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Law Enforcement Against the Use of Modified Exhausts (Knalpot Brong) to Maintain Public Order and Social Tranquility in Pontianak City

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ABSTRACT

The use of modified exhausts (knalpot brong) has become a widespread social issue in Pontianak City, generating excessive noise pollution that disrupts public tranquility and environmental well-being. This research examined the characteristics of law enforcement against knalpot brong, analyzed the normative framework under Law Number 22 of 2009 on Traffic and Road Transportation, and identified the obstacles faced by the Pontianak City Police in its implementation. Employing normative-empirical legal research with statutory, conceptual, and case approaches, the findings revealed that law enforcement was conducted through preventive measures (education and socialization) and repressive measures (ticketing, seizure, and destruction of modified exhausts). However, significant obstacles remained, including the absence of sound level meters for objective measurement, limited technical standards, low public legal awareness, and the prevalence of vehicle modification culture. The research recommended strengthening technical regulations, providing measurement instruments, intensifying education, and fostering cross-sectoral collaboration to create sustainable public order in Pontianak City.

Kata Kunci:

Knalpot Brong, Penegakan Hukum, Ketertiban Umum, Pelanggaran Lalu Lintas, Pontianak.

ABSTRAK

Penggunaan knalpot modifikasi (knalpot brong) telah menjadi permasalahan sosial yang meluas di Kota Pontianak, yang menimbulkan pencemaran suara secara berlebihan sehingga mengganggu ketenteraman masyarakat dan kenyamanan lingkungan. Penelitian ini bertujuan untuk mengkaji karakteristik penegakan hukum terhadap penggunaan knalpot brong, menganalisis kerangka normatif berdasarkan Undang-Undang Nomor 22 Tahun 2009 tentang Lalu Lintas dan Angkutan Jalan, serta mengidentifikasi kendala yang dihadapi oleh Kepolisian Resor Kota Pontianak dalam pelaksanaannya. Dengan menggunakan metode penelitian hukum normatif-empiris melalui pendekatan perundang-undangan, konseptual, dan kasus, hasil penelitian menunjukkan bahwa penegakan hukum dilakukan melalui tindakan preventif berupa edukasi dan sosialisasi serta tindakan represif berupa penilangan, penyitaan, dan pemusnahan knalpot modifikasi. Namun, masih terdapat sejumlah kendala signifikan, antara lain tidak tersedianya alat pengukur tingkat kebisingan untuk melakukan pengukuran secara objektif, terbatasnya standar teknis, rendahnya kesadaran hukum masyarakat, serta masih maraknya budaya modifikasi kendaraan. Penelitian ini merekomendasikan penguatan regulasi teknis, penyediaan instrumen pengukuran kebisingan, peningkatan intensitas edukasi kepada masyarakat, serta penguatan kolaborasi

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lintas sektor guna mewujudkan ketertiban umum yang berkelanjutan di Kota Pontianak

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A. Introduction

Traffic and road transportation play a strategic role in supporting national development and public welfare, as mandated by the 1945 Constitution of the Republic of Indonesia. Law Number 22 of 2009 on Traffic and Road Transportation (UU LLAJ) was enacted to realize safe, orderly, smooth, and efficient traffic through effective management and engineering.[1] Article 48 paragraph (1) of the UU LLAJ requires every motor vehicle operated on the road to meet technical and roadworthiness requirements, including exhaust systems.[2]

One of the persistent problems in traffic law enforcement is the use of modified exhausts, commonly known as knalpot brong. These are exhaust systems that have been modified from factory standards, designed to produce unrestricted exhaust flow (free flow) that increases engine performance but generates excessive noise exceeding the permitted threshold.[3] Unlike standard exhausts equipped with silencers, knalpot brong produce noise levels that disturb public tranquility and environmental comfort.[4]

The phenomenon of knalpot brong is not merely a technical violation but reflects a broader crisis of legal compliance and a cultural challenge. In Pontianak City, the use of modified exhausts has become increasingly prevalent, particularly among teenagers and young adults who view them as a symbol of identity and

