

Type: Research Article

# Criminal Liability of Traffic Accident Perpetrators from the Perspective of Law No. 1 of 2023

Fajar Ramadhan 

Universitas Islam Negeri Sumatera Utara, Indonesia

E-mail: [fajarramadhann1012@gmail.com](mailto:fajarramadhann1012@gmail.com)

## ABSTRACT

Traffic accidents in Indonesia are on the rise, making it challenging to determine criminal liability for perpetrators, especially with the enactment of Law No. 1 of 2023 on the Criminal Code (KUHP 2023), which is scheduled to take effect in 2026. The objective of this study is to examine how criminal liability for perpetrators of traffic accidents is addressed from the perspective of KUHP 2023, with a focus on the elements involved in determining criminal liability. The research method employed is normative legal research, utilizing a legislative and conceptual approach, which involves primary legal materials, including the 2023 Criminal Code and its implementing regulations, as well as secondary legal materials, such as literature and scientific journals. The results of the study indicate that the 2023 Criminal Code brings about a significant paradigm shift in the handling of traffic accident cases through a restorative justice approach that places greater emphasis on compensating victims for their losses. The 2023 Criminal Code upholds the principle of no crime without fault by distinguishing between degrees of negligence (*culpa lata and culpa levis*) in determining the criminal liability of traffic accident perpetrators. Regarding its impact, the 2023 Criminal Code comprehensively regulates a number of categories of traffic accidents, with proportional penalties ranging from those resulting in property damage, minor injuries, serious injuries, to death. The 2023 Criminal Code also expands the scope of corporate criminal liability in traffic accidents and broadens the definition of negligence in driving. This study concludes that the 2023 Criminal Code provides a fairer, proportional, and comprehensive legal framework for addressing criminal liability in traffic accidents compared to the previous Criminal Code, by integrating a restorative justice approach and recognizing various levels of negligence in driving. However, the implementation of the 2023 Criminal Code requires a deep understanding by law enforcement officials of the paradigm shift in criminal law, the concept of negligence gradation, and the restorative justice approach in handling traffic accident cases.

## KEYWORDS

Traffic Accidents;  
Criminal Code 2023;  
Criminal Liability



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## INTRODUCTION

Fundamental problems related to traffic accidents arise when the Indonesian criminal justice system faces challenges in determining the criminal responsibility of perpetrators. Criminal responsibility is a legal action taken by perpetrators of criminal acts to atone for their mistakes. This results in punishment for perpetrators if they have committed a crime and meet the legal requirements. From the perspective of prohibited actions, a person will be held accountable for their actions if those actions are illegal and there is no motive to avoid punishment. Only those who are “capable of being held accountable” can be held accountable for their crimes. Mistakes such as traffic accidents often result in both material and non-material losses, so a comprehensive legal strategy is needed to ensure justice for all parties. In this regard, it is important for all of us to understand how criminal law can hold accident perpetrators accountable in a fair manner.<sup>1</sup>

The complexity of this issue has become increasingly apparent with the enactment of Law No. 1 of 2023 on the Criminal Code (KUHP 2023), which will come into effect in 2026. KUHP 2023 introduces a new paradigm in handling traffic accident cases, particularly in terms of criminal liability of the perpetrator. This law contains more detailed provisions regarding the elements of fault, negligence, and the consequences resulting from the accident, and grants judges greater discretion in considering various aspects when determining penalties. KUHP 2023 upholds the principle of no crime without fault (*nullum crimen sine culpa*), meaning that a person can only be punished if there is proven fault, whether intentional (*dolus*) or negligent (*culpa*). In the context of traffic accidents, negligence is distinguished into gross negligence (*culpa lata*) and minor negligence (*culpa levis*), with different legal consequences. Criminal liability in this context is crucial in determining whether the perpetrator can be held accountable for their actions that caused harm.<sup>2</sup>

