Effectiveness of Land Public Transport Act 2010 to the Case of Overloading

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August 11, 2021

EFFECTIVENESS OF LAND PUBLIC TRANSPORT ACT 2010 TO THE CASE OF OVERLOADING

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Abstract.

Law and enforcement of the Land Public Transport Act 2010 (APAD) is a law that has been set by the Malaysian government to ensure the safety of road users. The offense of overloading depends on the behaviour of the transport company operator and the behaviour of the enforcement role among the road transport officers. However, there is no empirical evidence that shows the position and perception of the impact of legislation and enforcement of the Land Public Transport Act 2010 (APAD) on the offense to be overloading. Therefore, this study aims to study the effectiveness of the Land Public Transport Act 2010 on overloading cases. This study focuses on the State of Perak, especially the Kuala Kangsar Enforcement Station, which is a weighing station that determines the weight of a commercial vehicle in determining whether it commits overload or not. Therefore, this study focuses on the understanding and delivery of standard operating procedures, role of enforcement, and tonto. The results showed that the effectiveness of the Land Public Transport Act 2010 (LPTA) against overloading this case is related to the understanding and delivery of standard operating procedures for enforcement and enforcement role. However, tonto was found to be unrelated and influenced the effectiveness of the Land Public Transport Act (2010) on overloaded cases. This shows that, although the Land Public Transport Act 2010 is an instrument that influences the enforcement of overloading cases, if a large part of the enforcement personnel has a positive perception and understanding of the law then the performance or effectiveness of this act will definitely increase.

Introduction

The study was conducted to look at the effectiveness of enforcement action taken by the authorities appointed in implementing the Land Public Transport Act 2010 in cases of overloading of commercial vehicles. In this chapter, it will describe the seven sections that cover the research background, problem statements, research questions, and research objectives, the scope of the study, the importance of research and the definition of key terms.

Figure 1.1: Effectiveness Land Public Transport Act 2010 to The Case of Overloading

1.1   Research Background

The Land Public Transport Act 2010 (LPTA2010) was passed in the 2010 session of Parliament. These include determining policy and planning rail, bus, taxi and transport of goods by rail and road. On May 23, 2018, the new government has announced that the Land Public Service Commission (LPSC) has been dissolved and the enforcement of LPTA2010 has been fully submitted to the Road Transport Department.

1.2   Problem Statement

The Land Public Transport Act 2010 (LPTA 2010) was passed in 2010 in a parliamentary session aimed at improving the country's public transport system and at the core of the National Key Result Areas (NKRA). It also plays a role in determining policies and planning of rail, bus and taxi services as well as freight transportation. However, the Road Transport Department (RTD) also plays a role in enforcing the law with the Land Public Transport Commission. It can be referred to in Surat Pekeliling Bahagian Penguatkuasa Bilangan 17 Tahun 2012 item 3, 'Accordingly, the state RTD is directed to increase enforcement of offenses under LPTA 2010 for states in the peninsula and under the 1987 ALPKP for the State of Sabah and Sarawak. This enforcement shall comply with the Standard Operating Procedures (SOP) issued on July 21, 2011 '. May 23, 2018 marks a turning point in the new government organization.

"The Land Public Transport Commission (LPTC) will be abolished, with its duties taken over by the Transport Ministry, said Prime Minister Tun Dr Mahathir Mohamad today" (2018, May 23) TheStar. The implementation of the APAD2010 has been fully submitted to the Road Transport Department (RTD).

RTD has been designing and implementing policies - policies that have been assigned by the government to enforce the law LPTA2010. Surat pekeliling bilangan 9 tahun 2018 Prosedur Tindakan Terhadap Kesalahan Lebih Muatan di bawah APAD2010 was released on 21 November 2018 to enforce the enforcement of overloading offenses under this act. It is intended to give instructions to all state road transport officers and branches in case of overloading fully implemented under this act. However, there is a disadvantage within the SOP in determining error over load. Article 3.3 states 'Vehicle items surplus load equal to or exceeding 35% must take action and accused under seksyen57 LPTA2010 and surplus the load 10% - 35% should be penalized and charged under the Rules Motor Vehicles (Construction and Use) 1959' Only 10 cases recorded in 2018 and 132 cases in 2019 were enforced through LPTA2010 compared to more cases compelled by the Motor Vehicles (Construction and Use) Methods 1959 namely 2018 (1008 cases) and 2019 (824 cases). This statistic is obtained from one of the branches of the department.

