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## Disparities in Access to Driving Licenses as a Barrier to Mobility and Social Participation for Deaf People in the Context of Inclusive Development in Urban Areas

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**Abstract:** This article discusses the disparity in access to driver's licenses for deaf people in Indonesia, which has implications for their limited mobility and social participation in the context of inclusive development in urban areas. Mobility is a constitutionally guaranteed basic right, but in practice, people with hearing disabilities are often faced with structural and administrative barriers when accessing a driver's license. National legal provisions such as Law No. 8 of 2016 on Persons with Disabilities and National Police Regulation No. 5 of 2021 on the Issuance and Marking of Driver's License have not been fully implemented inclusively, especially in the interpretation of hearing health requirements that tend to be discriminatory. The rejection of SIM applications from deaf people, the absence of proper accommodations such as sign language interpreters, and the mismatch between human rights principles and bureaucratic technical procedures indicate an inequality of access rooted in policy bias. This research is a normative juridical approach by analyzing national legislation and international instruments, especially the Convention on the Rights of Persons with Disabilities (CRPD). The analysis shows that barriers to driver's license access limit the participation of deaf people in the economic, educational, and political spheres, and hinder the achievement of inclusive urban development as mandated in the Sustainable Development Goals (SDGs), especially Goal 10 and Goal 11. Policy reforms are needed that emphasize regulatory harmonization, strengthening of reasonable accommodation, and integration of inclusiveness principles in transportation systems and urban planning.

**Keywords:** Disability, Deaf, Accessibility, Driver's License, Inclusive Development, Human Rights

**Abstrak:** Artikel ini membahas ketidaksetaraan akses terhadap SIM bagi orang tuli di Indonesia, yang berdampak pada keterbatasan mobilitas dan partisipasi sosial mereka dalam konteks pembangunan inklusif di kawasan perkotaan. Mobilitas merupakan hak dasar yang dijamin oleh konstitusi, namun dalam praktiknya, orang dengan disabilitas pendengaran sering menghadapi hambatan struktural dan administratif saat mengakses SIM. Ketentuan hukum nasional seperti Undang-Undang Nomor 8 Tahun 2016 tentang Penyandang Disabilitas dan

Peraturan Kepolisian Nasional Nomor 5 Tahun 2021 tentang Penerbitan dan Penandaan SIM belum sepenuhnya diimplementasikan secara inklusif, terutama dalam penafsiran persyaratan kesehatan pendengaran yang cenderung diskriminatif. Penolakan permohonan SIM dari orang tuli, ketidakhadiran akomodasi yang memadai seperti penerjemah bahasa isyarat, dan ketidakcocokan antara prinsip hak asasi manusia dan prosedur teknis birokrasi menunjukkan ketidaksetaraan akses yang akar penyebabnya adalah bias kebijakan. Penelitian ini merupakan pendekatan yuridis normatif dengan menganalisis peraturan perundang-undangan nasional dan instrumen internasional, terutama Konvensi tentang Hak-Hak Penyandang Disabilitas (CRPD). Analisis menunjukkan bahwa hambatan akses SIM membatasi partisipasi orang tuli dalam bidang ekonomi, pendidikan, dan politik, serta menghambat pencapaian pembangunan perkotaan inklusif yang diamanatkan dalam Tujuan Pembangunan Berkelanjutan (SDGs), terutama Tujuan 10 dan Tujuan 11. Reformasi kebijakan diperlukan yang menekankan harmonisasi regulasi, penguatan akomodasi yang wajar, dan integrasi prinsip-prinsip inklusivitas dalam sistem transportasi dan perencanaan perkotaan.

**Kata Kunci:** Disabilitas, Tuli, Aksesibilitas, SIM, Pembangunan Inklusif, Hak Asasi Manusia

## INTRODUCTION

Mobility is a fundamental aspect in ensuring the fulfillment of civil, social, and economic rights of citizens (Farhan, 2024). Access to private transportation, including motorized vehicles, is highly dependent on the existence of a Driving License (SIM) as an instrument of legal driving (Sulistiyo, 2023). This letter is not only proof of driving skills but also an administrative requirement that allows individuals to carry out daily life activities independently. When access to a SIM is hampered, a person's social and economic participation is indirectly hampered. It is significant for people with disabilities, especially the deaf, who are often structurally blocked from the process of obtaining a SIM (Novialdi, 2021). This disparity is not just an administrative obstacle, but a reflection of a legal system that has not fully accommodated the principle of inclusivity.