Based on data from the Indonesian National Police Traffic Corps, changes in road safety during the 2025 Eid al-Fitr holiday period are reflected in a number of significant trends in traffic accident data in Indonesia. The following is a summary of the data and analysis: Total Number of Cases: During the 2025 Eid al-Fitr holiday period, a total of 1,477 accidents were reported. Comparison with 2024: This number represents a 31.4% decrease from the 2,152 incidents reported in 2024. Although the number of accidents during the 2025 Eid al-Fitr holiday decreased, vehicle traffic volume increased dramatically. A total of 1,963,152 vehicles left Jakarta, an increase of 25.5% compared to normal daily traffic. Accidents, defined as “unexpected and unintentional events on the road involving vehicles with or without other road users,” often have complex social and legal consequences. The cause of this issue is the sharp increase in motor vehicle traffic, which has not been matched by improvements in road infrastructure and traffic awareness. As a result,

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<sup>1</sup> Dicky Fahrozi & Budi Sastra Panjaitan, “Pertanggungjawaban Pidana Terhadap Pelaku Penyakit Bipolar Dalam Penyebarluasan Tindak Pidana Pornografi” (2023) 5:1 Al-Manhaj J Huk Dan Pranata Sos Islam.

<sup>2</sup> Nasution Kandoli et al, “Faktor Yang Berhubungan Dengan Kecelakaan Lalu Lintas Pada Pengendara Sepeda Motor di Wilayah Polres Kotamobagu” (2023) 2:1 Graha Med Public Heal J 24-30, online: <<https://journal.iktgm.ac.id/publichealth/article/view/123>>.



many accidents and legal issues related to the criminal liability of the perpetrators have arisen.<sup>3</sup>

Thus, the implementation of the provisions of the 2023 Criminal Code regarding criminal liability for traffic accidents requires an in-depth study of the interpretation of criminal elements, the determination of the level of fault, and the application of fair sanctions. An analysis of how the 2023 Criminal Code defines negligence and the application of the principle of fault by judges is important to understand the implications of this law for society. Previous studies have generally focused more on material losses and conventional criminal sanctions. There is a gap in research on how the 2023 Criminal Code regulates the criminal liability of traffic accident perpetrators. Therefore, this study will examine how criminal liability for traffic accident perpetrators is addressed under the 2023 Criminal Code. With this research question, the study aims to provide a comprehensive understanding of criminal liability in the context of traffic accidents according to the 2023 Criminal Code.<sup>4</sup>

## METHOD

This study uses normative legal research, which is legal research that examines legislation that is considered to be norms or provisions that apply comprehensively or universally. Meanwhile, the technique for collecting legal materials in this study uses primary, secondary, and tertiary legal materials. Primary legal materials are binding legal materials (legislation) or materials that are binding for interested parties. Secondary legal materials are legal materials that explain basic legal aspects. Tertiary legal materials are legal materials that provide explanations of primary and secondary legal materials. The technique for collecting primary, secondary, and tertiary legal materials uses the document study technique, specifically studying written information about legislation that has not yet been published to the public but may be known to certain parties. Sources of Legal Documents include: Legislation, legal experts, and legal researchers.<sup>5</sup>

## RESULT & DISCUSSION

### I. Elements that Must Be Fulfilled to Establish Criminal Liability in Traffic Accidents

Criminal liability in traffic accidents is very important in providing justice to victims and deterring perpetrators. To determine criminal liability, there are several elements of criminal law that apply and must be met, particularly based on the perspective of Law No. 1 of 2023 on the Criminal Code (KUHP), which will come into effect in 2026. Furthermore, this must be linked to the specific provisions of the Road Traffic and Transportation Law (Law No. 22 of 2009), which remains in effect

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<sup>3</sup> Korlantas POLRI, "Remaja Jadi Korban Kecelakaan di Citeureup, Bogor setelah Gagal Mendahului Truk", (2025), online: <<https://korlantas.polri.go.id/category/lakalantas/>>.

<sup>4</sup> Utami Sylvia Lestari & Renty Ika Anjarsari, "Analisis Kecelakaan Lalu Lintas Dan Penanganan Daerah Rawan Kecelakaan Jalan Ahmad Yani (Ruas Km 17 - Km 36) Kota Banjarbaru" (2020) 9:2 J Teknol Berkelanjutan 111.

