

The Role of the Police in Preventing Motor Vehicle Theft Crimes in the Jurisdiction of the Gorontalo City Police

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ABSTRACT

This study aims to analyze the role of the police in preventing motor vehicle theft in the jurisdiction of the Gorontalo City Police. The analysis uses Cohen and Felson's Routine Activity Theory to explain the relationship between the presence of potential perpetrators, suitable targets, and weak supervision in creating opportunities for crime. The method used is empirical legal research with a case study approach. Data were obtained through interviews, observation, and documentation, followed by descriptive qualitative analysis. The findings indicate that the opportunity for motor vehicle theft is related to vehicle keys being left in the ignition, the habit of parking vehicles without adequate security, and limited surveillance and the availability of CCTV. The police play a preemptive role through appeals and education to the public, a preventive role through patrols and strengthened supervision, and a repressive role through inquiries and investigations into crimes that occur. The use of CCTV and additional security devices on vehicles is also part of the effort to reduce the opportunity for theft. This study concludes that preventing motor vehicle theft does not simply rely on taking action after a crime has occurred, but needs to be directed at reducing the opportunity for crime through consistent supervision, the use of security devices, and active community involvement.

Keywords: Police, Motor Vehicle Theft, Crime Prevention, Routine Activity Theory, Community Participation.

INTRODUCTION

Motor vehicle theft is a form of crime against property that has special characteristics because motor vehicles not only have economic value, but are also the main means of mobility for the community.¹ These conditions make motor vehicles relatively easy targets for crime when owners and the surrounding community fail to provide adequate protection. Preventing motor vehicle theft, therefore, involves not only law enforcement after a crime has occurred, but also requires efforts to reduce the opportunity for crime to occur and improve the community's ability to maintain environmental security.²

¹ Agustan Mansyah Husen et al., "Law Enforcement in Resolving Motor Vehicle Theft Crimes (A Study at the Kendari Police Station)," *Sultra Law Review*, October 31, 2024, 3329–44.

² Gesang Kurniawan Mustofa, "Optimizing the Extension of Binmas Unit Through the Djimat Program in Preventing Criminal Acts of Motorized Vehicle Theft in the Jurisdiction of Banyumas District Police," *Police Studies Review* 8, no. 5 (2024): 145–208, <https://doi.org/10.70526/psr.v8i5.11>.

The issue of motor vehicle theft is also a concern within the jurisdiction of the Gorontalo City Police. Data obtained by the author indicates 17 cases in 2023, 4 cases in 2024, and 14 cases in 2025. These figures demonstrate the difference in the number of cases recorded over the three years of observation. However, these data are insufficient to conclude a consistent upward or downward trend, especially if the recording period and case categories are not consistently used each year. These data are more appropriately used as a preliminary overview of the existence of motor vehicle theft in the region, as well as a basis for examining the implementation of police efforts to address this crime.

Normatively, the police's duties in dealing with these problems are based on Law Number 2 of 2002 concerning the Republic of Indonesia National Police. Article 13 stipulates the main duties of the Republic of Indonesia National Police to maintain public security and order, enforce the law, and provide protection, patronage, and services to the community. Furthermore, Article 14 paragraph (1) regulates a number of police duties, including regulatory activities, guarding, escorting, and patrolling, as well as community development.³ This basis shows that the implementation of police duties includes the dimensions of maintaining security and prevention, in addition to enforcing the law against crimes that have occurred.

In the context of combating motor vehicle theft, the implementation of these tasks can be analyzed through three forms of efforts: preemptive, preventive, and repressive. Preemptive efforts focus on building public awareness and behavior through outreach, education, and warnings regarding vehicle safety.⁴ Preventive efforts are aimed at reducing the opportunities for crime through patrols, environmental monitoring, and strengthening vehicle and parking security. Meanwhile, repressive efforts are carried out through inquiries, investigations, and law enforcement processes for crimes that have already occurred. These three forms of effort represent analytical categories for interpreting the implementation of police duties, not three categories explicitly formulated as a single unit in Law Number 2 of 2002. Fostering partnerships between the police and the community is also relevant to Indonesian National

³ Mustakim Mustakim and Nurbaedah Nurbaedah, "The Role of the Indonesian National Police in Eradicating the Crime of Motor Vehicle Theft in accordance with Article 13 Letters A, B and C of the Republic of Indonesia National Police Law No. 2 of 2002," *Mizan: Journal of Legal Studies* 14, no. 2 (2026): 530–45, <https://doi.org/10.32503/mizan.v14i2.8452>.