However, Policy that has been set will not be achieved based on the above statistics, a number of factors identified which are likely to standard operating procedures, length of time, and the role of enforcement itself. There are also other factors that may play a role in identifying the effectiveness of enforcement LPTA2010 'Tonto'. JPJ's official website has released a press statement saying "this tonto syndicate protects and informs drivers who make mistakes that carry many loads more dangerous than detained by law enforcement agencies." Road Transport Department (2016) Special Ops Cantas Tonto.

To control this issue, our study plans to investigate a number of options to see how effectively the parties have taken action. The first option is to evaluate the Standard operating procedures that may need to be updated to resolve the overloading cases taken through LPTA2010, the second option assessing the role of road transport personnel in enforcing LPTA2010 enforcement. Another option is to evaluate whether the factors 'tonto' The impact in enforcing LPTA2010. This study was also able to find some other method that may play a role in effective enforcement against cases of overloading.

Figure 1.2 : Overloading cases

1.3   Research Objectives

This study was to investigate the effectiveness of the enforcement of the Land Public Transport Act 2010 against the case of overloading at Stesen Penguatkuasa Kuala Kangsar. The specific objectives are as follows:

•To identify factors (SOP, the role of enforcement) in view of the effectiveness LPTA2010 case of overloading.
•To determine the factors 'Tonto' in view of the effectiveness LPTA2010 case of overloading using Google form as a questionnaire.

1.4   Research Questions

1) Are there factors (SOP and the role of enforcement) in view of the extent of the effectiveness LPTA2010 case of overloading?

2) Is there a correlation factor of 'Tonto' in view of the extent of the effectiveness LPTA2010 case of overloading?

1.5 SCOPE OF STUDY

The study involved all members of the road transport officer in the Stesen Penguatkuasa Kuala Kangsar (SPKK) to determine the effectiveness LPTA2010 the case of overloading. With effective enforcement, it is capable of conferring a higher effectiveness, impact and achieves the policies that have been set. This study using questionnaire and secondary data from Road Transport Branch.

1.6 Significance Of The Purposed Study

1.6.1 to organization (SPKK & JPJ)

This study is very important to help the enforcement agencies such as RTD, in identifying factors to deal with cases of overloading problems. With effective enforcement and SOP, it is able to achieve the goals set by LPTA2010.

1.6.2 to researcher

This research also can give a guideline to those want to make the research with the same topic. By complete this research it will make research with the same topic will be added and can be references for further studies and at the same time it will benefit to all.

Literature Review

In this chapter, it focuses on literature review of the past studies that have been done by the others researchers in order to provide the foundation background and basic for the research. It shows that theories supporting the research and served as the guidance to the development of the theoretical framework and hypothesis.

2.1 Definition Of Concept

2.1.1 Effectiveness of LPTA2010 (Dependent Variable)

According to Khalid (1993) in his book 'Effective Learning Methods', effectiveness is in terms of an organized, systematic, disciplined and optimal effort that integrates and leverages all components to achieve maximum success. In this study, efficacy refers to the positive effect of the method used to enforce LPTA2010 the case of overloading.

Effectiveness is a well-organized, systematic, disciplined and optimistic effort that integrates and leverages all components to achieve maximum success, in line with a recent study entitled "Some lessons drawn from a comparative approach to the issue of the effectiveness of labor law" Philipe Auvergnon, The term effectiveness obviously does not derive from legal language per se, but rather legal theory or sociology of law. However, law specialists, who attach great importance to words and the concepts behind them, can not deny that the term has infiltrated the legal language itself.

2.1.2 Standard operating procedures (SOP) (Independent Variable)

According to Wikipedia, the SOP is a set of step-by-step instructions compiled by an organization to help workers carry out complex routine operations. SOPs aim to achieve efficiency, high output and uniformity of performance, while reducing miscommunication and failure to comply with industry regulations. This study also identifies the procedures that have been established to study the effectiveness of LPTA2010 the case of overloading

The SOP is important for controlling company processes. SOP assists management to mitigate risks and achieve company objectives (Committee of Sponsoring Organizations of the Tread way Commission, 2015). This SOP is also needed for all subsidiaries to ensure all the procedures follow the requirement stated by the holding company. (Inventory management effectiveness of a manufacturing company - Malaysian evidence) A.karim Norazira, N. Anuar & P.S. Ahmad Saiful Azlin (2017, July 31). This is a quote that proves the importance of an SOP on the department or organization for maintaining of productivity and quality.