<sup>5</sup> Muhaimin, *Metode Penelitian Hukum* (Mataram: Mataram University Press, 2020).



as a *lex specialis* governing the legal procedures and criminal penalties for perpetrators of traffic accidents.

Based on Law No. 1 of 2023, to prosecute someone, there must be a criminal act and criminal liability. According to Article 1(1) of Law No. 1 of 2023, a criminal act is defined as an act prohibited by law and punishable by criminal penalties under the law. Meanwhile, criminal liability requires the presence of fault and the ability to be held accountable, as stipulated in Article 37 of Law No. 1 of 2023. These components have a unique nature regarding traffic accidents and require a thorough understanding.<sup>6</sup>

The first element that must be fulfilled is the existence of an unlawful act. Article 2 of Law No. 1 of 2023 states that anyone who commits a criminal offense in Indonesia is subject to written criminal sanctions. Illegal acts in traffic accidents may include violations of traffic regulations, such as exceeding the speed limit, disregarding traffic signs, driving under the influence of alcohol, or failing to pay attention to road conditions and the surrounding environment. These acts result in consequences, including material and immaterial losses, such as injuries, permanent disabilities, or death. There is a causal relationship between the act and the consequence if the perpetrator's act directly causes the consequence.

The second element that must be fulfilled is the element of fault in the form of negligence or carelessness. Law No. 1 of 2023 regulates negligence in Articles 359 and 360. Article 359 states, "Any person who, through negligence, causes the death of another person shall be punished with imprisonment for a maximum of 5 (five) years or a fine of up to Category V." Meanwhile, Article 360 states, "Any person who, through negligence, causes another person to suffer serious injury shall be punished with imprisonment for a maximum of 3 (three) years or a fine of up to Category IV."

This provision describes how the new Criminal Code recognizes criminal liability based on negligence. Based on its severity, negligence in criminal law is classified into many categories in criminal law. Minor negligence (*culpa levis*) is a milder type of negligence. Meanwhile, gross negligence (*culpa lata*) is a very serious form of negligence that meets the standard to be considered a crime, while minor negligence (*culpa levis*) is a less serious type of negligence. Negligence can also be classified as conscious negligence (*bewuste schuld*) and unconscious negligence (*onbewuste schuld*) depending on the perpetrator's awareness. Conscious negligence occurs when the perpetrator attempts to avoid the consequences of their actions, even though they can still foresee or imagine them. Conversely, unconscious negligence occurs when the perpetrator does not foresee the consequences prohibited by law, even though they should have considered the possibility. In the context of traffic accidents, the objective standard of care—that is, the standard of behavior that a reasonable and prudent driver would exhibit in the same situation—must be applied when assessing negligence in traffic accidents. Road conditions, weather, traffic volume, vehicle capacity, and driving experience are some of the factors that need to be considered. The provisions in the new Criminal Code punish

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<sup>6</sup> Adelia Winda Irani, Muhammad Hery Susanto & Piatur Pangaribuan, "Pertanggungjawaban Hukum Terhadap Korban Kecelakaan Lalu Lintas Akibat Kelalaian Pengemudi" (2022) 4:2 J Lex Suprema, online: <<https://jurnal.law.uniba-bpn.ac.id/index.php/lexsuprema/article/view/640>>.



gross negligence, including driving while intoxicated, deliberately ignoring traffic signs, driving at excessive speeds, and using mobile phones while driving.<sup>7</sup>

The third element is the perpetrator's ability to be held responsible (*toerekeningsvatbaarheid*). Based on Article 38 of Law No. 1 of 2023, "Anyone who commits an act that cannot be held responsible due to mental impairment or disturbance caused by illness cannot be punished." This article shows that the concept of fault based on the mental condition of the perpetrator has just been included in the new Criminal Code. Additionally, Article 39 addresses the reduction of capacity for accountability, where "If the mental capacity of a person who commits a criminal act is reduced due to a mental disorder or impairment caused by illness, this may serve as a basis for consideration in mitigating the penalty."

