

## A BRIEF REVIEW OF SIYASAH SYAR'IYYAH ON THE AUTHORITY TO SUPERVISE THE OPERATION OF ONLINE BAJAJ TRANSPORT IN MAKASSAR CITY

Ahmad Zuhry Amir<sup>1)</sup>, Nurul Aulia Fitra<sup>2)</sup>, Zakirah<sup>3)</sup>, Andi Muh. Taqiyuddin BN<sup>4)</sup>, Nur Alimahmudrikah R<sup>5)</sup>

<sup>1)</sup> Universitas Sibatokkong Mambo, Indonesia

<sup>2)</sup> Universitas Islam Negeri Alauddin Makassar, Indonesia

<sup>3)</sup> Universitas Islam Negeri Alauddin Makassar, Indonesia

<sup>4)</sup> Sekolah Tinggi Agama Islam Darud Dakwah wal-Irsyad Maros, Indonesia

<sup>5)</sup> Sekolah Tinggi Agama Islam Darud Dakwah wal-Irsyad Maros, Indonesia

e-mail : [zuhryahmad9@gmail.com](mailto:zuhryahmad9@gmail.com)<sup>1)</sup>, [nrlawlya@gmail.com](mailto:nrlawlya@gmail.com)<sup>2)</sup>, [zakirahira17@gmail.com](mailto:zakirahira17@gmail.com)<sup>3)</sup>, [bayueltaqiyuddin@gmail.com](mailto:bayueltaqiyuddin@gmail.com)<sup>4)</sup>, [kikahhanyaa95032@gmail.com](mailto:kikahhanyaa95032@gmail.com)<sup>5)</sup>

Received: 11-12-2025

Revised: 05-10-2026

Accepted: 28-01-2026

### Info Artikel

### Abstract

**Keywords:** *Siyasah Syar'iyah, Online Bajaj, Makassar*

This study aims to discuss a brief review of Siyasah Syar'iyah on the authority of the Makassar City Government in supervising the operations of online bajaj transportation. This study is qualitative in nature. The research design is field research with a juridical-empirical and normative-sharia approach. The informants interviewed in this study were the Makassar City Transportation Agency (Acting Head of the Public Transportation Section), the Makassar Police Traffic Unit, the Maxride application provider (Business Development and Customer Support), online bajaj drivers, and users. The results of this study show that: The lack of supervision of Bajaj Daring by the government, operational supervision aspects, bajaj daring does not receive equal supervision because there are no specific regulations, many drivers do not understand the routes, and vehicles operate without certainty of permits. The Makassar City government has not exercised maximum supervision because it only has limited administrative authority, is not equipped with a monitoring system, and does not actively coordinate with the application provider. There is no official forum, summons, or coordination between the city government and the application provider (Maxride). In fact, the application provider has expressed its readiness to coordinate and contribute to supervision. The Makassar city government does not yet have local regulations (local regulations) governing the operation of online bajaj, so supervision is not carried out based on strong legal instruments. This reality shows a contradiction with the benefits. It is an indicator of a discrepancy with Siyasah Syar'iyah.

### Abstrak.

Penelitian ini bertujuan membahas brief reuiu of Siyasah Syar'iyah terhadap kewenangan Pemerintah Kota Makassar dalam pengawasan operasional angkutan bajaj daring. Jenis penelitian ini adalah penelitian kualitatif. Desain penelitian ini adalah penelitian lapangan dengan pendekatan yuridis-empiris dan normatif-syar'i. Informan wawancara dalam penelitian ini adalah Dinas Perhubungan Kota Makassar (Plt Kepala Seksi Angkutan Umum), Satlantas Polrestabes Makassar, pihak aplikator Maxride (Business Development dan Customer Support), pengemudi bajaj daring, dan masyarakat pengguna. Hasil penelitian ini menunjukkan bahwa: Tidak adanya pengawasan terhadap Bajaj Daring yang dijalankan oleh pemerintah, aspek