The reality in Indonesia shows that people with hearing impairments often face challenges in the administrative process of obtaining an SIM, including in terms of theory and practice tests that are not designed with proper accommodation (Siva, 2024). This condition creates a form of hidden discrimination that hinders the fulfillment of human rights for people with disabilities. The practice of rejection or failure in exams is not due to disability, but because the system has not considered their special needs, such as the presence of sign language interpreters (SUHARYANTI, 2021). This situation creates a gap of inequality between citizens who have the ability to hear and those who do not. Mobility, which should be a bridge to social participation, has turned into a structural barrier. So it is important to reflect on the regulations that form the basis for implementing the SIM issuance policy in inclusivity.

In a theoretical framework, this inequality can be analyzed through the distributive justice approach introduced by John Rawls. This theory emphasizes that social justice is realized if resources and opportunities are distributed in such a way as to provide the greatest benefit to the most disadvantaged groups in society (Christian, 2025). Access to SIM as a form of state facility must take into account the conditions of individuals with special needs, including those who are deaf (Haryanto, 2021). The principle of “fair equality of opportunity” emphasized by Rawls requires the state to create a fair accommodation mechanism so that every citizen, regardless of their background, has an equal opportunity to access public services (Idoko, 2025). Justice in this context does not only mean equal treatment but also the provision of treatment that is appropriate to the special needs of individuals (Husna, 2025). When the state

fails to do this, the state also fails to carry out its constitutional function as a protector of the rights of all citizens.

The principle of non-discrimination in Human Rights emphasizes that legal treatment must be based on the equality of human dignity and value (Rasidi, 2025). In the context of people with disabilities, special treatment is actually part of an effort to uphold substantive justice (Simaremare, 2024). A state based on law is obliged to create a regulatory system that is not only formalistic but also able to respond to the real needs of citizens. The theory of an inclusive legal state emphasizes that law must be a tool of emancipation for vulnerable groups, not a tool of exclusion. It cannot be justified if the law actually creates systemic barriers to the active participation of people with disabilities. In the case of deaf people who want to obtain a driver's license, the principle of legal inclusiveness must be applied through accessible testing and administration standards.

The model of understanding disability also plays a role in policy formation. The dominant medical model views disability as an individual weakness, which leads to the assessment that people with disabilities are not worthy of obtaining certain rights such as a driver's license (Mutia, 2023). This understanding has long been criticized for causing marginalization and stigmatization. In contrast, the social model emphasizes that barriers to disability arise from a social and legal environment that is not responsive to the needs of people with disabilities. This paradigm shift is important in regulatory reform, including in assessing a person's eligibility to drive. When the state uses a social model approach, legislation must be oriented towards eliminating external barriers and not emphasizing individual limitations. It is in line with modern principles of disability protection in national and international law (Mauludi, 2022).

National legal instruments have actually shown progress with the presence of Law Number 8 of 2016 concerning Persons with Disabilities (Salsabila, 2021). This law expressly states the rights of persons with disabilities to live independently and participate in society, including access to transportation and public services (Darmadi, 2021). This provision provides a strong legal basis for the fulfillment of the rights of the deaf in obtaining a driver's license. However, the implementation of this law is often not integrated into technical regulations at the sectoral level. Weak coordination between institutions causes the principles regulated normatively not to be implemented in administrative practices such as issuing driver's licenses. This gap between norms and implementation creates real obstacles to legal justice for the deaf.

Government Regulation Number 70 of 2019 as a derivative of Law No. 8 of 2016 also regulates the implementation of respect, protection, and fulfillment of disability rights in a comprehensive manner (Al Faruq, 2022). One important point is accessibility planning in all aspects of life, including transportation and mobility. However, there is no synergy between this PP and the Regulation of the National Police of the Republic of Indonesia Number 5 of 2021 concerning the Issuance and Marking of Driving Licenses. In this regulation, the physical and mental health requirements still use a general approach without special accommodation. The absence of technical standards for accommodation in the testing process is a potentially discriminatory obstacle. This regulation needs to be revised to be in line with the spirit of respecting the rights of persons with disabilities that have been guaranteed in national law.