The ability to be held responsible for a traffic accident can be influenced by various factors, such as mental disorders, the influence of illegal drugs or alcohol, health conditions that impair driving ability, or the age of the perpetrator. As stated in Article 39 of Law No. 1 of 2023, a reduction in the capacity to be held responsible does not necessarily mean that criminal liability is completely waived, but rather it may be considered as a mitigating factor in determining the sentence.

The fourth element is the failure to explain the wrongful act. The grounds for exculpation are set out in Chapter IV of Law No. 1 of 2023 on "Grounds for Exculpation and Justification." Articles 31-35 regulate the grounds for justification, while Articles 40-44 regulate the grounds for exculpation. Excuses exempt the defendant from guilt, where the wrongdoing remains unlawful, but the perpetrator is not punished because there is no fault. Justifications exempt the act from its unlawful nature, so that what was done becomes a lawful act. Article 40 of Law No. 1 of 2023 regulates force majeure, stating that "No one may be punished if they commit an act because they were compelled by unavoidable circumstances." In the context of traffic accidents, force majeure may involve an emergency that compels the perpetrator to commit an act causing an accident to avoid a greater danger. For example, a driver who is compelled to violate traffic signs to avoid colliding with another vehicle that suddenly appears.

Article 31 of Law No. 1 of 2023 regulates self-defense, stating that "Anyone who commits an act of self-defense to defend themselves, their family, other people, their honor, their property, or the property of others from an unlawful attack that poses an immediate threat." Although in practice the application of justification is relatively rare in traffic accidents, it may be considered in certain situations.<sup>8</sup>

The provisions of Law No. 22 of 2009 on Road Traffic and Transportation, which remain in force as *lex specialis*, must be considered when determining criminal liability in traffic accidents, in addition to the general elements of the new Criminal Code. Specifically, this law regulates the driver's responsibility to drive with caution and full concentration, comply with traffic regulations, ensure the vehicle is in good roadworthy condition, and possess a valid and current driver's license. Violations of these obligations may constitute gross negligence and may be

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<sup>7</sup> Kurniawan Tri Wibowo, *Hukum Pidana Nasional Berdasarkan UU No. 1 Tahun 2023 tentang KUHP* (Jakarta: Papas Sinar Sinanti, 2024).

<sup>8</sup> Novi Anggraini Lailatudz Dzikroh, *Pertanggungjawaban Pidana Pada Kasus Kecelakaan Lalu Lintas Yang Mengakibatkan Kematian Di Pengadilan Negeri Rembang* Universitas Islam Sultan Agung, 2023) [unpublished].



subject to criminal liability. Article 310 of Law No. 22 of 2009 stipulates the severity of criminal penalties based on the consequences caused. Accidents resulting in minor injuries may be punishable by a maximum prison sentence of 1 year and/or a maximum fine of IDR 2,000,000. Accidents resulting in serious injuries may be punishable by a maximum prison sentence of 5 years and/or a maximum fine of IDR 10,000,000. Meanwhile, accidents resulting in death may be punishable by a maximum prison sentence of 6 years and/or a maximum fine of Rp12,000,000.00. This provision embodies the principle of proportionality in criminal law, which states that the severity of criminal penalties must be commensurate with the degree of fault and the consequences of the act.

The main difference between the new and old Criminal Codes lies in the more systematic control of accountability and grounds for exoneration. The new Criminal Code provides a clearer definition of the conditions that affect accountability, which also includes clear rules regarding grounds for exoneration and justification. This allows judges to assess criminal liability in traffic accidents. Proving the elements of criminal liability in traffic accidents under the new Criminal Code will require a thorough investigation in court. Judges must consider physical evidence such as the condition of the vehicle, the location of the accident, and eyewitness accounts, as well as technological evidence such as accident reconstruction results and expert testimony. Additionally, judges must also consider subjective factors such as the psychological condition of the perpetrator at the time of the incident, driving experience, and efforts to avoid the accident, as stipulated in the new Criminal Code provisions on capacity to be held responsible and grounds for exoneration.