**Kata Kunci:**

*Siyasah Syar'iyah, Bajaj Daring, Makassar*

pengawasan operasional, bajaj daring tidak mendapat perlakuan pengawasan setara karena belum ada regulasi khusus, banyak pengemudi yang tidak paham rute, serta kendaraan beroperasi tanpa kepastian izin. pemerintah Kota Makassar belum menjalankan pengawasan secara maksimal karena hanya memiliki kewenangan administratif terbatas, tidak dilengkapi sistem monitoring, dan tidak melakukan koordinasi yang aktif dengan aplikator. Tidak adanya forum resmi, pemanggilan, atau koordinasi antara Pemerintah Kota dan pihak aplikator (Maxride). Padahal, aplikator sudah menyatakan kesiapan untuk berkoordinasi dan berkontribusi dalam pengawasan. Pemerintah Kota Makassar belum memiliki regulasi lokal (Perda) yang mengatur operasional bajaj daring, sehingga pengawasan tidak berjalan berdasarkan instrumen hukum yang kuat. Realitas tersebut menunjukkan adanya kontradiksi dengan kemanfaatan.

---

## A. INTRODUCTION

Ministry of Transportation Regulation No. 118 of 2018 concerning the Operation of Special Rental Transportation regulates the technical provisions for app-based online transportation. However, this regulation has not been followed up with local regulations (Perda) or local policies that specifically regulate the operation of online bajaj in Makassar City. As a result, there is an overlap of authority between the provincial and city governments, which has resulted in weak supervision and guidance for online bajaj drivers.

From a positive legal perspective, existing regional regulations, such as Makassar City Regulation No. 5 of 2011, mostly regulate general traffic order and safety without specifically mentioning app-based online transportation operations. This has created a legal vacuum that has resulted in weak technical supervision in the field. The Makassar City Government can only issue appeals or carry out limited enforcement, while more in-depth supervision related to operational routes and fleet numbers cannot be carried out effectively.

In addition, the coordination mechanism between city and provincial governments and application companies is not yet optimal. The lack of a structured communication forum and technology-based monitoring system makes it difficult to comprehensively supervise online bajaj transportation. This lack of integration has the potential to cause new problems, such as traffic violations, irregular routes, and uncertainty regarding the status of the vehicles used.<sup>1</sup>

---

<sup>1</sup> Gita, 'Bajaj Berkeliaran Tanpa Izin, Danny Pomanto Akan Tindak Lanjuti Ke Pemprov Sulsel', *Harian News*, 2024 <<https://harian.news/bajaj-berkelian-tanpa-izin-danny-pomanto-akan-tindak-lanjuti-ke-pemprov-sulsel>> {accessed 18 maret 2025} .

With the majority of Indonesia's population being Muslim, Islamic law is considered part of the Law of Life, which is strongly related to the percentage of Muslims who constitute the majority. Therefore, *siyasah syar'iyah* is a part of Islamic law that directly highlights the relationship between society and the state. Thus, a brief review of *Siyasah Syar'iyah* on the authority to supervise the operation of online Bajaj transport in Makassar city is considered compatible in detecting the public interest in an action taken by the authorities.

*Siyasah Syar'iyah* in the sense of science is a field of study that examines the regulation of society and the state through all forms of laws, rules, and policies made by state authorities in accordance with the spirit and basic principles of Islamic law to achieve the welfare of society.<sup>2</sup>The *fuqaha* define *siyasah syar'iyah* as government action on a matter in order to achieve a benefit, even if that action has no specific basis in the text. In another definition, they say it is managing human affairs in accordance with the provisions of the Shariah. Most writings related to Islamic politics define the concept of politics within the scope of these two definitions.<sup>3</sup>

The novelty of this study can be seen through the literature review, namely the results of previous relevant studies. Among the studies relevant to a brief review of *Siyasah Syar'iyah* on the authority to supervise the operation of online Bajaj transport in Makassar city. Ringo Taufan Laode et al. highlight Analysis of Management of Supervision and Law Enforcement of Public Goods Transportation in Regency of North Kolaka.<sup>4</sup> Irfan B focuses on highlighting service management supervision system online transportation in Makassar city.<sup>5</sup> Meanwhile, Karin Dwi Resty and Wiro Oktavius Ginting focus on discussing The Role of the Medan City Transportation Agency in Supervising the Implementation of Standard Operating Procedures for Public Transport Drivers in Medan City.<sup>6</sup> On the other hand, Pinta Simamora et al. Focus on discussing Evaluation of the Implementation of Minister of Transportation Regulation No.

