Criminal Responsibility of Drivers under Narcotics Influence in Fatal Road Accidents: An Indonesian Legal Study

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ABSTRACT:

Background: In recent years, Indonesia has faced a worrying rise in fatal road accidents caused by drivers under the influence of narcotics, bringing urgent questions about accountability before the law.

Aims: This paper examines how criminal responsibility is applied to drivers involved in such cases. It aims to assess whether Indonesia's legal provisions, particularly the Road Traffic and Transportation Law and the Narcotics Law, provide a consistent and fair basis for imposing sanctions, and whether these sanctions reflect the principles of justice and deterrence.

Methods: The research relies on a normative juridical approach, combining statutory interpretation with an analysis of selected court rulings. The focus lies on identifying how judges frame liability in fatal traffic accidents where narcotics abuse is a contributing factor.

Results: The study shows that offenders are subject to cumulative liability, facing penalties under both traffic regulations and narcotics legislation. Sanctions may include imprisonment, fines, and license suspension or revocation. However, a closer look at judicial practice reveals uneven patterns: while some courts lean toward punitive measures to deter future violations, others stress rehabilitation as a corrective pathway.

Conclusion: Although Indonesia's dual legal framework recognizes the seriousness of narcotics-related road deaths, the lack of consistent judicial reasoning creates uncertainty. A clearer alignment between traffic and narcotics laws is needed to ensure justice is served, while at the same time reinforcing road safety and reducing repeat offenses.

Keyword: Criminal Liability; Drug Driving; Legal Framework; Narcotics Law; Traffic Accidents

INTRODUCTION

The urgency of this research arises from the increasing number of fatal road accidents involving drivers under the influence of narcotics in Indonesia, which reflects a serious dual threat to public safety and legal certainty. Such incidents are not merely traffic violations but also complex crimes that test the state's ability to provide justice and protect its citizens (Macdonald et al., 2023; Piquero, 2021). These cases fall under both traffic law and narcotics law, creating legal dilemmas in judicial practice. Inconsistencies in sentencing weaken the deterrent function of criminal law and

undermine public confidence in the justice system. Families of victims often perceive disparities in outcomes as unjust, especially when penalties appear lenient. Without a clear legal framework, courts risk handing down judgments that vary widely from case to case. These gaps highlight the necessity for focused academic research. Therefore, this study becomes crucial in clarifying the scope of criminal responsibility for narcotics-impaired drivers.

Indonesia has witnessed rapid motorization, which has intensified the challenges of maintaining road safety. The rise in vehicle ownership has been accompanied by increasing traffic accidents, many of which involve reckless or impaired driving (Angın & Ali, 2021; EHSANI et al., 2023; Umniyatun et al., 2021). At the same time, narcotics abuse has spread across various segments of society, compounding the risks associated with driving. When these two problems intersect, the results are particularly devastating. The social impact extends beyond the immediate victims to families and communities, who bear the economic and psychological burdens. Existing legal frameworks (Law No. 22 of 2009 on Road Traffic and Transportation and Law No. 35 of 2009 on Narcotics) were designed to regulate different domains. However, in practice, their overlap produces uncertainty in judicial interpretation. This highlights the pressing need to evaluate how both statutes are applied in cases of drug-related traffic fatalities.

Law No. 22 of 2009 prohibits driving under conditions that impair awareness and impose sanctions such as fines, imprisonment, and license revocation (Khanh & Cao, 2024). Meanwhile, Law No. 35 of 2009 criminalizes narcotics use and possession, with penalties ranging from incarceration to rehabilitation. In cases where a driver causes a fatal accident under the influence of narcotics, both legal regimes are applicable. Judges must decide whether to impose cumulative sanctions or prioritize one law over the other. This often leads to divergent interpretations and inconsistent judicial outcomes. The lack of unified sentencing guidelines creates uncertainty for offenders and victims alike. Legal ambiguities open the door to selective enforcement, which diminishes the credibility of law enforcement. A comprehensive legal analysis is therefore needed to provide clarity in applying both laws.