It is also important to note that the criminal liability clause in the new Criminal Code does not eliminate the obligation to compensate victims. Although both can be filed simultaneously, criminal and civil liability function independently in the Indonesian legal system. Victims who are found guilty under the new Criminal Code can still be sued for material and immaterial damages. Therefore, determining criminal liability in traffic accidents based on Law No. 1 of 2023 is a difficult procedure and requires a thorough examination of various components of criminal law. The elements that must be fulfilled include the existence of an unlawful act that causes consequences with a clear causal relationship, there must be negligence as referred to in Articles 359 and 360 of the new Criminal Code, there must be the ability to be held liable by the perpetrator as per Articles 38 and 39 of the new Criminal Code, and there must be no justifiable grounds for the exclusion of liability as referred to in Articles 31-35 and 40-44 of the new Criminal Code.<sup>9</sup>

## **II. Criminal Liability of Traffic Accident Perpetrators in the Perspective of the 2023 Criminal Code**

Criminal liability for traffic accident perpetrators will undergo substantial changes with the enactment of Law No. 1 of 2023 on the Criminal Code (KUHP) in 2026. Therefore, this discussion evaluates the potential for criminal law in the future and provides a foundation for understanding the progress of criminal law reform in Indonesia, particularly in the context of traffic accidents. The new KUHP places greater emphasis on a restorative justice approach while offering a more

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<sup>9</sup> *Ibid.*



comprehensive and balanced perspective in addressing this issue. Restorative justice as a paradigm for resolving criminal cases is now increasingly recognized as a legal measure to stop criminal cases. Restorative justice is expected to usher in a new era in the renewal of the model for resolving criminal cases in Indonesia by protecting victims from long-term legal losses caused by court decisions. Furthermore, restorative justice is also expected to emphasize the restoration of the gap between the perpetrator and the victim. In addition to atoning for their mistakes and promising not to harm anyone else, perpetrators are required to provide compensation or restitution to victims for the losses they have suffered as part of restorative justice.<sup>10</sup>

Under the provisions of the 2023 Criminal Code, criminal liability can only be imposed if the elements of the crime and criminal liability are fulfilled. Although the concept of legality remains the main principle of this Criminal Code, it offers more flexibility in imposing penalties through a more diverse and integrated system that combines restorative justice.<sup>11</sup>

Criminal liability in traffic accidents is regulated with different gradations based on the level of consequences caused, based on the principle of proportionality. For example, Article 359 of the 2023 Criminal Code stipulates penalties for offenders whose negligence results in death, with a maximum prison sentence of five years or a fine of Category V. Meanwhile, Article 360 sets the maximum penalty for serious injuries at three years' imprisonment or a fine of Category IV. Meanwhile, minor injuries may still be prosecuted under general offense laws, although this is not explicitly stated, as it provides legal clarity and appropriate parameters. Law enforcement authorities can utilize these gradations to determine appropriate charges based on the severity of the injuries.

One of the most important aspects of criminal liability for traffic accidents is determining the severity of the offense. To provide a more nuanced assessment of the offender's fault, the 2023 Criminal Code distinguishes between gross negligence (*culpa lata*), minor negligence (*culpa levis*), and conscious and unconscious negligence. Gross negligence refers to actions such as driving under the influence of alcohol, driving at excessive speeds, and neglecting the roadworthiness of the vehicle, which may be subject to more severe penalties. Mild negligence, on the other hand, involves failing to pay attention to traffic conditions or maintain a proper distance between vehicles. In the context of traffic accidents, the concept of conscious and unconscious negligence also strengthens the analysis of fault in traffic accident cases.

The concept of restorative justice is an important addition to the 2023 Criminal Code, as it provides an alternative to court proceedings by facilitating mediation between perpetrators and victims. This concept is particularly relevant in cases of unintentional traffic accidents (*culposo*), as victims and their families require

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<sup>10</sup> Budi Sastra Panjaitan, "Restorative Justice Sebagai Penyelesaian Perkara Pidana Berbasis Korban" (2022) 5:1 Doktrina J Law, online: <<https://ojs.uma.ac.id/index.php/doktrina/article/view/6222>>.