⁴ Herman Supriyanto Gulo and Monica Margaret, "Factors Causing Motor Vehicle Theft (Curanmor) and Prevention Efforts by the Criminal Investigation Directorate of the Kebayoran Baru Metro Police, South Jakarta," *UNES Law Review* 6, no. 4 (2024): 10787–94, <https://doi.org/10.31933/unesrev.v6i4.1953>.

Police Regulation Number 1 of 2021 concerning Community Policing, which positions partnerships as part of maintaining public security and order.⁵

Several previous studies have examined motor vehicle theft from the perspectives of law enforcement, the role of the police, and criminology. Darmawan and Putra (2018) discuss the National Police's efforts to combat two-wheeled motor vehicle theft in the jurisdiction of the Salatiga Police.⁶ Amrizal and colleagues (2021) examined the role of the Criminal Investigation Unit in tackling and uncovering motorcycle theft in the jurisdiction of the Koto Baru Police.⁷ Both studies demonstrate the relevance of the police's role in combating motor vehicle theft, particularly through law enforcement. Furthermore, Mahka and colleagues (2023) discuss police efforts in handling motor vehicle theft in the jurisdiction of the Tamalate Police, Makassar.⁸ Nugraha (2023) examined motor vehicle theft from a criminological perspective, while Gulo and Margaret (2024) examined the causes of motor vehicle theft and efforts to prevent it in the Kebayoran Baru area of South Jakarta. Mustofa (2024), through a study of the Binmas Unit outreach program in the Banyumas Police jurisdiction, also provided relevant context for discussing the role of education and community development in preventing motor vehicle theft.⁹

These studies provide a foundation for understanding the role of the police, factors related to motor vehicle theft, and the importance of community outreach. However, based on the literature reviewed in this article, no study has been identified that specifically examines the implementation of police efforts within the jurisdiction of the Gorontalo City Police and integrates them with Routine Activity Theory. The gap to be filled is not simply the difference in research locations, but rather the need to explain the relationship between conditions that create opportunities for theft and the form of police response in the local context. This claim is

⁵ I. Putu Aris Wiradinata et al., "Prevention of Motorcycle Theft Crimes (Case Study at Blahbatuh Police Station, Gianyar Regency)," *Journal of Legal Construction* 4, no. 1 (2023): 78–83, <https://doi.org/10.22225/jkh.4.1.6019.78-83>.

⁶ Abi Desiano Budi Darmawan and Tegar Harbriyana Putra, "Police Efforts in Tackling the Crime of Two-Wheeled Motor Vehicle Theft in the Jurisdiction of the Salatiga Police," *Jurnal Bedah Hukum* 2, no. 1 (2018): 1–14, <https://doi.org/10.36596/jbh.v2i1.159>.

⁷ Amrizal Amrizal et al., "The Role of the Criminal Investigation Unit of the Police in Overcoming and Revealing the Crime of Motorcycle Theft in the Legal Area of the Koto Baru Police: The Role of the Police Criminal Investigation Unit in Overcoming and Revealing the Crime of Motorcycle Theft in the Legal Area of the Koto Baru Police," *Journal of Legal Analysis* 2, no. 1 (2021): 27–33.

⁸ Muh Fachrur Razy Mahka et al., "Police Efforts in Handling Motor Vehicle Theft Crimes in the Tamalate Police Sector Jurisdiction of Makassar City," *Indonesian Journal of Legality of Law* 6, no. 1 (2023): 178–84, <https://doi.org/10.35965/ijlf.v6i1.3896>.