The importance of this issue extends beyond technical questions of statutory interpretation and touches on public trust in justice (Aston et al., 2023; Moore et al., 2021; Singh, 2023). Citizens expect that offenders who cause fatalities while under the influence of narcotics will face strict accountability (Butler et al., 2022; Hoyle & Harry, 2025). However, the reality often shows inconsistent punishments, with some offenders receiving lighter sentences than others for similar crimes. Such disparities undermine the principle of equality before the law. For victims' families, this lack of consistency is perceived as a failure of the justice system. Judicial inconsistency also reduces the deterrent effect of punishment, as offenders may believe they can avoid severe consequences. This weakens the authority of law enforcement institutions. Hence, academic scrutiny is necessary to identify these inconsistencies and propose solutions.

From a criminological perspective, drug-impaired driving represents a hybrid category of offense that combines elements of negligence and intentional wrongdoing. Choosing to consume narcotics before driving indicates a conscious disregard for safety, even if the fatal outcome is not intended (del Pozo et al., 2021; Lie et al., 2024; Radun et al., 2023). This raises debates about whether such acts should be categorized as reckless behavior or intentional crimes. In Indonesia, narcotics use is itself criminalized, which adds another layer of liability. Courts must therefore decide whether offenders should be treated primarily as criminals or as individuals requiring rehabilitation. This

dual character complicates the classification of liability. The ambiguity surrounding intent and culpability leads to varied judicial reasoning. Such complexities justify the need for deeper academic research into the issue.

International practices demonstrate that addressing drug-impaired driving requires a combination of punitive measures and corrective programs (Nguyen & Cao, 2024; Woolford et al., 2025). In several jurisdictions, strict enforcement of impaired driving laws is supported by public education campaigns and rehabilitation programs (Colonna, 2024a; Gururaj et al., 2021). Indonesia, however, remains heavily punitive in its legal response, with limited integration of rehabilitative measures. This imbalance increases the likelihood of repeat offenses. Weak coordination among law enforcement, courts, and rehabilitation institutions further hampers effective enforcement. The lack of harmonized strategies reduces both deterrence and rehabilitation outcomes. Addressing this shortcoming is necessary to achieve a balanced justice system. Comparative analysis can provide insights into how Indonesia might reform its approach.

Statistical data from law enforcement and national drug agencies show a steady increase in drivers testing positive for narcotics (Love et al., 2024; Mills et al., 2021). Many fatal accidents involving drug-impaired drivers have been widely reported in national media, creating heightened public concern (Boicu et al., 2024; Colonna, 2024b). Despite the visibility of this problem, academic studies focusing on the intersection of traffic law and narcotics law remain limited. Most scholarly works examine road safety and narcotics offenses in isolation, rather than in an integrated framework. The absence of comprehensive scholarship leaves courts and policymakers without adequate academic guidance. This knowledge gap results in fragmented judicial practices. Filling this gap is crucial for evidence-based reforms. Hence, research of this kind provides much-needed clarity to inform future policy directions.

In summary, the convergence of narcotics abuse and fatal traffic accidents has created a critical legal and social challenge for Indonesia (Hoyle & Harry, 2025; Mostyn, 2024). The weaknesses in statutory provisions and judicial interpretation exacerbate the problem (Singh, 2023; Vieira et al., 2021). Without coherent guidelines, disparities in sentencing will continue to undermine justice. Offenders may exploit loopholes, while victims' families remain dissatisfied with court decisions. Policymakers lack the evidence-based analysis necessary to design effective reforms. This study addresses these gaps by examining how Indonesian law defines and enforces criminal responsibility in such cases. The analysis aims to enhance legal certainty and ensure that sanctions serve both deterrent and rehabilitative purposes. Ultimately, this research underscores the urgency of harmonizing traffic and narcotics laws to safeguard justice and road safety.