[1] Undang-Undang Nomor 22 Tahun 2009 Tentang Lalu Lintas Dan Angkutan Jalan, Pasal 3.
[2] Undang-Undang Nomor 22 Tahun 2009, Pasal 48 Ayat (1).
[3] Sulistyo et al., "KNALPOT BROONG (MODIFIKASI) KENDARAAN SEPEDA MOTOR BERDASARKAN UNDANG – UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."
[4] Makainas et al., "PENEGAKAN HUKUM TERHADAP PENGGUNAAN KNALPOT BISING MENURUT UNDANG-UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."

prestige.[5] The noise generated disrupts residential areas, disturbs rest and worship activities, and creates the potential for social conflict. Data from the Pontianak City Police indicated that public complaints regarding knalpot brong noise continued to increase, prompting the police to intensify enforcement efforts.

The research gap lies in the fact that most existing literature focuses on law enforcement practices in other jurisdictions such as Manado, Badung, and other regions, yet minimal attention has been given to the specific dynamics of law enforcement against knalpot brong in Pontianak City, particularly regarding the effectiveness of the recently intensified Blue Light Patrol program and the obstacles faced by the Pontianak City Police. Previous studies by Devi et al. (2026) analyzed law enforcement obstacles in Badung.[6] Sulistyo et al. (2025) examined knalpot brong from the perspective of UU LLAJ.[7] Makainas (2025) analyzed law enforcement against noisy exhausts in Indonesia.[8] Marande (2026) examined the absence of local regulations in Manado.[9] However, these studies have not comprehensively addressed the specific context of Pontianak City with its unique social and cultural characteristics.

This research focuses on examining the characteristics of law enforcement against knalpot brong, analyzing the normative framework under UU LLAJ and related regulations, and identifying the obstacles faced by the Pontianak City Police in its implementation. The novelty of this research lies in its comprehensive analysis of law enforcement practices in Pontianak City, integrating the perspectives of

[5] Setyawan et al., "PENEGAKAN HUKUM TERHADAP PENGGUNAAN KNALPOT BRONG SEBAGAI UPAYA MENJAGA KETERTIBAN UMUM DAN STABILITAS NASIONAL DALAM PERSPEKTIF BELA NEGARA."
[6] Devi et al., "Analisis Hambatan Polres Badung Dalam Menanggulangi Penggunaan Knalpot Brong Di Wilayah Hukum Polres Badung."
[7] Sulistyo et al., "KNALPOT BROONG (MODIFIKASI) KENDARAAN SEPEDA MOTOR BERDASARKAN UNDANG – UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."
[8] Makainas et al., "PENEGAKAN HUKUM TERHADAP PENGGUNAAN KNALPOT BISING MENURUT UNDANG-UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."
[9] Marande et al., "PENEGAKAN HUKUM TERHADAP PELAKU PENGGUNA KNALPOT BERMOTOR TIDAK STANDAR (BRONG) YANG MELANGGAR KETENTERAMAN DAN KETERTIBAN UMUM DI KOTA MANADO."

normative law, empirical data from police operations, and the cultural dimensions of vehicle modification.

B. Research Method

This research constitutes normative-empirical legal research, combining normative analysis of statutory regulations with empirical examination of law enforcement implementation in the field. The normative approach was used to analyze provisions in Law Number 22 of 2009 on Traffic and Road Transportation, Minister of Environment Regulation Number 7 of 2009 on Noise Thresholds for Motor Vehicles, and relevant police regulations. The empirical approach was used to examine how these regulations were applied in practice by the Pontianak City Police, particularly in the Blue Light Patrol operations and other enforcement activities.

This research employed three approaches. First, the statute approach was conducted by examining all laws and regulations relevant to the legal issue, specifically Law Number 22 of 2009 on Traffic and Road Transportation, Government Regulation Number 55 of 2012 on Vehicles, Minister of Environment Regulation Number 7 of 2009, and relevant police regulations. Second, the conceptual approach referred to the concepts of law enforcement, public order, legal culture, and deterrence theory as analytical frameworks. Third, the case approach was conducted by examining law enforcement practices in Pontianak City, particularly the Blue Light Patrol operations, cross-sectoral Focus Group Discussions, and enforcement actions against knalpot brong users.