---

<sup>2</sup> Hasan, "Tinjauan *Siyasah Syar'iyah* Terhadap Pelayanan Publik Dalam Penerbitan Dokumen Kartu Tanda Penduduk (KTP) Dan Kartu Keluarga (KK)(Studi DISDUKCAPIL Kabupaten Polewali Mandar)" (IAIN Parepare, 2024).

<sup>3</sup> Mahmood Zuhdi Abd Majid, "SIYASAH SYAR'IYAH DALAM PELAKSANAAN UNDANG-UNDANG JENYAH ISLAM," *Jurnal Syariah* 12, no. 1 (2004): 89–100.

<sup>4</sup> Ringo Taufan Laode et al., "Analysis of Management of Supervision and Law Enforcement of Public Goods Transportation in Regency of North Kolaka," *Synergy: Journal of Governance and Public Policy* 1, no. 1 (2025): 20–29.

<sup>5</sup> Irfan Basyo, "Sistem Pengawasan Penyelenggaraan Layanan Transportasi Online Di Kota Makassar," *Journal of Governance and Policy Innovation* 2, no. 1 (2022): 9–14.

<sup>6</sup> Karin Dwi Resty and Wiro Oktavius Ginting, "Peran Dinas Perhubungan Kota Medan Dalam Pengawasan Pelaksanaan Standar Operasional Prosedur Bagi Pengemudi Angkutan Kota (Angkot) Di Kota Medan," *Innovative: Journal Of Social Science Research* 4, no. 2 (2024): 3548–61.

18 of 2021 concerning Supervision of Freight Transport with a Case Study of Manado City.<sup>7</sup> Christianus Duru highlight local government supervision of special rental transportation in Banggai regency.<sup>8</sup> Muhammad Satriawansyah Nasmar fokus membahas supervision of Bajaj public transport operations in the city of Makassar.<sup>9</sup> Heriyanto fokus membahas implementation of transportation supervision by the transportation department based on riau governor regulation number 30 of 2013 concerning maximum and minimum fares for inter-city passenger transportation within the province of riau, economy class using public buses.<sup>10</sup>

The fundamental difference from previous studies is that this study specifically focuses on highlighting a brief review of *Siyasah Syar'iyah* on the authority to supervise the operation of online Bajaj transport in Makassar city. Based on this novel approach, the results of this study can contribute to the realization the authority to supervise the operation of online Bajaj transport in Makassar city based on a brief review of *Siyasah Syar'iyah*.

## **B. RESEARCH METHODOLOGY**

This type of research is qualitative research. The research design is field research with a legal-empirical and normative-Sharia approach. The informants interviewed in this study were the Makassar City Transportation Agency (Acting Head of the Public Transportation Section), the Makassar Police Traffic Unit, Maxride application developers (Business Development and Customer Support), online bajaj drivers, and users.

## **C. RESULTS AND DISCUSSION**

### **C.1. The Basis of the Makassar City Government's Authority to Supervise Online Bajaj Transportation**

The authority of the Makassar City Government in supervising online bajaj transportation is normatively regulated in the applicable laws and regulations. Based on Law No. 23 of 2014 on Regional Government, the transportation sector is included in

---

<sup>7</sup> Pinta Simamora et al., "Evaluasi Pelaksanaan Permenhub Nomor 18 Tahun 2021 Tentang Pengawasan Muatan Angkutan Barang (Studi Wilayah Kota Manado)," *Journal Scientific of Mandalika (JSM) e-ISSN 2745-5955 | p-ISSN 2809-0543* 6, no. 8 (2025): 2151–59.

<sup>8</sup> Christianus Duru et al., "PENGAWASAN PEMERINTAH DAERAH DALAM PENYELENGGARAAN ANGKUTAN SEWA KHUSUS DI KABUPATEN BANGGAI," *Jurnal Yustisiabel* 9, no. 1 (2025): 125–40.