Research on criminal liability has been explored in various legal contexts and provides valuable perspectives for examining narcotics-impaired traffic accidents in Indonesia. AL-Enizi & Ghandour, (2025) underline how certainty in law strengthens justice, while Tuz et al. (2025) demonstrate that legal systems must adapt when facing complex violations. Zhou (2025) shows that deterrence is a crucial element of liability, and Dube & Rahim (2025) remind us that sanctions often carry cumulative effects across different areas of law. Kubiciel (2025) contributes by emphasizing the role of proportionality, which is also relevant for traffic and narcotics enforcement. Alzwae et al. (2025) reveal that fragmented regulation weakens consistency, while Mezrich (2025) illustrates how new circumstances can challenge older statutes. Sicignano (2025) highlights the responsiveness of law to social expectations, and Lee & Di Ruggiero (2025) connect liability with issues of trust and justice

in society. Mahadew (2025) adds insight by stressing judicial discretion in complex cases. Taken together, these studies reveal that harmonization of legal frameworks, proportional sanctions, and consistency in judicial interpretation are essential. They provide comparative lessons that directly inform the challenges Indonesia faces in applying both traffic and narcotics laws. In this way, the literature establishes a solid foundation for analyzing criminal responsibility in cases where narcotics abuse leads to fatal accidents.

Although research on criminal liability is extensive, most of the studies separate the discussion between traffic law and narcotics law, without addressing how the two interact when a fatal accident occurs. In Indonesia, however, a single act of driving under the influence of narcotics automatically involves both legal regimes, which often leads to inconsistent applications in court. International scholarship provides useful lessons on liability, deterrence, and proportionality, but these discussions rarely touch upon the specific challenges faced by Indonesia's dual legal framework. The absence of deeper analysis on how judges interpret overlapping laws results in uncertainty in sentencing and leaves room for unequal treatment before the law. This gap makes it important to conduct research that bridges the divide, offering a clearer understanding of how criminal responsibility should be applied in drug-related traffic fatalities.

The rationale for conducting this study lies in the need to strengthen legal clarity and judicial consistency in Indonesia. Fatal accidents caused by narcotics-impaired drivers raise not only questions of negligence but also of intentional wrongdoing, making them difficult to categorize under traditional liability frameworks. By analyzing the relevant statutes alongside actual court decisions, this study seeks to show how the judiciary balances the provisions of traffic and narcotics law in practice. The expectation is that the findings will not only enrich legal scholarship but also provide practical guidance for judges, prosecutors, and policymakers. Addressing this problem is essential to maintain public trust, ensure fairness for victims and offenders, and contribute to safer roads in the future.

The purpose of this research is to evaluate how Indonesia's legal framework defines and enforces criminal liability for drivers who cause fatal accidents under the influence of narcotics. It aims to determine whether judicial practice has been consistent in applying both sets of laws and whether the outcomes reflect the principles of justice and deterrence. The first hypothesis assumes that overlapping provisions in traffic and narcotics law have led to inconsistent sentencing, with some decisions focusing on deterrence and others prioritizing rehabilitation. The second hypothesis suggests that without clearer guidance, these inconsistencies will continue, weakening legal certainty and reducing the effectiveness of sanctions. Ultimately, the study aspires to propose a more coherent approach that harmonizes deterrence, fairness, and road safety within Indonesia's legal system.

METHOD

Research Design

This research adopts a normative juridical design, which is commonly used in legal studies to analyze statutory provisions, doctrines, and judicial decisions. The design was chosen because the study does not aim to measure behavior or attitudes through surveys or experiments, but rather to interpret legal texts and evaluate how they are applied in practice. The normative juridical approach provides a systematic framework to connect statutory regulations with judicial reasoning and doctrinal interpretations. By doing so, it allows the research to uncover whether Indonesia's legal

framework—particularly the Road Traffic and Transportation Law and the Narcotics Law—has been applied consistently when addressing fatal traffic accidents involving drivers under the influence of narcotics. To strengthen this design, the legal materials analyzed in the study are classified into three categories as shown in the following table:

