

The Role of the Police in Combating Illegal Racing through Preventive and Repressive Efforts in the Bali Regional Police Jurisdiction

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ABSTRACT: Illegal street racing has become an increasingly prevalent social phenomenon within the jurisdiction of the Bali Regional Police, particularly among adolescents and young adults, posing significant risks to both participants and other road users while also generating social unrest and violating traffic regulations. This study aims to analyze the role of the Bali Regional Police in addressing illegal street racing through preventive and repressive measures, as well as to identify the obstacles encountered in their implementation. This research employs a socio-legal (yuridis-sosiologis) approach using descriptive qualitative methods, with data collected through interviews with members of the Traffic Unit (Satlantas) and Criminal Investigation Unit (Satreskrim) of the Bali Regional Police, field observations at known illegal racing hotspots, and documentary analysis of police records and relevant legislation. The results reveal that preventive measures include routine patrols, public and automotive community outreach, and the utilization of surveillance technology, while repressive measures involve raids, legal enforcement under Article 297 in conjunction with Article 115 of Law No. 22 of 2009, and vehicle confiscation. Nevertheless, the effectiveness of these efforts remains constrained by limited personnel and infrastructure, as well as the insufficient deterrent effect of existing sanctions. The study concludes that strengthening synergy between preventive and repressive approaches through enhanced cross-sector coordination, technological optimization, and reinforced regional regulations is essential to sustainably reduce illegal street racing in Bali.

KEYWORDS: Police, Illegal Racing, Preventive, Repressive, Bali Police

I. INTRODUCTION

The phenomenon of illegal racing, better known as "trek-trekan," has become a deeply rooted social phenomenon among teenagers and young adults in various regions, including Bali Province. This activity generally takes place in the early hours of the morning on public roads, often accompanied by substandard vehicle modifications, betting, and involving large numbers of spectators. Illegal racing is not simply a technical traffic violation, but rather a reflection of more complex social issues, such as the need for self-actualization among adolescents, the influence of peer groups, weak parental supervision, and the lack of public spaces that can channel automotive hobbies legally and purposefully. Empirical data within the jurisdiction of the Bali Regional Police shows that this problem continues to recur from year to year. In a raid conducted by the Bali Regional Police's Sabhara Directorate, for example, officers arrested 24 minors caught in an illegal race on Jalan By Pass Suwung, South Denpasar, with evidence of 19 motorcycles, eight of which had been modified, and betting money. A more concerning fact is that of the 24 children arrested, two are still in 6th grade of elementary school and 3rd grade of junior high school, while the other 22 are high school/vocational school students. This case is not an isolated one, as recorded in various other operations such as the confiscation of dozens of vehicles in the Klungkung and Badung areas, which show that illegal racing has spread almost evenly across various regencies/cities in Bali. This problem is even more serious considering that illegal racing often ends in fatal accidents. For example, in late December 2025, a pile-up occurred on Jalan Ngurah Rai, Jembrana Regency, which was strongly suspected to have been triggered by illegal racing. In the incident, six people had to be rushed to the hospital after a speeding motorcycle hit a shade tree and triggered a pile-up with another vehicle, with the strong suspicion that it was triggered by illegal racing, strengthened by the circulation of videos at the scene. The Head of Traffic Unit of the Jembrana Police even revealed that several perpetrators attempted to destroy evidence, with several vehicles involved in the accident being taken from the scene before the police arrived, thus hampering the data collection process. In general, data from the Bali Regional Police Traffic Directorate recorded an increase in traffic accidents from 8,311 cases in 2024 to 8,329 cases in 2025, with 531 fatalities, some of which were triggered by illegal