2.1.3 Role of enforcement (Independent Variable)

Referring Dewan Bahasa dan Pustaka (Dictionary student 2nd edition), is a role service (part, work) done to ensure success. In this study, the role of enforcement also played a role in determining the effectiveness of LPTA2010 the case of overloading.

Previous studies is sufficient to explain the perception that enforcement plays an important role in ensuring compliance among members of the public. (Perceived Effects and Enforcement Act of Zakat Compliance Behavior Salary Income Zakat) Kamil Md. Idris * (2006). The role of enforcement is important in determining the effectiveness of a law.

2.1.4 Tonto (Other Variable)

Referring Dewan Bahasa dan Pustaka (Kamus Dewan Fourth Edition), 'tonto' is a mediator who is acting as a whistleblower etc. thwart task for law enforcement jobs by the authorities. ACTION tonto that often fails the operations of the Penang Road Transport Department (JPJ) prompted the agency to also use the same approach to detect traffic offenders, especially vehicles carrying heavy loads. (2019, July 12) Harian Metro. In this study questioned whether 'tonto' is one of the factors LPTA2010 efficacy against cases of overloading.

2.2 Previous Study

A previous study has been conducted by Philipe Auvergnon which is in National Scientific Research Center, Bordeaux IV University, Pessac, France. The topic of this study was the effect of the corresponding perception, matching opportunities policy in the review of the implementation of a law - law on the effectiveness of the Act. These topics have been chosen as the effectiveness and implementation is one important part of the effort to see to what extent the effectiveness of laws - laws. like social law, is a political law, not only because it sometimes embodies or expresses a political project or, in any case, a social compromise, but because it both ensures protection and social justice as well acting as an instrument (Philipe Auvergnon), This quote also coincides with the role of APAD2010 in road transport services involving political intervention in Malaysia and has become an instrument among commercial vehicle operators and the government.

2.3 Conceptual Framework

The research framework (see Figure 2.1) clearly illustrates the structure of the research plan and will be implementing the steps taken throughout the research and helps to formulate relevant scope studies.
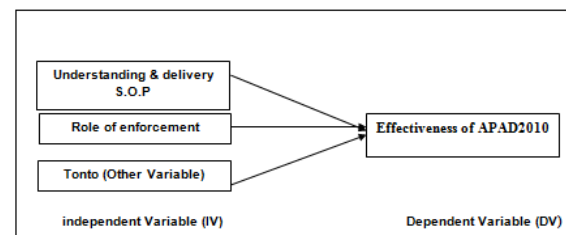

Figure 2.1: Conceptual framework

2.4 Finding

To identify the effectiveness of Land Public Transport Act 2010 on overloading cases, this study uses multiple linear regressions. Regression analysis is a statiscal technique for estimating the relationship among variable which have reason and result relation. Main focus of univariate regression is analyse the relationship between a dependent variable and one independent variable and formulates the linear relation equation between dependent and independent variable. Regression model with one dependent variable and more than one independent variables a called multilinear regression.(see Figure 2.2)

$$y = \beta_0 + \beta_1 x_1 + \ldots + \beta_n x_n + \varepsilon$$

$y = dependent\ variable$
$X_i = independent\ variable$
$\beta_i = parameter$
$\varepsilon = error$

Figure 2.2 :Formula multiple linear regression

RESEARCH DESIGN AND METHODOLOGY

In this chapter, a study of methodology will be discussed. The researcher will explain how the selection of the methodology, and how the researcher collects the data. Moreover, this section provided information on research design, population, sampling techniques that are used, and sample size, unit of analysis, data collection, procedures, instrument, and validity of instrument, and plan of data analysis.

3.1   Research Design

A research design is a framework or blueprint for conducting marketing research project. Therefore, according to (Burns and Grove, 2003) the research design can be defined "a blueprint for conducting a study with maximum control over factors that may interfere with the validity of the findings". Details the procedures necessary for obtaining the information needed to structure or solve marketing research problems. The first source for information that be consulted is secondary data for conducting the research. Thus the researcher must decide on an approach to gather the primary data if there are none available or available but insufficient to answer all the research objectives Thus, primary data collection can be achieved with three basic research designs that are research, descriptive research and clause research. Therefore, for this study, researchers used descriptive research to gather information and relationships on the effectiveness of LPTA2010 as a dependent variable and also factor (SOP, role of enforcement & Tonto) as independent variables. Descriptive research (quantitative research) is to describe the characteristics of relevant groups such as road transport officers. This study was conducted at the Stesen Penguatkuasa Kuala Kangsar, JPJ's Perak as it was a suitable and appropriate target group to answer the questions that were prepared for them.