<sup>9</sup> MUHAMMAD SATRIAWANSYAH NASMAR, "PENGAWASAN PENGOPERASIAN ANGKUTAN UMUM BAJAJ DI KOTA MAKASSAR" (UNIVERSITAS HASANUDDIN MAKASSAR, 2024).

<sup>10</sup> HERIYANTO, "PELAKSANAAN PENGAWASAN DINAS PERHUBUNGAN BERDASARKAN PERATURAN GUBERNUR RIAU NOMOR 30 TAHUN 2013 TENTANG TARIF BATAS ATAS DAN TARIF BATAS BAWAH ANGKUTAN PENUMPANG ANTAR KOTA DALAM PROVINSI RIAU KELAS EKONOMI DENGAN MOBIL BUS UMUM (Studi Kasus Di Terminal " (UNIVERSITAS ISLAM NEGERI SULTAN SYARIF KASIM RIAU, 2025).

concurrent government affairs that are divided between the central government, provincial government, and regency/city government. In this context, the city government has the authority to regulate and supervise public transportation operating in its area.

However, based on an interview with the Acting Head of the Public Transportation Section of the Makassar City Transportation Agency, this authority has not been fully exercised. He stated: “Our supervision is only on the number of vehicles entering, and even that is based on visits to companies. We cannot determine the routes, because that is the authority of the province.”<sup>11</sup>

This statement indicates that the city government's authority is limited to administrative matters and vehicle registration. This is in line with the provisions of Minister of Transportation Regulation No. 118 of 2018 concerning the Operation of Special Rental Transportation, which places most of the licensing authority with the provincial government. As a result, the Makassar City Transportation Agency cannot directly determine routes or impose restrictions on operational areas.

This situation is reinforced by statements from online bajaj drivers. Muhammad Adam said: “We only know how to take passengers from the app. We are never told which routes are allowed or prohibited.”<sup>12</sup>

Meanwhile, Bahtiar, another driver, added: “*We don't know if the permit is from the province or the city, the important thing is that we can operate and get orders. But sometimes we get confused in the field when we are stopped by officers.*”<sup>13</sup>

Both statements illustrate that online bajaj drivers do not have a sufficient understanding of the limits of city government authority or route regulations. This indicates a lack of communication and coordination between local government, app companies, and drivers.

## **C.2. Forms of Supervision Conducted by the Makassar City Government on Online Bajaj Transportation**

Theoretically, supervision encompasses four main stages: monitoring, inspection, assessment, and reporting. However, the results of the study indicate that the Makassar

---

<sup>11</sup> Rustam Dani (41 Tahun), Kepala Plt Seksi Angkutan Umum Dinas Perhubungan Kota Makassar, *Wawancara*, Kantor Dinas Perhubungan Kota Makassar, (7 Juli 2025).

<sup>12</sup> Muhammad Adam (18 Tahun), Pengemudi Bajaj Online, *Wawancara*, Jln Pao-pao Gowa, (25 Juni 2025).

<sup>13</sup> Bahtiar (31 Tahun), Pengemudi Bajaj Online, *Wawancara*, Jln Hertasing, (25 Juni 2025).

City Government has not been able to implement all four stages comprehensively.<sup>14</sup> The following is an analysis of the suitability of these stages with practices in the field:

#### 1. Monitoring

This phase is being implemented on a limited basis. The city government only monitors the number of vehicles based on visits to companies, but does not have a real-time monitoring system for the daily activities or routes of online bajaj.

This was confirmed by the Acting Head of the Public Transportation Section, who stated: *"We only know the number of vehicles visiting the company. But we don't know the routes because there is no monitoring system."*<sup>15</sup>

#### 2. Inspection

Direct inspections of online bajaj are not carried out routinely or actively by the Makassar City Transportation Agency. Inspections only occur if there are directives or letters from the provincial government. This shows that the inspection stage is not independent.