Law Number 22 of 2009 concerning Traffic and Road Transportation does mention health test requirements as part of the issuance of a driving license but does not provide specific and accommodating parameters for persons with disabilities. Interpretation of articles regarding health often relies on conventional medical views, not on inclusive and participatory principles (Novriansyah, 2022). This shows that traffic regulations have not yet internalized the principles of protecting vulnerable groups. The absence of implementation guidelines that support inclusive interpretations opens up space for discrimination that is legalized through administrative procedures. In practice, many deaf people are not even given the opportunity to

take the driving license test because they have been rejected at the initial stage of health administration.

Ratification of the Convention on the Rights of Persons with Disabilities (CRPD) through Law Number 19 of 2011 is a critical step in Indonesia's commitment to protecting the rights of persons with disabilities (Paruntu, 2023). The CRPD explicitly states the obligation of state parties to ensure accessibility and provide adequate accommodation in all aspects of life, including transportation and public services (Maspatella, 2024). The implementation of this convention requires adjustments to domestic regulations with international principles. These adjustments must be substantive and not merely symbolic. The obligation to provide adequate accommodation in the driving test is part of the implementation of the articles in the CRPD, and non-compliance with it can be considered a violation of the state's international obligations.

The principle of full and effective participation is a main pillar of the CRPD, which should be the basis for every policy concerning persons with disabilities (Hulinggato, 2025). Participation does not only mean physical presence but also the ability to contribute and benefit from development equally. Mobility that is hampered by administrative obstacles in obtaining a driving license is a form of social exclusion that is contrary to the spirit of this convention. In the context of inclusive development in urban areas, such access barriers will reinforce structural inequalities and limit the competitiveness of vulnerable groups. Revising technical regulations and strengthening training for law enforcement officers are steps that cannot be postponed in realizing a just and humane system for all citizens.

## METHOD

This study uses a normative legal method that focuses on the study of written legal norms relevant to the issue of accessibility of Driving Licenses (SIM) for the deaf. The approaches used in this study are the statute approach and the conceptual approach. The statutory regulatory approach is carried out by systematically examining positive legal provisions governing the rights of people with disabilities, administrative provisions related to the issuance of SIMs, and relevant national regulations such as Law Number 8 of 2016 concerning Persons with Disabilities, Law Number 22 of 2009 concerning Traffic and Road Transportation, and Regulation of the Republic of Indonesia National Police Number 5 of 2021 concerning the Issuance and Marking of Driving Licenses. This study also examines international norms, especially the Convention on the Rights of Persons with Disabilities (CRPD) which has been ratified through Law Number 19 of 2011. In addition, a conceptual approach is used to analyze basic ideas and principles such as equality, non-discrimination, social justice, and the right to mobility and social participation, which are the philosophical foundations of legal protection for people with disabilities. This approach is important to understand the legal context not only as a written rule but also as an instrument of social justice that should guarantee the full participation of all citizens without discrimination. Through a combination of these two approaches, this study seeks to identify the gap between legal norms and their implementation in practice, as well as provide policy recommendations to realize an inclusive and equitable transportation system.

## RESULT AND DISCUSSION

### **Legal and Sociological Analysis of Accessibility Disparities in the Process of Obtaining a Driving License (SIM) for People with Deaf Sensory Disabilities**

The procedure for obtaining a Driving License (SIM) in Indonesia refers to the provisions of Law Number 22 of 2009 concerning Traffic and Road Transportation, specifically Article 81 paragraph (1) which states that everyone who drives a motorized vehicle on the road is required to have a SIM according to the type of motorized vehicle being driven. To obtain a SIM, a person must meet the administrative, age, physical, and mental health requirements,

and pass the theory and practical tests as described in Article 81 paragraph (4). A more technical implementation of these requirements is regulated in the Regulation of the Republic of Indonesia National Police Number 5 of 2021 concerning the Issuance and Marking of Driving Licenses, especially in Article 11 letter c, which requires SIM applicants to be physically and mentally healthy. Unfortunately, the definition of "physically and mentally healthy" has not adopted an inclusive approach and tends to apply a medical model in assessing disability. People with hearing impairments are often considered ineligible because they are considered to not have the hearing ability that is considered vital in driving, without considering assistive technology or alternative skills.

The administrative interpretation of the health requirements stipulated in Article 11 Letter c of Perpol No. 5 of 2021 is still normative and does not provide space for a reasonable accommodation as should be guaranteed in the context of human rights. The health examinations carried out do not take into account functional-based testing or the actual abilities of people with disabilities but tend to rely on general parameters without adaptation. This creates structural barriers for the deaf in proving their capabilities as safe drivers. The government has not provided specific affirmative guidelines for people with disabilities in the procedure for obtaining a driver's license, including in terms of modifying the practical test instruments. As a result, many prospective deaf SIM applicants cannot proceed to the test stage simply because the health test results are considered inappropriate. In fact, there is no explicit provision prohibiting deaf people from obtaining a driver's license as long as they can prove adequate driving skills.