3.2   Unit Of Analysis

The unit of analysis involved in this study was a group of road transport officers in Stesen Penguatkuasa Kuala Kangsar.

3.3   Research Methodology Flowchart

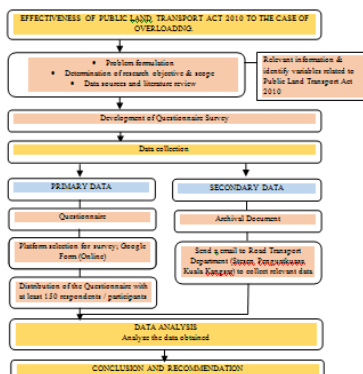The flowchart methodology of this research is available in the Figure.3.1.

Figure 3.1:Research methodology flowchart

3.4   Sample Size

Sample size is defined as the number of elements to the included in the study (Malhotra, 2007). Therefore, the 100 population has been chosen and they had answered set of questionnaire as to help the researcher in collecting data. All respondent represented as different individual with different background and different rank. So, actually from the population, the researcher can know the sample size. Thus, the table below shows the sample size that can be known from the numbers of population.

3.5   Sampling Technique

Sampling techniques can divided into two types which are probability and non-probability sampling. Probability sampling is used when element in the population have known chance of being chosen as subjects in the sample while non-probability sampling design, the elements in the population do not have in probability attached to their being, chosen as subject (Sekaran, 2009).

In this research, simple random sampling which one of the non-probability sampling was chosen. The respondents are selected because of the easily and these ease of gaining the statistical data to the researcher. The researcher can gather data from the respondents nearby. The advantages of the simple random sampling are inexpensive, time saving and the quickness with which data can collect.

3.6   Measurement /Instrumentation

In this research, there have two ways in collecting data. There are primary data and also secondary data. For primary data, it refers to information obtained first-hand by the researcher on the variables of interest for the specific purpose of the study (Sekaran & Bougie). The primary data was collected by the researcher and the method that will use under primary data is questionnaire.

Questionnaires are used to collect data. There are three main sections of the questionnaire. The first section will be called Part A. In this section, it will consist of demographic questions that can be asked to road transport officer of gender, age, and position (position). In addition, there is also Section B which is more about independent variables. There are basically two independent variables that are SOP and role of enforcement officer and other variable. For the last part is Part C. In this Part C, there are more dependent variables that are the effectiveness of Land Public Transport Act 2010 to overloading case. The diagram below shows the questionnaires to be given to the road transport officer.

Table 3.1: Questionnaire diagram

Section	Classification of question
Section A	Question of Demographic: 1) Age 2) Gender 3) Rank (road transport officer)
Section B	The question of factors affects the effectiveness of Land Public Transport Act 2010 to overloading case. 1) S.O.P. 2) Role of enforcement officer 3) Tonto
Section C	Question on the effect of Factors on Land Public Transport Act 2010 1) Case of Overloading

3.7 Data Collection

In this data collection, correlate sampling was being used. Correlations matrix will indicate the direction, strength, and significance of the vicariate relationships among all the variables that were measured at an interval or ratio level (Sekaran, 2009). So in this case of correlation, if there have correlation of two variables A and B, with $p < 0.01$, then there have positive relationship between two variables and the probability of this not being true is 1% or less. So for this study, there have significance in correlation which is there are 0.01 significant. There will not be significant if the relationship will be vice versa. So in this study, it indicates that there have significant among the variables because of there have shown the positive relationship among the variables.

3.8 Data Analysis

Data analysis is a procedure where data can collected and presented as the first step. In this study, the researcher selects quantitative as this study statistics methods to analyze the collected data. Furthermore, a few statistical tools will select in this study such as descriptive analysis and also hypothesis testing.

3.9 Descriptive Analysis

Descriptive analysis is the conversion of data that describe the main characteristic such as distribution, central tendency and variability. The aim of descriptive statistics is to provide and accurate and valid representation of the factors or variables that pertain or ate relevant to the research question. In this study, mean and standard deviation has been use. The researcher used the descriptive statistics to find the mean and standard deviation value for each variables and in the end of the research, it hoes researcher to provide recommendation.

