioral change by increasing understanding of Over Dimension and Over Loading (ODOL) regulations. The activities were structured and organized with full support from all employees of the Kalitirto Vehicle Weighing Implementation Unit (UPPKB). The location of the activity is at UPPKB Kalitirto which is located at Jogja Solo Road No.11, Mangunan, Kalitirto, Berbah District, Sleman Regency, Special Region of Yogyakarta. The selection of this location is strategic because it is on the main logistics distribution route with a high volume of freight vehicle traffic.

In supporting the effectiveness of information delivery, various socialization media are used, including brochures, banners, and campaign stickers with the theme "Stop Over Dimension Over Loading (ODOL)". The brochure contains important information such as maximum vehicle load limits, consequences of ODOL violations, and sanctions imposed according to regulations. The use of various media aims to increase the effectiveness of information delivery to achieve optimal socialization goals (Raharjo et al., 2022). This socialization activity was closed by providing understanding and emphasizing to freight vehicle drivers regarding the importance of driving vehicles in accordance with applicable specifications and loads that do not exceed regulatory limits.

RESULTS AND DISCUSSION

The Zero ODOL socialization activity was carried out to improve compliance of freight vehicle drivers with vehicle load and dimension regulations at the Kalitirto UPPKB, with the main target being drivers and owners of freight vehicles as part of a series of 2025 Community Service programs. The benchmark for this socialization activity is the level of compliance with regulations and increased awareness of the importance of vehicle safety and roadworthiness in freight operations, including:

a. Program Success

Community service activities through socialization regarding the roadworthiness of goods transport vehicles were carried out effectively and provided constructive education to vehicle owners and drivers. The information conveyed in this activity is expected to be implemented directly in driving practices, especially to improve operational safety and compliance with vehicle load and dimension regulations.

b. Supporting Factors

The achievement of this community service program activity cannot be separated from internal and external support. Internal support is in the active role of all lecturers and students of Poltrada Bali Logistics Management. No less important, support is also provided by Poltrada Bali in the form of opportunities through the P3M party. External support for the achievement of community service program activities is also inseparable from the support of UPPKB Kalitiro employees, who have provided a place for the implementation of socialization activities, in addition to the participation of freight drivers during the socialization of materials by students.

c. Obstacles

The obstacles in the Zero ODOL socialization activities include the limited time for implementation, which results in a lack of in-depth delivery of material for drivers and different levels of understanding among drivers, making it difficult to convey information evenly.

Activity Implementation Stage

1. Preparation

This community service activity began with determining the location of the socialization, then a survey was conducted about the location of the socialization conducted by the BPTD Class II D.I.Yogyakarta internship group students. Then, a meeting was held, which was attended by the Supervisor of the Kalitirto UPPKB Service Unit and the BPTD Class II D.I.Yogyakarta internship group students, which discussed what material would be socialized to drivers, the activity agenda, and the division of tasks for each section during the socialization activity.

2. Implementations

a. Socialization Activities Related to Zero ODOL

Socialization was conducted directly at the UPPKB Kalitirto location and involved freight vehicle drivers and owners. This activity included the presentation of materials by students of the BPTD Class II D.I. Yogyakarta internship group and discussions to strengthen participants' understanding of the importance of vehicle load and dimension regulations to support driving safety and maintain road infrastructure.

b. Sticker Attachment on Freight Vehicles

As a form of continued campaign and visual reminder of the importance of compliance with Zero ODOL regulations, sticker attachment activities were carried out on freight vehicles located at the UPPKB Kalitirto location. The stickers contain educational messages regarding vehicle load limits and dimensions and an invitation to support driving safety. The sticker attachment was carried out directly by BPTD Class II D.I. Yogyakarta intern students with permission and approval from the driver or vehicle owner.

c. Evaluation and Documentation

After the activity, an evaluation was conducted to strengthen the level of understanding and response to the socialization that had been given. This activity was also documented in the form of photos and activity reports as evidence of the implementation of the socialization.

d. Group Photo

Figures 1, 2, and 3 show documentation of the socialization activities carried out at UPPKB Kalitirto.



Figure 1. Group photo with UPPKB Kalitirto employees



Figure 2. Socialization with freight drivers



Figure 3. Zero ODOL sticker attachment

The following are designs for Zero ODOL banners, stickers, and brochures as materials to support the socialization activities smoothly.