⁹ Gesang Kurniawan Mustofa, "Optimizing the Extension of Binmas Unit Through the Djimat Program in Preventing Criminal Acts of Motorized Vehicle Theft in the Jurisdiction of Banyumas District Police," *Police Studies Review* 8, no. 5 (2024): 145–208, <https://doi.org/10.70526/psr.v8i5.11>.

limited to the sources reviewed and is not intended to imply that there has never been other research on motor vehicle theft in Gorontalo City.

To analyze this relationship, this study used the Routine Activity Theory developed by Cohen and Felson. This theory explains that crime is related to the confluence of three elements: a motivated offender, a suitable target, and the absence of a capable guardian.¹⁰ In the context of motor vehicle theft, vehicles that are easily accessible or lack adequate security can be analyzed as suitable targets, while weak surveillance can create opportunities for perpetrators. Motivated perpetrators need to be examined based on empirical information regarding their actions and considerations, rather than simply assuming the existence of a crime. Thus, these three theoretical elements are used as a framework for interpreting the findings regarding targets, surveillance situations, and perpetrator behavior available in the research data.

This framework can be linked to police functions without equating theory with the classification of police duties. Preemptive efforts can be analyzed in terms of their role in raising public awareness to maintain vehicles and pay attention to the environment. Preventive efforts can be examined in relation to surveillance, patrols, and reducing opportunities available to perpetrators. Meanwhile, repressive efforts need to be understood as a law enforcement response to crimes that have already occurred, which complements the analysis of prevention but is not directly explained entirely by Routine Activity Theory. The use of CCTV and additional security devices can also be discussed as part of strengthening surveillance or increasing barriers to vehicle ownership. However, the presence of these facilities does not in itself prove their effectiveness in reducing the number of thefts; such an assessment requires adequate empirical evidence.

Based on the description, this study asks the research question, how is the implementation of the police role in preventing motor vehicle theft crimes in the jurisdiction of the Gorontalo City Police through preemptive, preventive, and repressive efforts, and how its implementation can be analyzed using Routine Activity Theory, this study aims to analyze the form of implementation of these police efforts and interpret empirical findings based on the relationship between crime targets, supervision, and behavior as far as supported by available data. The theoretical contribution of the article lies in the use of Routine Activity Theory to read the relationship between situational conditions and forms of police efforts, while still

¹⁰ Syairulan A. Radjak et al., "Criminological Analysis of Vehicle Robbery Crimes in the Jurisdiction of the Gorontalo City Police," *Innovative Law: Journal of Social Law and Humanities* 3, no. 3 (2026): 14–27, <https://doi.org/10.62383/humif.v3i3.3127>.

distinguishing the prevention function from law enforcement after the crime has occurred. Practically, the discussion is expected to be an evaluation material for the development of motor vehicle theft prevention strategies that connect police supervision, vehicle security, and community participation in accordance with the empirical conditions of the Gorontalo City Police jurisdiction.

METHODS

This research uses an empirical legal research method with a qualitative approach through case studies. Empirical legal research is used to examine the implementation of law in social reality, particularly regarding the actions and practices of law enforcement officers in dealing with motor vehicle theft.¹¹ A case study approach was chosen to gain a contextual understanding of the police's role in preventing and combating motor vehicle theft within the jurisdiction of the Gorontalo City Police. The study focuses on preemptive, preventive, and repressive efforts, as well as the use of security measures and community involvement in preventing these crimes.

The research was conducted within the jurisdiction of the Gorontalo City Police. The location was selected based on its relevance to the problem under study, namely police efforts to address motor vehicle theft. Field data for this study were obtained through interviews conducted on June 16-18, 2026. This time period served as the basis for collecting information from police officers, perpetrators, and victims related to the research object.

The research data sources consist of primary and secondary data. Primary data were obtained through interviews with four informants: two police officers involved in motor vehicle theft and police efforts in prevention and enforcement.¹² Meanwhile, statements from the perpetrator and victim were used to complement our understanding of the circumstances surrounding the crime and vehicle safety aspects. Secondary data was obtained from documents, archives, and library materials relevant to the research object, including information on motor vehicle theft cases within the jurisdiction of the Gorontalo City Police.