3.10 Research Schedule

Table 3.2 : Research schedule

MONTH	ACTIVITIES
• JANUARY	• PREPARING PROPOSAL
• FEBUARY	• DESIGNING QUESTIONNAIRE
• MARCH	• DISTRIBUTING QUESTIONNAIRE
• OCTOBER	• ANALYSING DATA
• JANUARY	• WRITING/SUBMITTING REPORT

ANALYSIS DATA

4.1 Data Sources

The data sources can be divided into two types of data sources – primary and secondary data. These two types of data has the similarities and differences that important to be studied to ensure make proper decisions when choosing a better data type for research work (Jilcha Sileyew, 2020). For the primary data is data which is collected by a researcher from first hand sources by the researcher themselves. This kind data is new and original research information by using methods like questionnaires from Google form.

For the secondary data is the data that has already been produced and collected in the past by other people but made available for others to use. They are usually once primary data where data gathered from studies, surveys, or experiments but become secondary when used by a third party (Glen, 2020). There are two data sources used in this research for data collection which are primary and secondary data.

4.1.1 Primary Data

i. Questionnaire Survey

The primary data collection method (see Figure 4.1) used in this research is the Questionnaire Survey through online platform. Since the primary data is first-hand sources where data collected, the data are able to control and it is more accurate data compared to secondary data as well as its authenticity is trustworthy.

Consideration to use primary data in this study because the topic of study selected is a fixed issue in the transport sector in the country and not much data can be collected if only dependent on secondary data collection. Questionnaire Survey is a method by which it is easy to use and can collect reliable data (Derek & Kerryn, 2020)
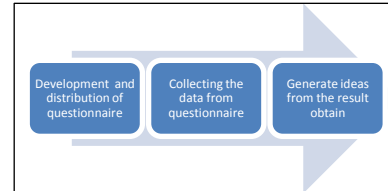

Figure 4.1 : Collecting primary data

ii. Secondary Data

The secondary data collection method is data collection from relevant parties via email where data is also quick and easy to collect. Therefore, the application to obtain data and statistics related to the topic studied is made by sending an email to the Road Transport Department (Kuala Kangsar Enforcement Station). Secondary data which is the collection of archival documents from the parties involved focuses on statistics or data related to overloaded cases involving the Land Public Transport Act 2010. From the data obtained can also help strengthen the objectives studied and help provide validity to this research. The following shows the steps taken when compiling archival documents (secondary data):
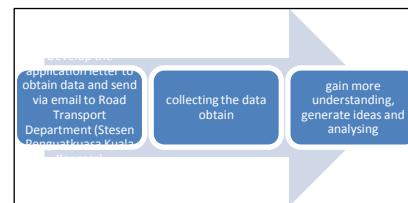

Figure 4.2 : Collecting secondary data

4.2.1 Section A (Respondent Information)

As a result of the data obtained from the respondents, a total of 150 respondents were involved in this study. It consists of 78.7% males and the rest are females. Refer to Figure 4.3.
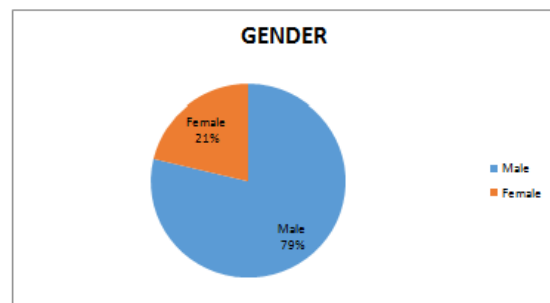

Figure 4.3:Pai chart of gender

In this study also the majority of officers involved are road transport officers grade KP19 comprising 32% compared to KP22, KP29, KP32, KP38, AB19, and KP29. Refer to Figure 4.4.
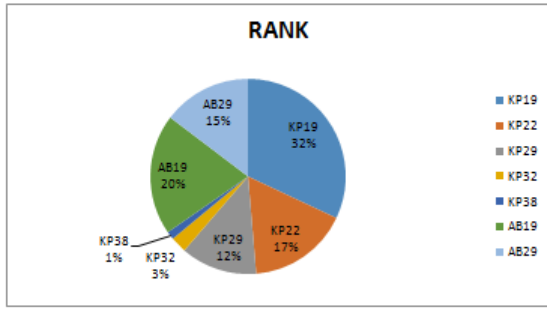
Figure 4.4: Pai chart of rank.