Discriminatory practices against deaf people can be found in many cases, especially at the administrative verification stage and the implementation of theory and practical tests. Several reports state that deaf people are immediately rejected when applying for a driver's license because they are considered not to meet the hearing requirements, without further evaluation of their adaptive abilities. In the context of implementing the theory test, the absence of a sign language interpreter makes it difficult to understand the questions or instructions from the examiner. This is a form of indirect discrimination that is contrary to Article 4 Letter a of Law Number 8 of 2016 concerning Persons with Disabilities, which affirms the right to equality and non-discrimination in all aspects of life. The lack of adequate accommodation also violates the provisions of Article 5 letter e of the same law, which guarantees the right to accessibility in public facilities and services. This practice causes social exclusion of disabled groups, especially the deaf, from participating in the transportation system which is part of the right to mobility.

This condition emphasizes the inconsistency between the legal principles regulated in statutory norms and the practices that occur in the field. Article 9 paragraph (1) letter c of Law Number 8 of 2016 states that persons with disabilities have the right to receive adequate accommodation in public services, including in administrative processes such as obtaining a driver's license. However, in technical implementation, this principle is not expressly reflected in Perpol No. 5 of 2021 or the technical instructions for testing driver's licenses applied in the Administrative Service Unit (SATPAS). This shows that the principle of full participation as outlined in the Convention on the Rights of Persons with Disabilities (CRPD), especially Article 3 letter c, has not been fully integrated into the national legal system. The discrepancy between norms and practices shows an urgent need for regulatory harmonization so that the implementation of the rights of persons with disabilities is not merely a formality but truly functional.

The legal model that is still dominantly used in assessing the ability of people with disabilities to obtain a driver's license is the medical model that emphasizes diagnosis and physical deficiencies. This approach is contrary to the development of the international paradigm that prioritizes the social model of disability, namely viewing obstacles as social



constructs that must be overcome through environmental adaptation and inclusive public policies. The CRPD, which has been ratified by Indonesia through Law Number 19 of 2011, in Article 2, explains the importance of recognizing differences and respecting the inherent dignity of people with disabilities as part of human diversity. In the context of obtaining a driver's license, ignoring the principle of inclusivity shows that national regulations do not yet reflect the fulfillment of the state's obligations as a party that ratified the international convention. Without a paradigm shift in technical policies, discrimination against people with disabilities will continue in bureaucratic practices.

The absence of a special mechanism to ensure adequate accommodation in the driver's license testing process creates systemic barriers that violate the principle of equality. Article 5 paragraph (1) letter h of Law Number 8 of 2016 emphasizes that people with disabilities have the right to disability-friendly public services. However, there has been no concrete implementation in the form of training for SATPAS officers regarding handling people with disabilities or the availability of assistive devices such as visual media or cues in the exam. Technical policies still apply uniform standards without considering the different needs of individuals with sensory disabilities. When service standards are homogeneous without recognition of diversity, it will create hidden exclusion that denies the spirit of social justice. This situation emphasizes the need for inclusion-based policy interventions.

Bureaucratic procedures in applying for a driving license also do not reflect the inclusive principles of a state of law as reflected in John Rawls' theory of distributive justice. The principle of equal opportunity does not only mean providing the same procedure for everyone but also recognizing certain conditions that require a different approach to ensure substantive justice. In this context, the application of standard procedures that ignore the needs of the deaf exacerbates inequality of access. Law No. 8 of 2016 has emphasized the need for reasonable accommodation as a form of recognition of the structural inequality experienced by people with disabilities. However, in practice, there are no sanctions or monitoring mechanisms for violations of these principles in the driving license acquisition process. The absence of inclusive derivative regulations or technical guidelines makes it difficult for people with disabilities to claim their rights in concrete terms.

This condition is exacerbated by the absence of a complaint system or corrective mechanism that is easily accessible for deaf people whose SIM applications are rejected. Administrative violations not only impact mobility rights but also the rights to employment and broader social participation. This disparity shows that the law has not been used as a social engineering tool to encourage inclusive transformation. The CRPD in Article 9 emphasizes the importance of accessibility as a prerequisite for people with disabilities to live independently and participate fully in all aspects of life. The implementation of this principle has not been reflected in the regulation and implementation of SIM issuance in Indonesia. This situation indicates the state's failure to realize the principle of substantive justice through administrative instruments.