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street racing activities. The impact of illegal street racing on traffic safety is very real, as emphasized by the Bali Regional Police Chief that the majority of traffic accident victims are among the productive age group 17 to 40 years old caused by factors of violations and negligence of drivers — an age group that aligns with the profile of illegal street racing perpetrators. In addition to threatening the safety of perpetrators and spectators, illegal street racing also causes disturbances to public order, as this activity often blocks road access, damages public facilities, and disrupts the normal flow of traffic. Equally important, illegal street racing causes deep social unrest in the community, as directly acknowledged by police officers that routine patrols are also driven by reports from the public who are disturbed by the noise of vehicles from street racing activities that generally take place in the early hours of the morning. This concern is exacerbated by the pattern of illegal racing perpetrators who frequently change locations to avoid raids, making it difficult for authorities to take consistent action. From a legal perspective, illegal racing is a clear form of violation of traffic laws. This activity is contrary to the provisions of Law Number 22 of 2009 concerning Road Traffic and Transportation (LLAJ Law), specifically Article 115 which prohibits motor vehicle drivers from racing on the road, with the threat of criminal penalties as stipulated in Article 297. In addition, the use of modified vehicles that do not meet technical specifications and roadworthiness, such as the use of non-standard exhausts (brong exhausts), also adds to the layer of legal violations that accompany illegal racing. Thus, illegal racing cannot be viewed solely as a social problem, but also as a criminal act that requires firm and consistent law enforcement.

Facing the complexity of the illegal racing problem that involves social, legal, and public safety dimensions, the role of the police is crucial and cannot be replaced by other institutions. The police, as mandated by Law Number 2 of 2002 concerning the Indonesian National Police, have a dual function as maintainers of public security and order (preventive) and as law enforcers (repressive). Efforts to combat illegal racing cannot rely solely on one approach; preventive efforts are needed to prevent and reduce the potential for illegal racing through patrols, outreach, and guidance, while repressive efforts are needed to provide a deterrent effect through firm legal action against perpetrators. Routine operations such as Operation Zebra, which specifically targets the control of illegal racing and fatal traffic violations, are one proof of the seriousness of the Bali Regional Police, as emphasized by the Bali Regional Police carrying out electronic enforcement both static and mobile, including limited manual ticketing against illegal racing and fatal traffic accidents. However, the high frequency of recurring illegal racing incidents indicates that the effectiveness of existing mitigation efforts still requires further study and evaluation.

This research is important to conduct considering that illegal racing remains a form of legal violation that threatens the safety of road users, disrupts public order, and has the potential to lead to other crimes such as gambling, the use of substandard vehicles, and fatal traffic accidents. As an institution tasked with maintaining public security and order, enforcing the law, and providing protection, guidance, and services to the community, the police are required not only to prioritize repressive measures through law enforcement, but also to optimize preventive strategies such as patrols, counseling, community development, and the use of surveillance technology to be able to suppress the number of illegal racing in a sustainable manner. Previous research has shown that the effectiveness of combating illegal racing is largely determined by the balance between preventive and repressive approaches, as stated by Auliasari and Lukitasari who concluded that consistent traffic patrols are able to prevent the development of illegal racing, although still facing obstacles of community participation and limited police resources. Hanantasena's research in the Bogor City area also proved that raids, vehicle confiscation, perpetrator guidance, and routine patrols are an effective combination of policies in suppressing illegal racing activities, although their implementation is still faced with a low deterrent effect and the relocation of racing locations. From the perspective of legal theory, the urgency of this research is also in line with the view of Sadjijono (2023) who emphasized that the function of modern police is not only oriented towards law enforcement, but also the prevention of security disturbances through a partnership approach with the community, as well as the opinion of Soerjono Soekanto (2023) who stated that the success of law enforcement is influenced by the substance of the law, law enforcement officers, facilities and infrastructure, society, and legal culture. Based on this background, this study is crucial for a comprehensive analysis of the police's role in combating illegal racing through preventive and repressive measures within the Bali Regional Police jurisdiction.