Statement by the Acting Head of the Public Transportation Section of the Transportation Agency: *"If there is a letter from the provincial government, we will definitely follow up on it."*<sup>16</sup>

#### 3. Assessment

No concrete evidence was found of any evaluation or assessment of the operational performance of online bajaj by the municipal government.

#### 4. Reporting

There is no regular or integrated reporting system between the Makassar City Transportation Agency and the application providers or the provincial government. In fact, the dashboard system owned by application providers such as Maxride is not integrated with the Transportation Agency, which means that the Transportation Agency does not have access to accurate operational reports.

---

<sup>14</sup> Moenir, M. (2001). *Pengawasan Dalam Administrasi Negara*. Jakarta: PT RajaGrafindo Persada, h. 45.

<sup>15</sup> Rustam Dani (41 Tahun), Kepala Plt Seksi Angkutan Umum Dinas Perhubungan Kota Makassar, *Wawancara*, Kantor Dinas Perhubungan Kota Makassar, (7 Juli 2025).

<sup>16</sup> Rustam Dani (41 Tahun), Kepala Plt Seksi Angkutan Umum Dinas Perhubungan Kota Makassar, *Wawancara*, Kantor Dinas Perhubungan Kota Makassar, (7 Juli 2025).

Acting Head of Public Transportation Section stated: *“We do not have a technology-based monitoring system. Supervision is only carried out administratively, and even that depends on the data provided by the company.”* The supervision takes the form of appeals, such as urging bajaj drivers not to drive on main roads. He stated: *“Please do not use the main road because it is the main route for large vehicles.”*<sup>17</sup>

Submitted by a user. Farahdillah Mutiara states: *“Sometimes bajaj stop randomly, even on busy roads, they still pick up passengers. It's dangerous if they are not supervised.”*<sup>18</sup>

Nur Indah Sari, as a passenger, added: *“I once took an online bajaj whose driver didn't know the route. He even asked me which way to go. Without training or supervision from the government, how can it be safe?”*<sup>19</sup>

These statements indicate that the city government's absence in the field has resulted in passive supervision. However, according to Makassar City Regulation No. 5 of 2011, the city government has an obligation to ensure traffic order and safety.

On the other hand, Maxride, as the application provider, stated that they have an internal dashboard to monitor driver activity, but there is no data integration with the government. *“We have an application-based internal reporting system and are open to integrating our monitoring system with the government. However, to date there has been no official invitation or coordination forum facilitated by the Transportation Agency.”*<sup>20</sup>

Meanwhile, the Makassar Police Traffic Unit (Satlantas Polrestabes Makassar) only focuses on enforcing traffic violations. Head of Administration and Management of the Traffic Unit of the Makassar City Police stated: *“We monitor all public vehicles equally. There are no exceptions for bajaj. If they violate traffic rules, such as running red lights or using improper license plates, we take action.”*<sup>21</sup>

However, the reality on the ground shows that all online bajaj still use black-and-white or red-and-white license plates, which are not yet in compliance with the regulations

---

<sup>17</sup> Rustam Dani (41 Tahun), Kepala Plt Seksi Angkutan Umum Dinas Perhubungan Kota Makassar, *Wawancara*, Kantor Dinas Perhubungan Kota Makassar, (7 Juli 2025).

<sup>18</sup> Farahdilla Mutiara K (22 Tahun), Mahasiswa Uin Alauddin Makassar, *Wawancara*, Fakultas Syariah Dan Hukum, (20 Juni 2025).

<sup>19</sup> Nur Indah Sari (24 Tahun), Pengguna Bajaj Online, *Wawancara*, Passimbungang Desa Bontomanai, (26 Juni 2025).

<sup>20</sup> Ode (26 Tahun), Business Development Dan Customer Support, *Wawancara*, Kantor PT Max Auto Indonesia, (23 Juli 2025).

<sup>21</sup> Syachrul (59 Tahun), Kaurmintu Satlantas Polrestabes Makassar, *Wawancara*, Kantor Polrestabes Makassar, (19 Juni 2025).

governing public transportation vehicles. This poses a challenge because there is no clear law enforcement mechanism in place.