An evaluation of the suitability of regulations and practices for obtaining SIMs for deaf people shows a dualism between progressive legal norms and conservative bureaucracy. Article 2 of Perpol No. 5 of 2021 states that SIM issuance services are carried out based on the principles of legality, accountability, and non-discrimination. However, in reality, the lack of openness to technical adaptation and the lack of operational guidelines have caused discrimination to continue to occur. Law No. 8 of 2016 has provided a fairly comprehensive legal framework for the protection of persons with disabilities, but the implementing instruments are inadequate. This indicates the need for a reformulation of technical regulations that align the implementation of driving license tests with the principles of human rights law and social justice. This disharmony between legal instruments is the main source of disparities in access to driving licenses for the deaf.

## **Legal and Social Implications of Inequality of Access to Driving Licenses (SIM) on the Mobility and Social Participation of People with Deaf Sensory Disabilities**

The right to mobility is part of the human rights guaranteed in the Indonesian constitution. Article 27 paragraph (1) of the 1945 Constitution of the Republic of Indonesia states that "All citizens have equal standing before the law and government and are obliged to uphold the law and government without exception." This provision affirms the principle of equality which includes the right to move freely and independently in social life. Article 28D paragraph (1) also states that "Everyone has the right to recognition, guarantee, protection, and certainty of fair law and equal treatment before the law." On this basis, systemic barriers to mobility, including access to motorized vehicles through a driving license, are a form of violation of constitutional rights. The state has a responsibility to ensure that all policy instruments guarantee equal mobility for all citizens.

Limited mobility has a direct impact on the ability of deaf people to access social participation spaces equally. When access to personal transportation such as motorized vehicles is disrupted due to the absence of a driving license, participation in community activities is hampered. This reduces social interaction which is an important part of social integration in the community. Participation in religious, cultural, or social activities often requires efficient mobility. The inability to access independent transportation creates excessive dependence on others, which can reinforce the stigma against groups with disabilities. Social environments that are not adaptive to the needs of the deaf deepen inequality and hinder the creation of an inclusive society.

Barriers to mobility also affect access to education and decent work. The distance between residence and educational institutions or workplaces often requires independence in transportation. When access to a driving license as a legal requirement for driving is hampered, the opportunity to choose the best educational institution or suitable work becomes more limited. Law Number 8 of 2016 concerning Persons with Disabilities, especially Article 5 paragraph (2), guarantees the right to equal work and education for persons with disabilities. Obstacles to mobility due to the lack of fair transportation facilities and policies make these rights difficult to realize. Inequality in access to education and work has a direct impact on people's life quality with hearing impairments in the long term.

Mobility not only functions as a tool to access economic resources but also as a prerequisite for effective political participation. Deaf people who cannot travel independently have difficulty participating in political activities such as rallies, campaigns, or public policy forums. The right to participate in political life is guaranteed in Article 28E paragraph (3) of the 1945 Constitution of the Republic of Indonesia, which states that "Everyone has the right to freedom of association, assembly, and expression of opinion." Limited mobility can be considered as a form of indirect obstruction of this right. Lack of access to independent transportation means prevents people with disabilities from freely voicing their aspirations. In the context of participatory democracy, this weakens the representation of disability groups in the decision-making process.

Sustainable urban development requires integration between spatial justice and inclusive mobility. In this context, unequal access to driving licenses for the deaf creates a gap in the use of urban space. This inequality is directly related to the Sustainable Development Goals, especially Goal 10 on reducing inequality and Goal 11 on inclusive, safe, and sustainable cities and settlements. When a community group is unable to access transportation due to discriminatory legal and regulatory systems, they are systematically marginalized from urban spaces. The concept of the "right to the city" becomes inapplicable to deaf people who are denied easy mobility. Cities that are not friendly to the mobility needs of people with disabilities create social exclusion and alienation.