Most of the respondents involved in this questionnaire were between 31 years and 40 years old. Through this chart as well, it shows that people aged between 31 to 40 years are more interested in the issue of overloading offenses involving the land public transport act 2010. Refer to Figure 4.5.
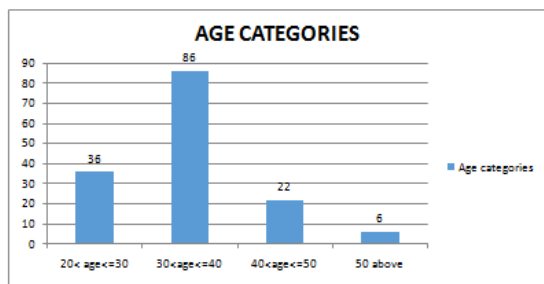

Figure 4.5 : Bar chart of Age categories

Through this survey question, most of the respondents involved are from the male group. This is because most men are assigned in the operating unit and are more vulnerable to the enforcement of the land public transport act 2010. At the same time, most of the officers involved in enforcing this act are officers grade AB19, KP 19, and KP 22, this is because these enforcement officers are more likely to work in the field when enforcing the implementation of S.O.P and the implementation of this act. The average age can also be seen through the feedback of respondents where most of them are officers involved in the average age range over 30 years and less than 40 years, this is because they give more priority to observation on the issue of overloading cases involving land public transport act 2010.

4.2.2   Section B (S.O.P and Implementation)

In this section as well, this study examines the level of understanding and implementation of enforcement officers on the respondents' understanding of standard operating procedures and the implementation of the land public transport act 2010 on overloaded cases.
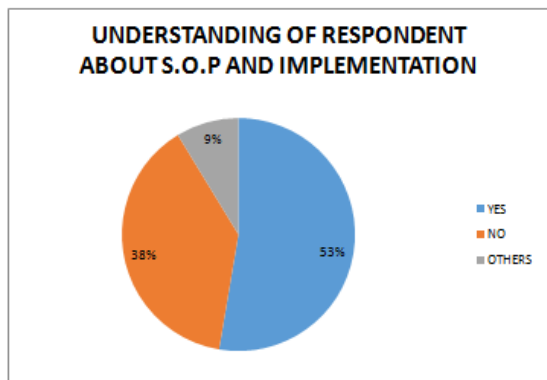

Figure 4.6 : Pie chart of Understanding of respondent about S.O.P. and implementation

From Figure 4.6 given, it can be stated that the respondents' understanding of the understanding of standard operating procedures and implementation. Based on the results given, the majority of respondents really understand the implementation of this S.O.P on 53% of overloading cases. Even so, there are 57

out of 150 respondents who do not understand this implementation and soup. This is because there are problems in terms of the level of delivery that includes all members of the enforcement in understanding the implementation of S.O.P on more loaded cases. However, some enforcement officers consider that the understanding of S.O.P and implementation is a weakness when the settlement of a suit through this act requires a relatively long period of time to be resolved. it is because overloaded cases taken through the provisions of this act need to be allowed to be prosecuted by the deputy public prosecutor before being tried in court.

Also, several respondents say that there is a need for improvement for this S.O.P in implementing the land public transport act 2010 on overloaded cases.
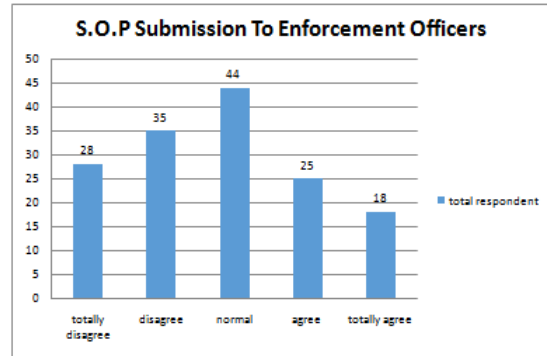

Figure 4.7 : S.O.P Submission To Enforcement Officers

Based on the bar chart in Figure 4.7, although the majority of respondents agree on the understanding of SOP and its implementation. most respondents also disagreed with the level of delivery of existing SOPs presented to all enforcement officers. This may be due to inappropriate methods or strategies used in conveying information on SOPs and implementation of the Land Public Transport Act 2010. Therefore, it may affect the understanding of SOP and implementation to each enforcement officer who carries out the enforcement of this land public transport act.

4.2.3   Section C (Involvement Of Enforcement Officer)
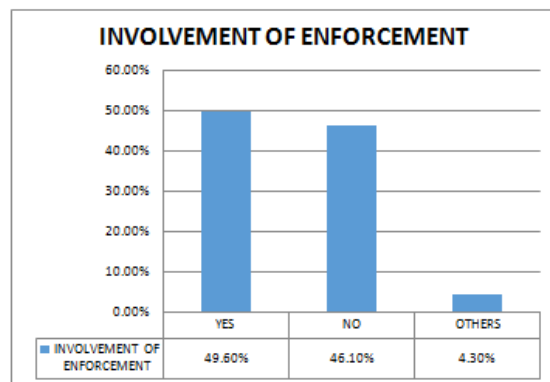

Figure 4.8 : Involvement of Enforcement

Figure 4.8 shows the results that 49.6% of the respondents agreed that each enforcement officer is involved in enforcing this land public transport act 2010 through certain units or divisions. These units are like enforcement stations, operations units, investigation units, and prosecution units.