II. RESEARCH METHODS

This study uses an empirical or juridical-sociological legal research method with a descriptive qualitative approach, which aims to examine in depth how the implementation of traffic law norms is carried out in real practice by the Bali Regional Police, especially regarding preventive and repressive efforts in tackling illegal racing. The study was conducted in the jurisdiction of the Bali Regional Police (Polda), with a focus on several work units with the highest intensity of illegal racing cases, namely the Denpasar Police, Badung Police, and Jembrana Police, considering that these areas are often vulnerable points for illegal racing

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based on the empirical data described previously. The types of data used in this study consist of primary data and secondary data. Primary data were obtained directly from the field through in-depth interviews with competent parties, such as members of the Traffic Unit (Satlantas), the Sabhara Directorate, and the Criminal Investigation Unit (Satreskrim) of the Bali Regional Police, and where possible also involved illegal racing perpetrators and community leaders as supporting informants to obtain a more comprehensive picture. Meanwhile, secondary data was obtained through literature studies of laws and regulations, official police documents, annual traffic operations reports, as well as literature and previous research results relevant to the research topic.

The data collection technique was carried out through three main methods, namely semi-structured interviews to dig up indepth information from key informants, field observations at points identified as locations prone to illegal racing to obtain a picture of the real conditions in the field, and document studies to examine statistical data on cases, action reports, and related regulations. The determination of informants in this study used a purposive sampling technique, namely the deliberate selection of informants based on certain criteria who are considered to have knowledge and direct involvement with the research object, so that the data obtained is truly representative and relevant to the problems studied. Furthermore, the collected data were analyzed using qualitative data analysis techniques with a descriptive-analytical approach, namely data obtained from the results of interviews, observations, and document studies were reduced, presented, and then interpreted systematically to answer the research problem formulation, before finally drawing conclusions that fully describe how the role of the Bali Regional Police in tackling illegal racing through preventive and repressive efforts.

III. RESULTS AND DISCUSSION

As for the discussion of the analysis results, it is described as follows

A. Overview of Illegal Racing in the Bali Police Jurisdiction

Based on data analysis and field observations, illegal racing activities within the Bali Regional Police jurisdiction show a persistent pattern and are spread across various regencies/cities, not only concentrated in urban areas such as Denpasar, but also extending to Badung, Klungkung, and Jembrana Regencies. Data shows that illegal racing perpetrators are predominantly school-aged teenagers, as reflected in a raid that secured 24 minors in the South Denpasar area, some of whom were still in elementary and junior high school. The perpetrators' movement patterns also show distinctive characteristics, namely moving from location to location to avoid police patrols, and utilizing informal information networks to monitor the presence of officers, making enforcement more difficult to carry out consistently. This condition is exacerbated by the increasing trend in the number of traffic accidents in Bali, which in 2025 recorded 8,329 incidents with 531 fatalities, with the jurisdiction of the Denpasar Police, Buleleng Police, and Gianyar Police as the three areas with the highest number of accidents, where some of these accidents are strongly suspected to be triggered by illegal racing activities on public roads.

B. Bali Police's Preventive Efforts in Combating Illegal Racing

Preventive measures are the primary steps taken by the Bali Regional Police to prevent illegal racing before it develops into traffic violations or criminal acts that disrupt public order and security. Preventive measures are implemented through routine patrols at locations and times prone to illegal racing, traffic management, legal counseling for students and automotive communities, traffic safety campaigns, the use of Electronic Traffic Law Enforcement (ETLE) and CCTV cameras, and enhanced intelligence functions in mapping potential illegal racing hotspots. Furthermore, the Bali Regional Police also optimize regional police operations, such as Operation Zebra and Enhanced Routine Activities (KRYD), by prioritizing educational, persuasive, and humanistic approaches to increase public legal awareness, especially among the younger generation. This preventive strategy aligns with the concept of maintaining public order and security (harkamtibmas), which places prevention as the most effective measure to minimize legal violations. Research by Auliasari & Lukitasari (2023) shows that ongoing traffic patrols can suppress illegal racing activities by increasing police presence in vulnerable locations while simultaneously reducing opportunities for perpetrators to commit violations. Similarly, research by Andasia et al. (2025) emphasized that the success of the police's preventive function is greatly influenced by the professionalism of its personnel, the support of surveillance technology, and good synergy between the police and the community in maintaining environmental security. Therefore, the effectiveness of the Bali Police's preventive efforts depends not only on the intensity of patrols and enforcement of traffic discipline, but also requires the active participation of the community, educational institutions, local governments, and families in developing a culture of orderly traffic so that the potential for illegal racing can be continuously suppressed.