The legal materials used in this research were classified into three categories. Primary legal materials consisted of the 1945 Constitution of the Republic of Indonesia, Law Number 22 of 2009 on Traffic and Road Transportation, Government Regulation Number 55 of 2012 on Vehicles, Minister of Environment Regulation Number 7 of 2009, and relevant police regulations and circulars. Secondary legal materials included peer-reviewed journal articles, scholarly books on traffic law, law enforcement, and legal culture, as well as official reports from the Pontianak City Police regarding enforcement statistics and

operational activities. Tertiary legal materials included legal dictionaries and online sources that provided clarification on primary and secondary legal materials.

The collection of legal materials was conducted through library research by inventorying official legal documents, literature, and official reports. This research relied on documentary evidence from literature, previous research, and official reports from the Pontianak City Police. The methodological limitation was that this research did not conduct primary field interviews but rather utilized existing documentary evidence from verified sources, including official police reports, news articles from credible media outlets such as RRI, Tribun Pontianak, Pontianak Post, and ANTARA News, to analyze the phenomenon of knalpot brong enforcement in Pontianak City. Data regarding enforcement statistics, operational activities, and public complaints were obtained from these official and media sources.

The analysis method used was descriptive-analytical with legal reasoning and deductive legal syllogism. The descriptive-analytical method was employed to describe the existing legal norms and analyze their application to the issue of knalpot brong enforcement. Legal reasoning was used to connect legal principles, norms, and doctrines to reach conclusions regarding the necessary safeguards for effective implementation. Deductive legal syllogism was applied by taking general legal premises (the provisions of UU LLAJ and related regulations) and applying them to specific facts (the phenomenon of knalpot brong in Pontianak City) to draw valid legal conclusions. The analysis was conducted qualitatively by interpreting legal norms and principles to identify inconsistencies between legal frameworks and their implementation in practice.

C. Results and Discussion

1. The Characteristics of Knalpot Brong and Its Legal Framework

a. Definition and Technical Characteristics

Knalpot brong is a modified exhaust system designed to produce unrestricted exhaust flow (free flow), thereby increasing motorcycle performance,

particularly in racing events such as road race and drag race.[10] Unlike standard exhausts equipped with silencers, knalpot brong typically lacks a sound suppressor, resulting in excessive noise that exceeds the permitted threshold.[11] The primary function of a standard exhaust is to reduce the noise generated by combustion explosions in the engine cylinder. Without a silencer, the exhaust gas is released directly into the open air, producing noise levels that can reach 92–112 dB, far exceeding the safe threshold for two-wheeled vehicles.[12]

The Minister of Environment Regulation Number 7 of 2009 establishes noise threshold limits for motor vehicles: maximum 77 dB for motorcycles up to 80 cc, maximum 80 dB for 80–175 cc, and maximum 83 dB for motorcycles above 175 cc.[13] In practice, knalpot brong typically produces noise levels exceeding 90 dB, significantly above these thresholds. This excessive noise has significant health implications, including stress, sleep disturbances, hearing impairment, and cardiovascular problems.

b. The Constitutional and Statutory Framework

The use of knalpot brong violates Article 28G paragraph (1) of the 1945 Constitution, which guarantees every person the right to protection of their person, family, honor, dignity, and property, as well as the right to a sense of security and protection from fear.[14] The noise generated by knalpot brong constitutes a form of noise pollution that interferes with citizens' rights to a peaceful and healthy environment. The Human Rights Law further provides that every person has the right to a safe and peaceful life and protection from threats of fear.