Despite this, some respondents do not agree with the involvement of the entire enforcement officer in enforcing this act on overloaded cases. This is because it is very likely that some enforcement officers have never been or are placed in the units that carry out enforcement.

There are also views of respondents who expressed the opinion that APAD appointed officers absorbed under the Road Transport Department are not involved in enforcing the land public transport act and fully cooperate with road transport officers appointed by the road transport department.

The results of the data obtained through this survey found that the level of involvement of enforcement officers in

enforcing the land public transport act on overloaded cases is balanced.

4.2.4   (Section D) Involvement Of Tonto

Tonto is one of the major challenges for enforcement officers in carrying out enforcement on land public transport act of 2010. A total of 87.9% of respondents agreed that 'Tonto' is an element of involvement that affects the effectiveness of this act. refer to Figure 4.9.
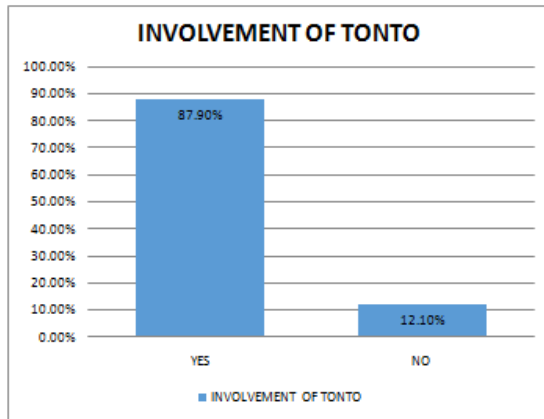

Figure 4.9 : Involvement of tonto

This description clearly shows that tonto involvement is the cause of the reduction of overloaded cases through secondary data obtained from the study area. It is very clear that the involvement of a third party (Tonto) plays an important aspect in following the enforcement officers who carry out the enforcement of this act through means such as informing the movement of enforcement officers to the driver of the vehicle who committed this overload. Therefore, drivers who commit this offense can avoid and escape detention by enforcement officers in taking legal action through this act.
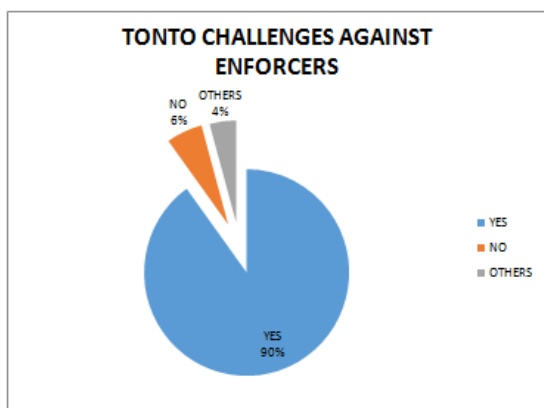

Figure 4.10 : Tonto challenges against enforcers

The results of the survey questions that have been conducted on the respondents refer to Figure 4.10 of 135 respondents agreed that Tonto is a big challenge in implementing the land public transport act enforcement 2010 on overloaded cases. This is a huge problem and a major challenge to law enforcement in preventing cases of overloading. This is because every enforcement movement will be monitored by Tonto for every operation performed. As such, any operation performed by these enforcers will not reach the maximum level in overcoming the problem of overloaded cases involving commercial vehicles. it's becoming a major burden for the authorities in finding solutions to prevent yourself from tonto before starting work and patrol operations to detain offenders who commit traffic offenses overloading.

There are also some other opinions expressed by the respondents that involve the enforcement force itself in dealing with this Tonto issue. This is because the respondent stated that there is a need for a special legislation or standard operating procedure in performing an action involving this tonto issue.

4.2.5   Effectiveness Of Standard Operating Procedure, Role Of Enforcement And Tonto On Land Public Transport Act 2010 To The Case Of Overloading.