#### D. DISCUSSION

The perspective of *Siyasah Syar'iyah* (Islamic political law) to assess its compatibility with the principles of justice, deliberation (*shura*), and public interest (*maslahah*). (Maryam et al., 2025)

The government has a mandate to protect the public interest (*maslahah 'ammah*). Oversight of online *bajaj* transportation is part of that mandate. However, research findings show that the existing oversight system is not yet optimal. The absence of specific regulations at the city level, lack of coordination with app operators, and the absence of a digital monitoring system have rendered the oversight function ineffective. From the perspective of public welfare, this weak oversight has an impact on <sup>22</sup>:

1. The safety of road users and passengers is not guaranteed because drivers lack understanding of routes and traffic rules.
2. Traffic order is disrupted, such as drivers stopping indiscriminately.
3. Legal certainty for drivers and app operators is weak because there are no clear rules.

The *fuqaha* define *siyasah syar'iyah* as government action on a matter in order to achieve a benefit, even if that action has no specific basis in the text. In another definition, they say it is managing human affairs in accordance with the provisions of the *Shariah*. Most writings related to Islamic politics define the concept of politics within the scope of these two definitions.<sup>23</sup>

The government is obliged to establish policies that protect the interests and welfare of the wider community. In the context of transportation, this means ensuring the safety, order, and comfort of road users.<sup>24</sup> However, supervision of online *bajaj* in Makassar does not yet fully guarantee the public interest. Many drivers do not understand the routes, and vehicles operate

---

<sup>22</sup> Rina Rahmayana, "Sistem Pengawasan Dinas Perhubungan Terhadap Angkutan Antarkota Dalam Provinsi (Akd) Aceh Dalam Perspektif Al-Hisbah" (Universitas Islam Negeri Darussalam Banda Aceh, 2022).

<sup>23</sup> Abd Majid, "SIYASAH SYARTYAH DALAM PELAKSANAAN UNDANG-UNDANG JENAYAH ISLAM."

<sup>24</sup> Muh Kadarisman, Aang Gunawan, and Ismiyanti, 'Implementasi Kebijakan Sistem Transportasi Darat Dan Dampaknya Terhadap Kesejahteraan Sosial Di Jakarta Policy Implementation Of Land Transportation System and Its Impact Towards Social Welfare In Jakarta', *Jurnal Manajemen Transportasi & Logistik (JMTransLog)*, 02.01 (2015), h. 59–77.

without certainty of permission. This shows that the public interest has not been optimally fulfilled.

The government must treat all citizens fairly without discrimination. In transportation oversight, this includes treating all modes of transportation equally.<sup>25</sup> In terms of operational supervision, online bajaj do not receive equal supervision because there are no specific regulations yet. This shows that the principle of fairness has not been fully implemented by the city government.

Islam teaches the principle of shura or deliberation in decision-making. The government should establish open and structured communication with all stakeholders, including implementers and the community.<sup>26</sup> However, the absence of an official forum, summons, or coordination between the City Government and the application provider (Maxride) shows that the principle of shura has not been optimally implemented. In fact, the application provider has stated its readiness to coordinate and contribute to supervision.

It is understandable that the government does not supervise online bajaj services. In terms of operational supervision, online bajaj services do not receive equal supervision because there are no specific regulations, many drivers do not understand the routes, and vehicles operate without certainty of permission. The Makassar City Government has not exercised maximum oversight because it only has limited administrative authority, lacks a monitoring system, and does not actively coordinate with the application provider. There is no official forum, summons, or coordination between the City Government and the application provider (Maxride). In fact, the application provider has expressed its readiness to coordinate and contribute to supervision. The Makassar City Government does not yet have local regulations (Perda) governing the operation of online bajaj, so supervision is not carried out based on strong legal instruments.

This reality shows a contradiction with its usefulness. It is an indicator of a discrepancy with *Siyasah Syar'iyah*. As in one of the definitions of *siyasah syar'iyah*, namely *siyasah syar'iyah* as government action on a matter in order to achieve a benefit, even if that action has no specific basis in the text.<sup>27</sup>

---

<sup>25</sup> Rina Rahmayana, "Sistem Pengawasan Dinas Perhubungan Terhadap Angkutan Antarkota Dalam Provinsi (AkdP) Aceh Dalam Perspektif Al-Hisbah." h. 38.