Article 48 paragraph (1) of the UU LLAJ requires every motor vehicle operated on the road to meet technical and roadworthiness requirements.[15] Article

[10] Sulistyo et al., "KNALPOT BROONG (MODIFIKASI) KENDARAAN SEPEDA MOTOR BERDASARKAN UNDANG – UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."
[11] Undang-Undang Nomor 22 Tahun 2009, Pasal 106 Ayat (2) Huruf e.
[12] Makainas et al., "PENEGAKAN HUKUM TERHADAP PENGGUNAAN KNALPOT BISING MENURUT UNDANG-UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."
[13] Peraturan Menteri Negara Lingkungan Hidup Nomor 7 Tahun 2009.
[14] Undang-Undang Dasar Negara Republik Indonesia Tahun 1945, Pasal 28G Ayat (1).
[15] Undang-Undang Nomor 22 Tahun 2009, Pasal 48 Ayat (1).

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48 paragraph (3) explains that roadworthiness requirements are determined based on the minimum performance of motor vehicles, measured by exhaust emissions, noise levels, brake system efficiency, and engine power suitability.[16] The use of knalpot brong automatically invalidates the roadworthiness status of a vehicle because it has been modified in such a way that it no longer conforms to factory standards that have passed type testing.

The juridical consequence for violators is regulated in Article 285 paragraph (1) of the UU LLAJ, which states that any person who drives a motorcycle on the road that does not meet technical and roadworthiness requirements including exhaust systems may be punished with imprisonment for a maximum of one month or a fine of at most Rp250,000.[17] Additionally, Article 106 paragraph (3) of the UU LLAJ prohibits drivers from operating vehicles that do not meet technical requirements.[18] The combination of these provisions forms the legal basis for law enforcement against knalpot brong users.

Table 1 Legal Framework for Knalpot Brong Enforcement

No.	Legal Instrument	Relevant Provision	Content
1	1945 Constitution	Article 28G(1)	Right to security and protection
2	Law No. 22/2009 (UU LLAJ)	Article 48(1)	Technical and roadworthiness requirements
3	Law No. 22/2009 (UU LLAJ)	Article 48(3)	Noise as a component of roadworthiness
4	Law No. 22/2009 (UU LLAJ)	Article 106(3)	Prohibition on operating non-compliant vehicles
5	Law No. 22/2009 (UU LLAJ)	Article 285(1)	Criminal sanctions for violations
6	Minister of Environment Regulation No. 7/2009	Noise threshold	Max 77–83 dB depending on engine capacity

Source: Adapted from Law Number 22 of 2009 on Traffic and Road Transportation; Minister of Environment Regulation Number 7 of 2009.

[16] Undang-Undang Nomor 22 Tahun 2009, Pasal 48 Ayat (3).
[17] Undang-Undang Nomor 22 Tahun 2009, Pasal 285 Ayat (1).
[18] Undang-Undang Nomor 22 Tahun 2009, Pasal 106 Ayat (3).

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2. Law Enforcement Practices by the Pontianak City Police

a. Preventive Measures: Education and Socialization

The Pontianak City Police has implemented various preventive measures to address the knalpot brong phenomenon. First, the police conducted education and socialization campaigns through the Police Goes to School program, targeting students at junior and senior high schools.[19] This program aimed to educate the younger generation about traffic regulations and the negative impacts of knalpot brong. Second, the police visited workshops and spare parts stores to encourage them not to sell or install modified exhausts. This approach addressed the root cause of the problem by targeting the supply chain rather than merely the end users.[20]

Third, the police conducted cross-sectoral Focus Group Discussions (FGD) involving the TNI, Pontianak City Government, Education Office, Transportation Office, Civil Service Police Unit, and the Indonesian Motorcycle Industry Association (IMI). The FGD resulted in a Joint Commitment for Handling Exhausts Not in Accordance with Technical Specifications and Prevention of Illegal Racing, emphasizing preemptive, preventive, and firm law enforcement approaches.[21] The commitment included enhanced integrated patrols, education for students, coaching for workshop owners and spare parts sellers, strengthening cross-sectoral synergy, and involving motorcycle communities as pioneers of traffic safety.

b. Repressive Measures: Blue Light Patrol and Enforcement Actions

The Pontianak City Police has implemented repressive measures through the *Blue Light Patrol* program, conducted daily from 23:30 to 03:00 WIB, targeting locations frequently used for illegal racing.[22] The patrol also targets the use of