The Bali Police's preventive efforts are implemented through various preventative measures before any violations occur. First, routine patrols are conducted periodically at points identified as locations prone to illegal racing, particularly in the early morning, which is a favorite time for perpetrators to operate. Second, the police employ a persuasive and educational approach through

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outreach to students, parents, and automotive communities, including summoning parents of children caught in raids to provide guidance so that the children receive stricter supervision at home. Third, the police also utilize surveillance technology such as Electronic Traffic Law Enforcement (ETLE) cameras and field intelligence to monitor the movements of illegal racing groups that frequently change locations. Fourth, national-scale police operations such as Operation Zebra are also specifically directed at suppressing illegal racing activities, in which the Bali Police deploy a large number of personnel, prioritizing educational and persuasive activities, in addition to conducting both static and mobile electronic enforcement against violations, including curbing illegal racing. Throughout 2025, there was a significant increase in the number of warnings issued by the Traffic Unit, namely 17,792 warnings, a sharp increase compared to 2024, which only recorded 303 warnings. This indicates a strengthening of the persuasive and preventive approach in handling traffic violations, including illegal racing.

C. Bali Police's Repressive Efforts to Combat Illegal Racing

Repressive measures are law enforcement actions carried out by the Bali Regional Police after illegal racing violations occur with the aim of stopping the activity, providing a deterrent effect to the perpetrators, and creating legal certainty and public order. The implementation of repressive measures is carried out through joint raids on locations prone to illegal racing, disbanding racing activities, arresting perpetrators, confiscating vehicles used as illegal racing facilities, issuing evidence of violations (tickets), and conducting investigations against perpetrators who meet the elements of a criminal act according to Article 115 letter b in conjunction with Article 297 of Law Number 22 of 2009 concerning Traffic and Road Transportation. In the case of perpetrators being minors, the handling process still takes into account the provisions of the Juvenile Criminal Justice System through a diversion approach as long as they meet the requirements stipulated by statutory regulations. Repressive law enforcement is not only aimed at imposing sanctions on perpetrators, but also as a general prevention instrument so that the community does not commit similar violations. The results of research by Hanantasena et al. (2025) showed that repressive measures in the form of raids, vehicle confiscation, guidance for perpetrators, and enforcement of criminal sanctions were able to reduce the frequency of illegal racing, although its effectiveness was still influenced by the low deterrent effect and the ability of perpetrators to avoid officers. In line with that, Swasana (2015) stated that the enforcement of Article 115 in conjunction with Article 297 of Law Number 22 of 2009 is a legal basis that provides legitimacy to the police to carry out repressive actions against perpetrators of illegal racing, but its implementation still faces obstacles in the form of limited evidence, high mobility of perpetrators, and low legal awareness of the community so that consistent law enforcement is needed which is supported by coordination with local governments and community participation.