Table 1. Types of Legal Materials Used in the Study

| Type of Legal Material	Examples	Purpose in Study
Primary Sources	Law No. 22 of 2009 on Road Traffic and Transportation; Law No. 35 of 2009 on Narcotics; Selected court decisions on drug-impaired traffic fatalities	Provide the main legal basis for analysis and determine the scope of criminal liability
Secondary Sources	Academic journals, legal textbooks, commentaries, institutional reports (e.g., National Narcotics Agency, Police reports)	Support interpretation, provide critiques, and contextualize the application of law
Tertiary Sources	Legal dictionaries, encyclopedias, and other reference works	Clarify terminology, legal concepts, and definitions

Participant

In normative legal research, the term "participant" refers not to human subjects but to legal materials and judicial documents that serve as the core data. The primary legal materials in this study are Law No. 22 of 2009 on Road Traffic and Transportation and Law No. 35 of 2009 on Narcotics. Secondary legal materials include academic commentaries, journal articles, books, and institutional reports that provide interpretation and critical evaluation of the laws. Tertiary sources, such as legal dictionaries and encyclopedias, were also consulted to clarify definitions and concepts. In addition, selected Indonesian court rulings involving drug-impaired drivers in fatal accidents were reviewed to illustrate how judges apply overlapping legal norms in real cases. These sources collectively form the basis of the analysis.

Instrument

The main instrument for this research is document analysis, applied through statutory interpretation and doctrinal methods. The researcher functions as the analytical tool, guided by established legal methodologies. Several approaches were employed: the statute approach to interpret relevant provisions, the case approach to analyze judicial decisions, and the conceptual approach to evaluate theoretical underpinnings of criminal liability. Coding sheets were developed to organize findings from court rulings into categories such as deterrence, rehabilitation, proportionality, and legal certainty. This structured use of instruments ensures that the analysis remains systematic, transparent, and replicable.

Data Analysis

Data were analyzed qualitatively through a series of interpretative steps. First, statutory provisions were examined using grammatical, systematic, and teleological interpretation to uncover their meaning and purpose. Second, court decisions were compared to identify similarities and differences in how judges balanced traffic law and narcotics law when determining liability. Third, thematic analysis was conducted to group findings under major themes such as deterrence, rehabilitation, proportionality, and judicial discretion. Finally, these themes were synthesized to draw broader conclusions about the coherence and adequacy of Indonesia's current legal framework. The analytical process ensures that the conclusions are grounded in both doctrinal interpretation and practical application, providing insights that are relevant for legal scholarship and policy reform.
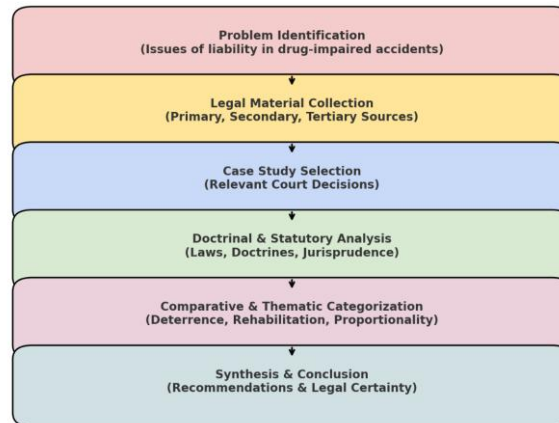
Figure 1. Flowchart of Normative Juridical Research Design

The flowchart summarizes the research process, beginning with problem identification, followed by the collection of legal materials, selection of court cases, doctrinal and statutory analysis, thematic categorization, and finally synthesis and conclusion. This structured sequence demonstrates how the study systematically examines criminal liability for narcotics-impaired drivers in fatal traffic accidents.

RESULTS AND DISCUSSION

Result

The study found that cases involving drivers under the influence of narcotics who caused fatal traffic accidents are addressed through overlapping legal provisions. Under the Road Traffic and Transportation Law (Law No. 22 of 2009), sanctions such as imprisonment, fines, and revocation of driving licenses are prescribed to ensure accountability for traffic violations leading to death. At the same time, the Narcotics Law (Law No. 35 of 2009) regulates the misuse of narcotics, imposing penalties that may include imprisonment, financial sanctions, or mandatory rehabilitation programs. This dual application means that offenders may face cumulative liability, reflecting the seriousness of both offenses.