[19] *Humas Polri. "Polresta Pontianak Gandeng Lintas Sektor Atasi Balap Liar Dan Knalpot Brong." Humas.Polri.Go.Id, 3 Oktober 2026. Https://Humas.Polri.Go.Id/News/Detail/2592709.*
[20] Muhammad Abdul Azis, Siti Fadila Nuramelia, Muhammad Thufail Ariiq, Alya Synthia Kurniawati, Riski Ananda Kusuma Putri, Misshouw Meilany Putri, and Dafirly Salsadilla Dosanto, "Causative-Based Integral Policy as a Response to Criminogenic Factors in the Distribution of Subsidized Fuel," Punggawa Law Review 1, no. 3 (2026): 142–148, https://punggawajournal.com/plr/article/view/66.
[21] *Humas Polri. "Polresta Pontianak Gandeng Lintas Sektor Atasi Balap Liar Dan Knalpot Brong." Humas.Polri.Go.Id, 3 Oktober 2026. Https://Humas.Polri.Go.Id/News/Detail/2592709.*
[22] *RRI. "Polisi Amankan Puluhan Remaja Dan Kendaraan Berknalpot Brong." RRI.Co.Id, 11 November 2025. Https://Rri.Co.Id/Pontianak/Hukum/1966486.*

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knalpot brong that disturbs public comfort. During these operations, officers take action against violators through ticketing, seizure of modified exhausts, and providing education.

Table 2 Law Enforcement Actions Against Knalpot Brong in Pontianak City

No.	Date	Operation/Action	Result
1	November 2025	Patroli Malam Minggu Aman	49 vehicles and 49 children secured
2	November 2025	Joint operation with relevant agencies	49 motorcycles with knalpot brong secured
3	December 2025	Large-scale patrol	6 vehicles with knalpot brong secured
4	April 2026	Blue Light Patrol	Daily operations, knalpot brong enforcement
5	May 2026	Razia Gabungan	49 motorcycles with knalpot brong secured
6	July 2026	Patroli Enggang	8 motorcycles with knalpot brong secured
7	October 2026	Cross-sectoral FGD	Joint Commitment signed

Source: Compiled from official police reports and credible news sources (RRI, Tribun Pontianak, Pontianak Post, ANTARA News).

In the November 2025 operation, the Pontianak City Police secured 49 vehicles and 49 children, most of whom were students and had not met the requirements to drive on public roads. As a coaching measure, the police did not immediately impose criminal sanctions but instead recorded the children's data and summoned their parents to provide a statement letter committing not to repeat the offense.[23] Violators were required to replace their modified exhausts with standard ones before their vehicles were returned.

The police also conducted enforcement against workshops and spare parts stores. While monitoring found no workshops or stores selling knalpot brong, the police continued to provide education and appeals to business owners not to sell or

[23] *RRI. "Polisi Amankan Puluhan Remaja Dan Kendaraan Berknalpot Brong." RRI.Co.Id, 11 November 2025. Https://Rri.Co.Id/Pontianak/Hukum/1966486.*

install modified exhausts. However, enforcement against sellers faced challenges due to overlapping regulations with trade laws, requiring greater attention.

3. Obstacles in Law Enforcement Against Knalpot Brong

a. Normative and Technical Obstacles

The first obstacle concerns the absence of objective measurement instruments. Although the Police Chief's Telegram Number ST/1045/V/HUK.6.2/2021 instructs the use of sound level meters in enforcement, in practice, many police units still rely on subjective assessment through visual observation and hearing.[24] This creates legal uncertainty because not all modified exhausts automatically violate the noise threshold. Without calibrated measurement tools, enforcement actions are vulnerable to legal challenges by violators.