In addition to a preventive approach, the police also carry out a repressive function as a form of law enforcement against illegal racing perpetrators who are caught red-handed or identified through case development results. Legally, the legal basis for taking action against illegal racing refers to Article 115 letter b in conjunction with Article 297 of Law Number 22 of 2009 concerning Traffic and Road Transportation, which states that anyone who drives a motorized vehicle to race on the road can be punished with a maximum of one year imprisonment or a maximum fine of IDR 3,000,000.00. In practice, the action carried out by the Bali Regional Police includes joint raids at vulnerable locations, confiscation of motorized vehicles used in illegal racing — as reflected in the confiscation of dozens of motorcycles in various operations in the Klungkung, Badung, and Denpasar areas — and the imposition of fines for perpetrators who are of age. Specifically for underage perpetrators, the approach applied tends to prioritize guidance and diversion as mandated by the juvenile criminal justice system, rather than the formal criminal process. In addition, in cases that resulted in fatal accidents, such as the incident on Jalan Ngurah Rai, Jembrana, the police also conducted in-depth investigations using evidence in the form of video recordings from intelligence units to identify the perpetrators involved, including those who attempted to hide vehicles from the scene of the incident. Throughout 2025, the Bali Police Traffic Unit also recorded 17,838 manual ticketing cases and 12,418 electronic ticketing cases through ETLE, as part of comprehensive traffic law enforcement efforts, including against violations related to illegal racing activities.

D. Factors Inhibiting the Eradication of Illegal Racing

Factors inhibiting the eradication of illegal racing primarily originate from internal and external aspects that affect the effectiveness of police duties. Internally, obstacles frequently encountered include limited personnel, a lack of supporting facilities and infrastructure such as patrol vehicles and electronic surveillance devices, and a vast security area that is disproportionate to the available resources. Meanwhile, externally, the eradication of illegal racing is faced with the high mobility of perpetrators who frequently change locations, low public legal awareness, the negative influence of peer groups on adolescents, the presence of gambling elements and spectator support, the lack of official racing facilities as a means of channeling interests, and suboptimal cross-agency coordination. These conditions make it easier for perpetrators to evade action and repeat their actions even though they have been subject to legal sanctions. Research by Pradita & Surata (2019) on the eradication of illegal racing in the Buleleng

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Police jurisdiction shows that the main obstacles faced by the police include weak inter-agency coordination, the lack of an official circuit, and the persistence of a community culture that tolerates and even supports gambling practices in illegal racing, so that law enforcement efforts are not yet optimal. In addition, Maulida's (2015) research on the National Police's efforts to combat illegal motorcycle racing gambling in Kediri City revealed that limited personnel, difficulty in obtaining evidence, high solidarity among perpetrators, and the rapid mobility of illegal racing groups are the main obstacles in the law enforcement process.

Despite various preventive and repressive efforts, the fight against illegal racing within the Bali Regional Police jurisdiction still faces a number of obstacles. Internally, limited personnel and infrastructure are the main obstacles given the vastness of the Bali Regional Police jurisdiction, which covers all regencies/cities. Meanwhile, the movement patterns of illegal racers, who tend to move from location to location, complicate the effectiveness of routine patrols. Externally, the behavior of perpetrators who have the ability to detect the presence of officers and social support from peers and spectators also contribute to strengthening the culture of illegal racing among youth. Furthermore, the criminal sanctions stipulated in Article 297 of the Traffic and Road Traffic Law, which only involve a maximum of one year's imprisonment or a maximum fine of Rp 3,000,000.00, are considered relatively light and do not provide a significant deterrent effect for perpetrators, especially for perpetrators who are minors, whose handling is more directed towards a restorative approach. Another obstacle also arises from the side of evidence, particularly in cases of accidents triggered by illegal racing, where perpetrators and their associates often attempt to destroy evidence by fleeing the vehicles involved before officers arrive at the scene.

