





















Based on the percentage of freight overloaded by a decline in 2013 when compared with the data in 2012. If in 2012 the percentage of 15-30% overload offense is as much 89.17% of the number of vehicles breaking, then in 2013 the percentage of 15-25% overload by only 78.11%. This is an indication that the application of Regulation No. 4 of 2012 will be able to suppress or reduce the percentage of excess freight charges by East Java.

#### 4. CONCLUSION

Based on the above discussion, we can conclude some of the following:

1. Trends in the percentage of vehicles violating weighed against the number of vehicles tend to have increased in each year;
2. Prior to the implementation of monitoring and enforcement system freight overloading using information technology-based systems. There are a lot of data with a low level of validation;
3. The use of surveillance and enforcement system freight overloading based on information technology to minimize the occurrence of errors in the data or data manipulation by officers at weigh stations;
4. Since the applied information technology systems, the number of freight vehicles with offenders increased significantly due to more freight vehicles were captured and detected;
5. Application of Regional Regulation No. 4 of 2012 is expected to be able to reduce the number of violations for giving freight deterrent effect.
6. Supervision of officers at weigh stations using information technology-based systems and an increase in sanctions or fines given considered effective to reduce the number of violations of freight in East Java.
7. Need for further research to establish the limits of tolerance violations and fined the amount of detail that can be used as the basis of the next regulatory policy.

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