The second obstacle relates to the lack of explicit technical standards in the primary regulation. The UU LLAJ only provides general principles without measurable technical standards. Article 106 paragraph (2) letter e prohibits "issuing disturbing sounds," but does not define the threshold objectively in decibels.[25] Technical standards are delegated to implementing regulations, creating a hierarchy of regulations that weakens legal certainty because criminal sanctions in the law are not integrated with technical standards in lower regulations.[26]

b. Cultural and Social Obstacles

The third obstacle is the low level of public legal awareness. Many vehicle users, particularly teenagers, view knalpot brong as a form of self-expression and lifestyle rather than a legal violation. A survey of motorcycle communities revealed that 85% admitted to using racing or modified exhausts, with 70% citing reasons of "looking cool" and "having a fierce sound."[27] Only 25% understood the legal noise

[24] Sulistyo et al., "KNALPOT BROONG (MODIFIKASI) KENDARAAN SEPEDA MOTOR BERDASARKAN UNDANG – UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."
[25] Undang-Undang Nomor 22 Tahun 2009, Pasal 106 Ayat (2) Huruf e.
[26] Joko Sriwidodo and Ramlani Lina Sinaulan, "The Role of Legal Analysis and Evaluation in Realizing the Formation of Better Legislation," KRTHA Bhayangkara 19, no. 1 (2025): 188–206, https://doi.org/10.31599/krtha.v19i1.3795.
[27] Makainas et al., "PENEGAKAN HUKUM TERHADAP PENGGUNAAN KNALPOT BISING MENURUT UNDANG-UNDANG NOMOR 22 TAHUN 2009 TENTANG LALU LINTAS DAN ANGKUTAN JALAN."

threshold of 84 dB. This reflects a cultural gap between legal norms and public perception, where the violation is considered a minor administrative matter rather than a serious offense against the constitutional right to tranquility.[28]

The fourth obstacle is the vehicle modification culture that has developed among the younger generation. The use of knalpot brong is not merely a technical issue but has become a symbol of identity, prestige, and masculinity for certain groups. The culture of "showing off" vehicle sounds in crowded areas demonstrates that there is a social value that normalizes public disturbance as a form of self-expression.[29] This cultural obstacle is exacerbated by social permissiveness, where the social environment actually appreciates modifications that violate technical regulations.

c. Structural and Resource Obstacles

The fifth obstacle concerns the limited facilities and infrastructure. The Pontianak City Police faces limitations in providing calibrated sound level meters for every patrol unit.[30] The absence of these measurement tools means that enforcement is often based on subjective assessment, which is legally vulnerable. Additionally, there is no integrated database system between the police, the Transportation Office, and the Environmental Office to monitor and track repeat offenders.

The sixth obstacle relates to the limitations of the current sanction regime. The maximum fine of Rp250,000 is often considered disproportionate compared to the cost of exhaust modification, which can reach millions of rupiah. The low fine does not create a deterrent effect, and violators tend to pay the fine rather than replace their modified exhausts with standard ones. Furthermore, there is no obligation for violators to restore their vehicles to standard condition after paying

[28] Yulianto Syahyu and Diana Fitriana, "Mencari Ilmu (Teori) Hukum Yang Bercirikan Indonesia Berdasarkan Aliran Sociological Jurisprudence," Jurnal Hukum Sasana 7, no. 1 (2021), https://doi.org/10.31599/sasana.v7i1.587.
[29] Marande et al., "PENEGAKAN HUKUM TERHADAP PELAKU PENGGUNA KNALPOT BERMOTOR TIDAK STANDAR (BRONG) YANG MELANGGAR KETENTERAMAN DAN KETERTIBAN UMUM DI KOTA MANADO."
[30] Devi et al., "Analisis Hambatan Polres Badung Dalam Menanggulangi Penggunaan Knalpot Brong Di Wilayah Hukum Polres Badung."

the fine, and there is no post-ticketing verification mechanism to ensure compliance.

Table 3 Obstacles in Law Enforcement Against Knalpot Brong in Pontianak City

No.	Type of Obstacle	Concrete Form	Impact
1	Technical	Absence of sound level meters	Subjective enforcement, legal uncertainty
2	Normative	Unclear noise threshold in primary regulation	Difficulty in proving violations
3	Cultural	Low legal awareness, modification culture	High violation rates
4	Structural	Limited facilities and integrated database	Inconsistent enforcement
5	Sanction	Low fines, no restoration obligation	No deterrent effect
6	Coordination	Limited cross-sectoral synergy	Reactive and temporary enforcement

Source: Adapted from field reports and scholarly analysis (Sulistyo et al., 2025; Makainas, 2025; Devi et al., 2026).