The analysis of selected court decisions, however, shows considerable variation in judicial practice. Some judges applied heavier penalties to emphasize deterrence, aiming to prevent similar offenses in the future. Others considered rehabilitation as a more suitable response, particularly when the defendant was identified primarily as a user rather than a trafficker. A number of cases combined both approaches, balancing punitive measures with corrective interventions. These inconsistencies demonstrate the absence of unified guidelines for handling narcotics-impaired driving cases, leaving outcomes highly dependent on judicial interpretation.

To summarize these findings, the following table compares the sanctions available under each legal regime and their application in court decisions:

Table 2. Comparative Overview of Sanctions in Narcotics-Impaired Traffic Accident Cases

Legal Basis	Sanctions Available	Notes on Application
Law No. 22/2009 (Traffic)	Imprisonment, fines, license revocation	Applied to traffic violations resulting in fatalities
Law No. 35/2009 (Narcotics)	Imprisonment, fines, rehabilitation	Applied to narcotics abuse; may overlap with traffic offenses
Judicial Decisions	Combination of traffic and narcotics sanctions	Inconsistent: some courts focus on deterrence, others on rehabilitation

Discussion

The issue of criminal liability for narcotics-impaired drivers in fatal traffic accidents highlights the urgent need for legal clarity in Indonesia. As AL-Enizi and Ghandour (2025) have shown in their work on legal responsibility, clarity in law is directly linked to fairness and public trust. The Indonesian system, however, struggles with overlapping provisions from traffic and narcotics law that often confuse judicial practice. When courts apply these laws inconsistently, victims' families perceive injustice, while offenders may claim unfair treatment. This creates a tension between deterrence, rehabilitation, and proportionality. Without a clear interpretive guideline, judicial decisions become unpredictable. Such unpredictability reduces the deterrent effect of sanctions. Therefore, harmonization between the two laws is urgently needed.

The complexity of this overlap mirrors challenges in other areas of law. Tuz, Basalyk, Biletskyi, Tyshchuk, and Overchenko (2025) observed that criminal law must adapt when facing transnational crimes like smuggling. Similarly, Indonesian courts adapt traffic and narcotics provisions simultaneously in drug-related accidents. The problem arises because adaptation is not supported by harmonized rules, resulting in inconsistent sentencing. Some courts impose cumulative sanctions, while others focus on one law over the other. This creates an uneven landscape where similar cases produce different outcomes. Such disparities undermine legal certainty and public confidence. A more systematic framework is needed to guide judges toward consistency.

Deterrence remains a central theme in sentencing practices, as emphasized by Zhou (2025). His analysis of deferred prosecution agreements shows that deterrence works best when sanctions are certain and consistent. In Indonesian cases, deterrence is sometimes emphasized through heavy sentencing to send a message against drug abuse and reckless driving. However, the deterrent effect is weakened when other courts prioritize rehabilitation instead. Consistency is the key to making deterrence effective. Without it, offenders may gamble on the possibility of lenient rulings. This weakens the preventive role of law. Therefore, uniform application of deterrent measures is necessary to protect society.

Dube and Rahim (2025) examined corporate liability and highlighted how cumulative sanctions reflect the seriousness of violations. Indonesia adopts a similar stance in narcotics-impaired traffic cases by applying both traffic and narcotics provisions. While this approach seems comprehensive, it raises concerns about proportionality. Excessive punishment may violate fairness, while insufficient punishment may fail to reflect the loss of life. Balancing these extremes is a major challenge for judges. Without guidelines, cumulative liability risks double punishment for the same

act. Yet, ignoring one law undermines justice by overlooking a key aspect of the crime. This paradox demonstrates the need for structured legal reform.