<sup>26</sup> Desti Margareta, 'Peran Pemerintah Daerah Kabupaten Tangerang Dalam Menangani Terminal Bayangan Perspektif *Siyasah Syar'iyah*' (Universitas Islam Negeri Salatiga, 2025), h. 6.

<sup>27</sup> Abd Majid, "SIYASAH SYAR'IYAH DALAM PELAKSANAAN UNDANG-UNDANG JENAYAH ISLAM."

Government policies must be oriented towards public welfare. In line with the principle *“Tasharruf al-imām ‘ala al-ra’iyyah manūthun bi al-maslahah”* (leaders' policies toward the people must be based on the common good), Therefore, the Makassar City Government needs to take corrective measures, including:

1. Developing local regulations that clearly govern the operation of online bajaj, including vehicle status and operational routes.
2. Establish a coordination forum involving the Transportation Agency, Traffic Police, and application providers such as Maxride to discuss integration of monitoring.
3. Developing a technology-based monitoring system that enables real-time monitoring of the online bajaj fleet.
4. Conducting regular outreach and training for drivers regarding traffic regulations and service standards.

With these measures, it is hoped that the supervision of online bajaj transportation can be carried out effectively.

## **E. CONCLUSION**

The lack of supervision of Bajaj Daring by the government, operational supervision aspects, bajaj daring does not receive equal supervision because there are no specific regulations, many drivers do not understand the routes, and vehicles operate without certainty of permits. The Makassar City government has not exercised maximum supervision because it only has limited administrative authority, is not equipped with a monitoring system, and does not actively coordinate with the application provider. There is no official forum, summons, or coordination between the city government and the application provider (Maxride). In fact, the application provider has expressed its readiness to coordinate and contribute to supervision. The Makassar city government does not yet have local regulations (local regulations) governing the operation of online bajaj, so supervision is not carried out based on strong legal instruments. This reality shows a contradiction with the benefits. It is an indicator of a discrepancy with *Siyasah Syar’iyyah*.

## **F. REFERENCES**

- Abd Majid, Mahmood Zuhdi. “SIYASAH SYAR’IYAH DALAM PELAKSANAAN UNDANG-UNDANG JENAYAH ISLAM.” *Jurnal Syariah* 12, no. 1 (2004): 89–100.
- Basyo, Irfan. “Sistem Pengawasan Penyelenggaraan Layanan Transportasi Online Di Kota