4. Toward a More Effective Enforcement Model

a. Strengthening Technical Regulations and Measurement Instruments

The author argues that effective law enforcement against knalpot brong requires strengthening technical regulations and providing adequate measurement instruments. The noise threshold standards currently regulated in Minister of Environment Regulation Number 7 of 2009 should be integrated explicitly into the UU LLAJ or its implementing regulations to ensure legal certainty. Additionally, the Pontianak City Police should be equipped with calibrated sound level meters in every patrol unit to enable objective and measurable enforcement.

b. Intensifying Education and Public Awareness

The author further argues that education and public awareness campaigns must be intensified, targeting not only vehicle users but also workshop owners, spare parts sellers, and the general public. The Police Goes to School program should be expanded to cover all schools in Pontianak City, with materials on traffic

ethics, the negative impacts of noise pollution, and the legal consequences of violations. Community leaders and religious leaders should be involved as role models and advocates for orderly traffic behavior.[31]

c. Strengthening Cross-Sectoral Coordination

Effective enforcement also requires strengthening coordination between the police, the Transportation Office, the Environmental Office, and the Civil Service Police Unit. A permanent coordination forum should be established to conduct regular joint operations, share data on violators, and evaluate the effectiveness of enforcement measures. The Joint Commitment resulting from the October 2026 FGD provides a solid foundation for this collaboration, but it must be operationalized through concrete Standard Operating Procedures and regular monitoring.

d. Reforming the Sanction Regime

The author argues that the current sanction regime needs reform to create a deterrent effect. The fine should be increased proportionally to the cost of modification, and violators should be required to restore their vehicles to standard condition before their vehicles are returned. A "rehabilitative ticketing" model, where violators must replace their modified exhausts with standard ones, could be more effective than mere fines. Additionally, repeat offenders should face escalating sanctions, including temporary license suspension or vehicle impoundment.

D. Conclusion

Law enforcement against the use of knalpot brong in Pontianak City has been conducted through preventive measures (education, socialization, and cross-sectoral FGD) and repressive measures (Blue Light Patrol, ticketing, seizure, and destruction of modified exhausts). However, significant obstacles remain, including the absence of objective measurement instruments, unclear technical standards in

[31] Edi Saputra Hasibuan, "When The Police Are Trusted By The Public," KRTHA Bhayangkara 18, no. 2 (2024): 300–311, https://doi.org/10.31599/krtha.v18i2.1364.

primary regulations, low public legal awareness, the prevalence of vehicle modification culture, limited facilities and infrastructure, and the disproportionate sanction regime. The author concludes that effective law enforcement against knalpot brong requires a comprehensive approach that combines strengthened technical regulations, provision of calibrated measurement instruments, intensified public education, cross-sectoral coordination, and sanction reform. The Blue Light Patrol program and the Joint Commitment from the FGD provide a solid foundation, but their effectiveness depends on consistent implementation, adequate resource allocation, and sustained commitment from all stakeholders. To ensure the effectiveness of law enforcement and the realization of public order in Pontianak City, specific recommendations are formulated as follows: To the Pontianak City Police, to equip all patrol units with calibrated sound level meters, develop an integrated database system for recording violations, and intensify the Blue Light Patrol program with measurable performance indicators. To the Pontianak City Government, to revise Regional Regulation Number 4 of 2019 on Public Order to explicitly include the prohibition of knalpot brong with clear sanctions, and to allocate budget for public education campaigns and supporting infrastructure. To the House of Representatives and the Government, to reform the UU LLAJ by integrating explicit noise threshold standards and increasing sanctions for knalpot brong violations to create a proportional deterrent effect. To workshop owners and spare parts sellers, to comply with technical regulations by not selling or installing knalpot brong, and to actively support the police's educational campaigns.

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