In order to find effectiveness Land Public Transport Act 2010 to Overloading Case between Standard Operating Procedure, Role of Enforcement and Tonto, this study use multiple regression model.

$$Y= \beta 0 +\ \beta 1\ X1 + \beta 2\ X2\ + \beta 3\ X3+ \epsilon i$$

Whereby :

Y	=	Land Public Transport Act 2010 to Overloading Case(APAD)
β_0	=	Constant
$\beta_1, \beta_2, \beta_3,$	=	Slope of coefficient
X_1	=	Role of enforcement
X_2	=	Level of understanding and delivery
X_3	=	Tonto
ϵi	=	Error term

This study inestigate the effectivenes LPTA 2010 to overloading case. Then, the hypotesis was create up to solve the problem.

H0 = There is no relationship between level of understanding and delivery, role of enforcement and tonto towards on LPTA(2010) to the case of overloading.

H1   = There is has a relationship between level of understanding and delivery, role of enforcement and tonto towards on LPTA(2010) to the case of overloading.

4.2.6   Result

The table show a regression analysis seult of three independent variable (Role of enforcement, Level of Understanding and Tonto) that regressed against Land Public Transport Act 2010 to Overloading Case.

Table 4.11: Result of Regression analysis

	Coefficients	Standard Error	t Stat	P-value
Intercept	-0.08	0.07	-1.04	0.30
Role of Enforcement	0.38	0.12	3.21	0.00
Level of understanding and delivery	0.40	0.12	3.19	0.00
Tonto	0.12	0.10	1.24	0.22

From the result above it shows that there is multiple linear regression model where

$$Y= -0.08 +\ 0.38\ X1 + 0.40\ X2\ + 0.12\ X3$$

Y	=	Land Public Transport Act 2010 to Overloading Case(APAD)
X_1	=	Role of enforcement
X_2	=	Level of understanding and delivery
X_3	=	Tonto

By this formula its show that one unit increase in role of enforcement, Land Public Transport Act 2010 to Overloading Case will increase by 0.38 unit with holding other independent variable constant.

In addition, one unit increase in level of understanding and delivery, Land Public Transport Act 2010 to Overloading Case will increase by 0.40 unit with holding other independent variable.

Then, one unit increase in Tonto, Land Public Transport Act 2010 to Overloading Case will increase by 0.12 unit with holding other independent variable.

So, the result shows positive relationship between Standard Operating Procedure, Role of Enforcement and Tonto towards effectiveness of land public transport act 2010 to overloading case.

To find the significance of independent variable this study use T-test whereby the P-value for the Role of enforcement variable is 0.00(0%), which is below the 5% significant level. Therefore role of enforcement is significant. Hence, explain role of enforcement is significantly related with Land public transport act to overloading case. So H0 is rejected where role of enforcement has relationship with land public transport act 2010 to overloading case.

Besides that, P-value for level of understanding and delivery is 0.00 (0%), it also below the 5% significant level. That means level of understanding and delivery is significant and related

with Land Public Transport Act 2010 to overloading case. So, H1 is accepted where level of understanding and delivery has a relationship with land public transport act 2010 to overloading case.

Lastly, Tonto is insignificant with land public transport act 2010 to overloading case, where the P-value for Tonto is more than 0.05 significant level which is 0.22 (22%). So H0 is accepted where Tonto no relationship with land public transport act 2010 to overloading case.

Table 4.12: Regression statistics table

Regression Statistics	
Multiple R	0.63
R Square	0.40
Adjusted R Square	0.38
Standard Error	0.26
Observations	150.00

From the result above show that adjustment of R- square penalizes the additional 0.38(38%) of level of understanding and delivery, role of enforcement and tonto towards on APAD(2010) to the case of overloading.

CONCLUSION AND RECOMMENDATION

5.1 Conclusion

This chapter focuses on the initial findings of the research, the effectiveness of the Land Public Transport Act 2010 on overloading cases. The purpose of the initial findings is to narrow the topic of research by identifying factors (SOP, enforcement role) given the effectiveness of the Land PublicTransport Act 2010 on overloading cases and to determine whether the 'Tonto' factor is relevant. It can also find out how much information can be obtained from the questionnaire survey and this can help to get an idea of certain aspects of the topic that need to be done in more detail. From the results obtained, we can see that the data collected from the survey of the main source questionnaire is in line with the existing theories when the level of understanding and delivery, as well as the role of enforcement, provide a positive relationship to the Land Public Transport Act 2010 on overloading cases. Apart from that, the more enforcers who play a role in this Land Public Transport Act, then the case problem will be more effective against the overloading case.

5.2 Recommendation

Because of limited time and limited data. in future study should use other variable that have possible contribution on Land Public Transport Act 2010 case. For example, weight notice daily, misconduct by enforcement officers or data from the owner of the transport company who committed the offense.

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