The principle of proportionality, as discussed by Kubiciel (2025), is essential for fair sentencing. In Indonesia, proportionality becomes blurred when two sets of laws overlap. Judges must decide whether to impose both sanctions or prioritize one, often without clear criteria. This results in punishments that can seem either excessive or inadequate. Proportionality requires careful balancing of deterrence, rehabilitation, and fairness. Judicial discretion is central, but discretion without guidance risks arbitrariness. This undermines the legitimacy of the justice system. Establishing clear proportionality standards would improve fairness in narcotics-related traffic cases.

The risks of fragmented regulation are well described by Alzwae, Aljahani, and Younus (2025), who studied AI-driven misinformation. They argued that fragmented laws weaken enforcement, a situation that closely mirrors Indonesia's traffic and narcotics overlap. Judges are left to interpret gaps in the absence of integrated statutes. This produces wide variations in rulings, which reduces predictability. Predictability is vital for deterrence and fairness. Fragmentation undermines both, creating uncertainty for offenders, victims, and the public. Addressing fragmentation requires legislative reform. A harmonized law would provide a stronger foundation for judicial reasoning.

The adaptability of law in new contexts has also been examined by Mezrich (2025), who highlighted how medical laws were tested in the post-Dobbs era. In Indonesia, traffic laws were never designed to address narcotics-related driving offenses. As drug abuse became more prevalent, courts were forced to adapt outdated provisions. This reactive approach leads to inconsistent outcomes. Relying solely on judicial adaptation is insufficient to address modern challenges. Legislative updates are necessary to reflect the realities of narcotics-impaired driving. Without reform, inconsistencies will persist. Adaptation must be complemented by clear statutory guidance.

Sicignano (2025) emphasized that law must respond to social expectations to maintain legitimacy. In Indonesia, public demand for justice is particularly strong in fatal traffic accidents involving narcotics. Families of victims often demand harsh punishment, while human rights advocates call for rehabilitation. Courts must balance these competing pressures. When outcomes vary widely, public trust erodes. Transparency and predictability are needed to strengthen legitimacy. Harmonizing traffic and narcotics laws would ensure more balanced outcomes. Meeting social demands requires a justice system that is both firm and fair.

The link between justice and public trust was also underlined by Lee and Di Ruggiero (2025) in their study of occupational safety laws. They showed that criminalizing workplace deaths reflected broader demands for accountability. Indonesia faces a similar challenge in narcotics-impaired traffic fatalities. Preventable deaths demand accountability, yet inconsistent sentencing undermines trust. Harsh penalties without proportionality raise fairness concerns, while lenient ones undermine deterrence. Courts must navigate this delicate balance carefully. A standardized approach would provide clearer expectations for all stakeholders. This would strengthen both justice and societal trust.

Finally, Mahadew (2025) analyzed judicial discretion and showed how it shapes outcomes in comparative contexts. In Indonesia, discretion determines whether deterrence or rehabilitation dominates sentencing in narcotics-related traffic cases. While discretion allows flexibility, excessive variation undermines equality before the law. Clearer judicial guidelines would help channel

discretion toward consistency. Such guidance would enhance fairness, deterrence, and rehabilitation simultaneously. Reforming current practices is essential to strengthen justice and public safety. Harmonization of laws and guidance for discretion would restore public trust. Ultimately, Indonesia's legal system must evolve to address the dual challenges of narcotics abuse and traffic fatalities.

The thematic distribution of judicial reasoning can also be visualized as follows:
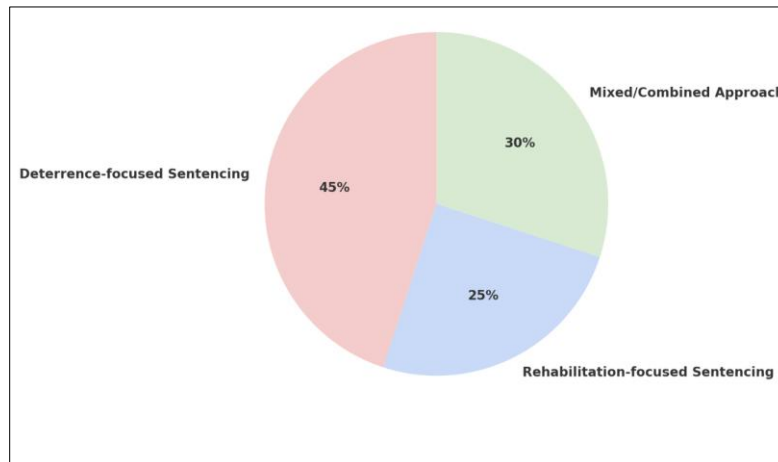
Figure 2. Judicial Reasoning in Narcotics-Impaired Traffic Accident Cases