**Stop ODOL !
Jaga Nyawa dan Jalan Raya**

Setiap hari, ribuan kendaraan berat melintas di jalan raya membawa barang untuk memenuhi kebutuhan masyarakat. Namun, tidak sedikit dari kendaraan tersebut yang melanggar aturan dengan membawa muatan melebihi ukuran dan kapasitas yang diizinkan.

**Angkut Sesuai Aturan,
Selamat Sampai Tujuan**

Patuhi aturan demi keselamatan, ketertiban, dan infrastruktur yang berkelanjutan. Dalam dunia angkutan barang, efisiensi dan kecepatan sering menjadi prioritas. Namun, praktik Over Dimension dan Over Load (ODOL) adalah pelanggaran serius yang membawa risiko besar. Tidak hanya membahayakan keselamatan pengemudi dan pengguna jalan lainnya, ODOL juga berdampak besar terhadap kerusakan infrastruktur dan kerugian negara.

**MANAJEMEN LOGISTIK
POLTRADA BALI**

**PENGABDIAN
KEPADA
MASYARAKAT**

OVER DIMENSION

Kendaraan dimodifikasi untuk melebihi ukuran standar demi menampung lebih banyak muatan.

OVER LOAD

Kendaraan membawa beban melebihi kapasitas maksimal yang diizinkan.

Penerapan Teknologi

Tindakan yang perlu dilakukan dalam pencegahan adanya perilaku odol yang dilakukan oleh pelaku distributor salah satunya adalah pemilihan teknologi yang tepat sehingga dapat membantu memonitor dan mengurangi ODOL, seperti yang dikenal Weight in Motion System.

Edukasi dan Pelatihan

Pemberian Edukasi ataupun ilmu yang dimiliki menjadi pilihan yang mudah dan tepat karena hal ini memberikan adanya interaksi antara pelaku dan aparat penegak peraturan, serta ada dilakukannya pelatihan terhadap pentingnya menghindari ODOL, adapun kegiatan yang biasa dilakukan adalah PDM atau Pengabdian Kepada Masyarakat.

Dampak ODOL :

- Keselamatan Lalu Lintas
- Kerusakan Infrastruktur
- Kerugian Ekonomi
- Penurunan umur kendaraan

Kerjasama Pemerintah dan Swasta

Peran dari pihak ke-3 memberikan dampak yang besar dimana dalam kasus ini pihak luar dapat bekerjasama dalam melakukan penindakan atau memberikan pengurangan terhadap dampak yang ditimbulkan dari ODOL dan sehingga dapat mengurangi adanya tindakan ODOL.

Overall, the implementation of the Zero Over Dimension Over Loading (ODOL) socialization is a step to increase the awareness and understanding of freight vehicle drivers and owners regarding the importance of compliance with the government's vehicle load and dimension regulations. Through this activity, it is hoped that freight vehicle drivers will understand the

negative impacts of ODOL violations on traffic safety, damage to road infrastructure, and legal sanctions that may be imposed. This socialization also aims to encourage behavioral changes in vehicle operations to be more orderly, safe, and in accordance with applicable technical standards, thus supporting the creation of a sustainable and safe land transportation system.

CONCLUSION

The conclusion of the Community Service activity through the socialization of Zero Over Dimension Over Loading (ODOL) carried out by the BPTD Class II D.I.Yogyakarta Internship Group Students of the Diploma III Logistics Management Study Program, Bali Land Transportation Polytechnic, which was carried out at the UPPKB Kalitirto, went well and was effective in increasing the understanding and awareness of drivers and owners of freight vehicles regarding the importance of compliance with vehicle load and dimension regulations. This activity provides direct education through material presentation and interactive discussions and strengthens campaign messages through visual media such as stickers and banners. The good collaboration between the BPTD Class II D.I. Yogyakarta internship group students, UPPKB Kalitirto, and the Bali Poltrada institution is the main supporting factor in the success of this activity. Although there were several obstacles, such as time limitations and differences in participants' level of understanding, overall, this activity was able to provide a positive contribution in efforts to support the implementation of the Zero ODOL policy and encourage the creation of safer and more orderly freight transportation in the future.

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