<sup>11</sup> Ani Nur Faida, Yoyok Ucuk S & Ernu Widodo, "Pertanggungjawaban Pidana Terhadap Tindak Pidana Dalam Berlalu Lintas Yang Mengakibatkan Orang Lain Meninggal Dunia" (2023) 12:1 J Binamulia Huk 227-240, online: <<https://ejournal.hukumkris.id/index.php/binamulia/article/view/603>>.



recovery and compensation more than punishment for the perpetrator. However, conventional court procedures remain crucial in cases involving gross negligence or death to uphold justice and deter perpetrators.<sup>12</sup>

The penalty system in the 2023 Criminal Code is more varied and adaptive than the old Criminal Code, covering basic penalties such as imprisonment, fines, community service, and probation, as well as additional penalties such as revocation of driving privileges and the obligation to compensate for the consequences of the offense. Probation and community service offer educational and therapeutic options, while revocation of driving privileges is a highly effective means of preventing repeat accidents. Restitution provisions for the impact of illegal activities require offenders to compensate or pay damages, particularly in the context of traffic accidents. Judges are given clear guidelines when imposing penalties, taking into account factors such as fault, motive, the offender's state of mind, how the crime was committed, personal circumstances, and the impact of the penalty on the future of the offender and the victim. Factors such as the perpetrator's efforts to provide assistance and compensation may be considered mitigating circumstances, while serious violations such as fleeing the scene of the accident or driving under the influence of narcotics are considered aggravating factors. Although the 2023 Criminal Code will come into effect as general criminal law in 2026, criminal liability in traffic accidents must still take into account the specific provisions of Law No. 22 of 2009 on Road Traffic and Transportation as *lex specialis*. The provisions of this law remain the primary source of reference and must be aligned with the principles and mechanisms of the 2023 Criminal Code.

The implementation of the 2023 Criminal Code in the judicial system requires thorough preparation from all law enforcement officials, ranging from understanding new criminal elements, the ability to formulate appropriate charges, to the application of diversion and restorative justice. Infrastructure support, such as competent mediators, integrated information systems, and rehabilitation institutions, is also urgently needed. The main challenges in implementation include the need for intensive training for legal officials, the provision of supporting infrastructure, and a shift in paradigm from a retributive to a restorative approach. Despite this, there are many opportunities to develop a more efficient criminal justice system that is responsive to the needs of traffic accident victims, as outlined in the 2023 Criminal Code.

Therefore, criminal liability for traffic accident perpetrators from the perspective of Law No. 1 of 2023 provides a new paradigm that is more comprehensive, proportional, and focused on restorative justice. To achieve the best possible justice for all parties involved, the success of implementing these principles depends heavily on the dedication of all stakeholders to understand and apply them consistently and competently.

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<sup>12</sup> Ramadhan Helmi, Danialsyah & Mukidi, "Penegakan Hukum Dalam Tindak Pidana Kecelakaan Lalu Lintas Akibat Kelalaian Pengemudi Yang Menyebabkan Korban Meninggal Dunia (Studi Kasus Di Kepolisian Resor Serdang Bedagai)" (2024) 6:1 J Ilm Metadata 47-58.



## CONCLUSION

This study emphasizes that criminal liability for traffic accident perpetrators is crucial for upholding justice and deterring future offenses. Under Law No. 1 of 2023, which will take effect in 2026, criminal liability must satisfy the elements of unlawful conduct, negligence as a form of fault, capacity to be held liable, and the absence of any grounds for exoneration. The revised Criminal Code clarifies legal assessments and regulates negligence in greater detail. Law No. 22 of 2009, which regulates drivers' obligations and the levels of criminal sanctions based on the extent of losses caused by accidents, remains the *lex specialis*. To ensure that traffic accident cases are handled fairly and consistently, these two laws must be integrated. To ensure that both victims and perpetrators receive the best possible justice, the process of determining and enforcing criminal liability must be carefully and optimally examined.

## DECLARATION OF CONFLICTING INTERESTS

The authors state that there is no conflict of interest in the publication of this article.

## FUNDING INFORMATION

None.

## ACKNOWLEDGMENT

None.

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