- Makassar.” *Journal of Governance and Policy Innovation* 2, no. 1 (2022): 9–14.
- Duru, Christianus, Firmansyah Fality, Nirwan Moh Nur, and Nasrun Hipan. “PENGAWASAN PEMERINTAH DAERAH DALAM PENYELENGGARAAN ANGKUTAN SEWA KHUSUS DI KABUPATEN BANGGAI.” *Jurnal Yustisiabel* 9, no. 1 (2025): 125–40.
- Gita. “Bajaj Berkeliaran Tanpa Izin, Danny Pomanto Akan Tindak Lanjuti Ke Pemprov Sulsel.” *Harian News*, 2024.
- Hasan. “Tinjauan Siyasah Syar’iyyah Terhadap Pelayanan Publik Dalam Penerbitan Dokumen Kartu Tanda Penduduk (KTP) Dan Kartu Keluarga (KK)(Studi DISDUKCAPIL Kabupaten Polewali Mandar).” IAIN Parepare, 2024.
- HERIYANTO. “PELAKSANAAN PENGAWASAN DINAS PERHUBUNGAN BERDASARKAN PERATURAN GUBERNUR RIAU NOMOR 30 TAHUN 2013 TENTANG TARIF BATAS ATAS DAN TARIF BATAS BAWAH ANGKUTAN PENUMPANG ANTAR KOTA DALAM PROVINSI RIAU KELAS EKONOMI DENGAN MOBIL BUS UMUM (Studi Kasus Di Terminal .” UNIVERSITAS ISLAM NEGERI SULTAN SYARIF KASIM RIAU, 2025.
- Irwansyah, and Zenal Setiawan. “Prinsip-Prinsip Fiqh Siyasah.” *Jurnal Cerdas Hukum* 2, no. 1 (2023): 68–75.
- Kadarisman, Muh, Aang Gunawan, and Ismiyanti. “Implementasi Kebijakan Sistem Transportasi Darat Dan Dampaknya Terhadap Kesejahteraan Sosial Di Jakarta Policy Implementatation Of Land Transportation System and Its Impact Towards Social Welfare In Jakarta.” *Jurnal Manajemen Transportasi & Logistik (JMTransLog)* 02, no. 01 (2015): 59–77.
- Laode, Ringo Taufan, Maudhy Satyadharma, Neni Susanti, and Putu Wirayanti. “Analysis of Management of Supervision and Law Enforcement of Public Goods Transportation in Regency of North Kolaka.” *Synergy: Journal of Governance and Public Policy* 1, no. 1 (2025): 20–29.
- Margareta, Desti. “Peran Pemerintah Daerah Kabupaten Tangerang Dalam Menangani Terminal Bayangan Perspektif Siyasah Syar’iyyah.” Universitas Islam Negeri Salatiga, 2025.
- MUHAMMAD SATRIAWANSYAH NASMAR. “PENGAWASAN PENGOPERASIAN ANGKUTAN UMUM BAJAJ DI KOTA MAKASSAR.” UNIERSTAS

HASANUDDIN MAKASSAR, 2024.

- Nasmar, Muhammad Satriawansyah. “Pengawasan Pengoperasian Angkutan Umum Bajaj Di Kota Makassar.” Universitas Hasanuddin Makassar, 2024.
- Noeralamsyah, Zenno, and Sri Rizqiyah Maulidina. “Penguatan Peran Single Mother Dalam Ketahanan Ekonomi Keluarga.” *Jurnal Studi Gender Dan Anak* 10, no. 1 (2023): 21–33.
- Putri, Vyskha Berliana Widya Sukma. “PROBLEMATIKA SINGLE MOTHER TERDAMPAK COVID-19 DI KABUPATEN PURBALINGGA.” *SOSIOLOGI: Jurnal Ilmiah Kajian Ilmu Sosial Dan Budaya* 25, no. 2 (2023): 220–38.
- Resty, Karin Dwi, and Wiros Oktavius Ginting. “Peran Dinas Perhubungan Kota Medan Dalam Pengawasan Pelaksanaan Standar Operasional Prosedur Bagi Pengemudi Angkutan Kota (Angkot) Di Kota Medan.” *Innovative: Journal Of Social Science Research* 4, no. 2 (2024): 3548–61.
- Rina Rahmayana. “Sistem Pengawasan Dinas Perhubungan Terhadap Angkutan Antarkota Dalam Provinsi (AkdP) Aceh Dalam Perspektif Al-Hisbah.” Universitas Islam Negeri Darussalam Banda Aceh, 2022.
- Saputra, Irfan. “Efektifitas Pengawasan Angkutan Barang (Studi Kasus Di Dinas Perhubungan Provinsi Lampung).” *Qadar BakhshBaloch*. Universitas Lampung, 2017.
- Simamora, Pinta, Andreas Lengkong, Arie M Andes, and Joice Umboh. “Evaluasi Pelaksanaan Permenhub Nomor 18 Tahun 2021 Tentang Pengawasan Muatan Angkutan Barang (Studi Wilayah Kota Manado).” *Journal Scientific of Mandalika (JSM) e-ISSN 2745-5955 | p-ISSN 2809-0543* 6, no. 8 (2025): 2151–59.
- Sugitanata, Arif, and Siti Aminah. “Dinamika Peran Ganda Ibu Single Parent Di Era Modern Dalam Perspektif William J. Goode.” *Syakhshiyah Jurnal Hukum Keluarga Islam* 5, no. 1 (2025): 1–23.