Presidential Regulation Number 68 of 2023 concerning the National Action Plan for the Rights of Persons with Disabilities has established a national framework for fulfilling the rights of persons with disabilities. One of the key focuses of the action plan is the development of inclusive infrastructure, including transportation. The document emphasizes that the state must ensure adequate accommodation in all aspects of the lives of people with disabilities, including in the transportation system and public services. When a driving license becomes a structural barrier to the mobility of deaf people, the implementation of the RANHAM for Disabilities is not in line with its basic principles. Development that does not fully involve disabled groups indicates a failure in implementing inclusive policies. Evaluation of the effectiveness of the 2023 RANHAM needs to consider indicators of justice in access to private transportation permits.

Limited mobility hinders the active contribution of deaf people to local social and economic development. When someone does not have the means to reach productive places independently, their potential to play a role in economic activities is also hampered. This is not only a loss for the individual, but also for society at large because they lose the potential for significant contributions. Distributive justice in development depends not only on the provision of assistance but also on equal access to opportunities. Without a fair and accessible transportation system, people with disabilities cannot participate equally in economic growth. The state is responsible for creating a licensing system that allows every citizen, including those with hearing disabilities, to contribute optimally.

Discrimination against access to driving licenses indirectly reinforces the stigma that deaf people are incompetent at driving. This stereotype contradicts the principle of non-discrimination guaranteed in Article 4 of Law Number 8 of 2016, which states that “Persons with disabilities have the right to be free from stigma.” When administrative procedures do not provide equal opportunities for deaf people to prove their abilities objectively, the legal system reinforces unfounded negative perceptions. Stigma legitimized through public policy will make it difficult for people with disabilities to be accepted socially. As a result, the social environment becomes unsupportive of the integration and participation of this group in community life. Policy inequalities such as this erode the spirit of inclusivity that should be the foundation of a democratic system.

Independent mobility is also an important factor in supporting mental health and psychosocial well-being. Limited access to private vehicles has implications for feelings of alienation, low self-esteem, and dependence on others. Deaf people who do not have a driver's license may feel isolated because they cannot freely access public facilities, or social spaces, or simply live their daily lives autonomously. This feeling of helplessness can develop into psychological stress that has long-term impacts. An environment that does not support inclusive mobility increases the risk of social marginalization. Mental health is an integral part of the right to a decent life, as guaranteed in Article 28H paragraph (1) of the 1945 Constitution of the Republic of Indonesia.

Inequality in access to driving licenses emphasizes the need for more inclusive and rights-based transportation policy reforms. When policies are only designed with general standards without considering the specific needs of disabled groups, the result is structural exclusion. A needs- and rights-based approach must be the main principle in formulating vehicle licensing regulations. Truly sustainable development demands the participation of all groups of citizens in social and economic life. Without it, the goal of realizing a just and equal society as mandated in the constitution and the global development agenda will not be achieved. The government must take corrective steps to ensure that access to driving licenses is not a barrier, but a bridge to broader social inclusion.



## CONCLUSION

Discrimination and systemic barriers against persons with disabilities, particularly those who are deaf, still exist in accessing driver's licenses in Indonesia. The procedures and technical standards for issuing driver's licenses do not fully reflect the principles of equality, participation, and reasonable accommodation as mandated by the Convention on the Rights of Persons with Disabilities (CRPD), which was ratified through Law No. 19 of 2011, as well as Law No. 8 of 2016 on Persons with Disabilities. This inconsistency results in persons with hearing impairments facing restrictions in exercising their constitutionally protected right to mobility under Article 28D(1) and Article 28H(2) of the 1945 Constitution of the Republic of Indonesia. These barriers not only affect individuals with disabilities personally but also their access to employment, education, and participation in social and political life. Thus, the disparity in driver's license issuance is not merely an administrative issue but reflects structural injustice contrary to the spirit of inclusive and socially just development.

Recommendations within the framework of regulatory and implementation improvements should be directed toward harmonizing technical policies for driver's license issuance with disability rights norms as outlined in Law No. 8 of 2016 and the CRPD. The Government and the Indonesian National Police must actively establish appropriate accommodation standards for deaf individuals, including the provision of sign language interpreters, visual communication devices, and adjustments to practical and theoretical examination mechanisms. These measures must be supported by enhanced capacity and sensitivity among personnel, both from the Police and other involved agencies, to ensure the provision of equitable public services free from discrimination. Additionally, the integration of inclusive principles must be part of transportation system planning and urban development policies, including the implementation of the National Action Plan on the Rights of Persons with Disabilities under Presidential Regulation No. 68 of 2023. This approach will not only eliminate accessibility barriers but also strengthen the contribution of persons with disabilities to national development oriented toward social justice and sustainability.

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