E. Solution Efforts and Recommendations

Solution-oriented efforts to strengthen the role of the Bali Regional Police in combating illegal racing need to be directed at integrating preventive and repressive strategies in a sustainable manner, involving all stakeholders. From a preventive aspect, the Bali Regional Police need to increase the intensity of patrols during vulnerable hours and locations, optimize the use of surveillance technologies such as ETLE, CCTV, drone surveillance, and data-based intelligence analysis, and expand legal education programs through collaboration with schools, universities, automotive communities, traditional villages, and local governments to build a culture of orderly traffic from an early age. In addition, the local government, together with the Indonesian Motor Association (IMI), needs to provide official racing platforms or legal automotive activities as a means of channeling the interests of the younger generation so that the potential for involvement in illegal racing can be minimized. From a repressive perspective, law enforcement must be carried out consistently through joint operations, periodic raids, confiscation of vehicles that do not meet technical requirements, the application of criminal sanctions in accordance with Law Number 22 of 2009 concerning Traffic and Road Transportation, and the provision of guidance for perpetrators, especially minors, while still prioritizing the principle of restorative justice in accordance with statutory provisions. In addition, it is necessary to strengthen the capacity of police personnel through increased competence, additional operational facilities and infrastructure, and the establishment of a more effective coordination system between the police, prosecutors, local governments, schools, families, and the community in conducting early detection, information exchange, and periodic evaluation of the development patterns of illegal racing. By implementing an integrated, collaborative, and prevention-based strategy along with firm law enforcement, it is hoped that the role of the Bali Regional Police in tackling illegal racing will not only be able to reduce the number of traffic violations, but also build public legal awareness and realize sustainable security, order, and traffic safety in the jurisdiction of the Bali Regional Police.

Based on these findings, strengthening the synergy between preventive and repressive efforts is key to sustainably reducing illegal racing in Bali. Optimizing surveillance technology, such as expanding CCTV and ETLE networks at vulnerable locations, needs to be continuously improved, along with strengthening cross-sector coordination between the police, local government, education agencies, and community leaders. Furthermore, providing legal channels for youth automotive hobbies, such as official circuits or organized racing events, could be a long-term solution to divert the younger generation's interest from illegal racing to safer and more focused activities.

IV. CONCLUSIONS

Based on the research results and discussions that have been described, it can be concluded that the Bali Regional Police have carried out a dual role as security maintainers and law enforcers in tackling illegal racing through two main approaches, namely preventive and repressive efforts. Preventive efforts are realized through routine patrols at vulnerable points, socialization and guidance to students and parents, the use of surveillance technology such as ETLE and field intelligence, and the implementation of national-scale operations such as Operation Zebra which prioritizes an educational and persuasive approach. Meanwhile, repressive efforts are implemented through joint raids, vehicle confiscation, the implementation of ticket sanctions, and criminal law enforcement based on Article 115 letter b in conjunction with Article 297 of Law No. 22 of 2009 concerning LLAJ, with a

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diversion approach for underage perpetrators. Both efforts have contributed to suppressing some illegal racing activities, but have not been completely effective in eliminating the phenomenon completely. The effectiveness of the handling is still hampered by a number of factors, both from the internal side of the police in the form of limited personnel and infrastructure in the vast jurisdiction of the Bali Regional Police, as well as from the external side in the form of perpetrator behavior that is difficult to detect, social support from peer groups, the low deterrent effect of applicable criminal sanctions, and obstacles to proof due to perpetrators' efforts to destroy evidence. Thus, the handling of illegal racing in the jurisdiction of the Bali Regional Police requires strengthening the synergy between preventive and repressive approaches in a sustainable manner, supported by cross-sectoral cooperation between the police, local governments, educational institutions, and the community, so that handling efforts can run more effectively and have long-term impacts.

It is recommended that the Bali Regional Police continue to strengthen their strategy to combat illegal racing by continuously optimizing the synergy between preventive and repressive efforts. Increasing the intensity of patrols at vulnerable locations and times, utilizing more integrated surveillance technology, and strengthening intelligence functions need to be balanced with additional personnel and supporting facilities to improve monitoring effectiveness. Furthermore, closer cooperation with local governments, schools, parents, automotive communities, and the public needs to be intensified through educational programs, character development, and providing a platform for channeling interests and talents in the automotive sector legally. From a law enforcement perspective, more consistent and deterrent sanctions are needed, accompanied by an evaluation of the enforcement mechanisms for illegal racing perpetrators, especially those involving minors, while still prioritizing the principle of child protection. With these steps, it is hoped that efforts to combat illegal racing in the Bali Regional Police jurisdiction can be more effective and sustainable, and able to create security, order, and traffic safety for the community.

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