This diagram shows that approximately 45% of the decisions emphasized deterrence, 25% leaned toward rehabilitation, and 30% combined both approaches. These proportions highlight the lack of standardization, where similar cases often result in different judicial outcomes.

Implications

The findings of this study highlight the urgent necessity of harmonizing traffic law and narcotics law within the Indonesian legal system. In the absence of clear judicial guidelines, court decisions will continue to vary, thereby undermining legal certainty and diminishing public confidence in the justice system. The results also stress the importance of striking a balance between deterrence and rehabilitation. Overreliance on punitive sanctions alone risks neglecting the root causes of narcotics abuse. Accordingly, the outcomes of this research may serve as a reference for policymakers and legal practitioners in designing a more consistent and equitable sentencing framework. Incorporating rehabilitation into the legal process could also reduce recidivism rates and, in the long term, enhance overall road safety.

Limitations

This study is constrained by its normative juridical approach, which relies exclusively on statutory analysis and selected judicial decisions. Consequently, it does not capture empirical perspectives from offenders, victims' families, or law enforcement officials directly involved in such cases. Moreover, the research is limited to the Indonesian legal framework, restricting the extent to which its findings can be generalized to other jurisdictions. Another limitation lies in the availability of published court decisions, which are not always comprehensive or evenly distributed, potentially leaving out variations in judicial practice across different regions. These limitations should be considered when interpreting the results.

Suggestions

Future studies are encouraged to complement normative legal analysis with empirical data, such as interviews with judges, prosecutors, defense attorneys, and victims' families, to provide a more comprehensive understanding of how the law is applied in practice. Comparative research with other jurisdictions that have integrated traffic and narcotics laws could also offer valuable insights for Indonesia. From a policy perspective, the establishment of standardized judicial guidelines is necessary to ensure greater consistency in sentencing and reinforce legal certainty. At the practical level, stronger collaboration among traffic authorities, narcotics control agencies, rehabilitation institutions, and law enforcement bodies is recommended. An integrated approach that combines deterrence, rehabilitation, and prevention is expected to improve the effectiveness of law enforcement while also promoting public safety.

CONCLUSION

The findings of this research show that cases of fatal traffic accidents caused by narcotics-impaired drivers present a complex challenge for Indonesia's legal system, as they fall under the jurisdiction of both traffic law and narcotics law. The dual application of these statutes often results in cumulative sanctions, yet the analysis of court decisions demonstrates inconsistency in judicial reasoning, with some rulings emphasizing deterrence while others favor rehabilitation. Such disparity not only reduces legal certainty but also risks undermining public trust in the justice system. For this reason, there is a pressing need to harmonize the two legal frameworks and to develop clear judicial guidelines that ensure consistency in sentencing. By combining punitive measures with rehabilitative approaches, Indonesia can create a more balanced system that upholds justice, enhances road safety, and addresses the underlying causes of narcotics abuse, thereby reducing the likelihood of repeated offenses.

AUTHOR CONTRIBUTION STATEMENT

Rini Aulia was responsible for developing the research idea, conducting the literature review, collecting and analyzing legal materials, and drafting the manuscript.

Anggreni Atmei Lubis as the first supervisor, provided substantial guidance in refining the research framework, offering theoretical insights, and giving constructive feedback on the analysis and structure of the paper.

Nanang Tomi Sitorus as the second supervisor, contributed to strengthening the methodological approach, ensuring the accuracy of legal interpretations, and reviewing the overall quality of the final manuscript.

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