Data collection was conducted through interviews, observation, and documentation. Interviews were used to obtain direct information from informants regarding factors related to motor vehicle theft, police performance, and the use of vehicle security measures.¹³ Observations were used to obtain an overview of field conditions related to security issues and motor vehicle theft

¹¹ Suratman and Philips Dillah, "Legal Research Methods," Alfabeta (Bandung), 2013, 40.

¹² Peter Mahmud Marzuki, Legal Research Revised Edition (Kencana, Prenadamedia Group, 2025), 181.

¹³ Ibid., 237.

prevention. Documentation was used to supplement the interview and observation data by reviewing documents relevant to the research problem.

The collected data were analyzed using descriptive qualitative methods. The analysis was conducted by outlining information obtained from interviews, observations, and documentation, then connecting it to the research focus on factors related to motor vehicle theft and the implementation of the police role. The findings were then interpreted using Routine Activity Theory, specifically through three main elements: a motivated offender, a suitable target, and the absence of a capable guardian. This framework was used to interpret the relationship between the target's condition, supervision, and the opportunity for crime to occur, while also examining the relevance of preemptive, preventive, and repressive efforts based on available data. This analysis is interpretive in nature and is not intended to state that a particular police strategy has been proven to reduce the number of crimes without adequate data support.

RESULTS

Factors Related to Motor Vehicle Theft

Interview results indicate that motor vehicle theft in the jurisdiction of the Gorontalo City Police is related to economic factors and the opportunities that arise when vehicles are not adequately secured. Investigators' statements indicate that some of the perpetrators questioned complained of economic difficulties. Furthermore, investigators identified the condition of vehicles left without adequate security as a situation that perpetrators can exploit. These findings demonstrate that motor vehicle theft is not only related to the perpetrator's motivation, but also to situations that create opportunities for crime.

The perpetrator's testimony corroborates the findings regarding economic pressure. In interviews, the perpetrator stated that the theft was committed due to the necessities of life and the family's difficult economic situation. The perpetrator also explained that he felt he had no one to share his problems with or seek advice when facing difficulties. This testimony provides a glimpse into the personal pressures and lack of social support the perpetrator experienced. However, testimony from one perpetrator cannot be used as a basis for concluding that economic factors are the primary cause of all motor vehicle theft cases in the area.

In addition to factors related to the perpetrator, interviews also revealed the existence of circumstances that make vehicles more vulnerable to being targeted. One investigator, First Inspector Erik Pala, explained that in the cases he handled, abandoned vehicle keys and a lack

of attention to parking lot security could have provided opportunities for the perpetrators. The assistant investigator also stated that negligence on the part of vehicle owners was frequently found in the cases he received. This information demonstrates that vehicle security and environmental surveillance are relevant aspects in understanding the circumstances under which thefts occur.

The victim's testimony also provides perspective on the circumstances surrounding the theft. In the interview, the victim explained that the vehicle was outside the home while she was in the kitchen and was not supervising it. This testimony suggests a situation where the vehicle was not directly supervised. However, this information does not in itself prove that the victim's negligence was the sole cause of the theft, but rather illustrates one of the circumstances surrounding the incident.

Implementation of the Police Role in Prevention and Enforcement

Interview data indicates that the Gorontalo City Police's role is related to providing public awareness, increasing awareness of vehicle security, and gathering information from suspects under investigation. Based on the statements of two police informants, the efforts outlined in this study can be broken down into preemptive, preventive, and repressive measures. These three efforts have different focuses, although they are interrelated in handling motor vehicle theft.

Regarding the preemptive aspect, informants' statements indicate that there are reminders to the public about the importance of maintaining vehicles and increasing vigilance. These reminders include prohibitions on leaving keys in vehicles, recommendations for choosing safe parking locations, and the use of additional security measures. These findings suggest that the preemptive approach is aimed at increasing public awareness to avoid opportunities that could be exploited for theft. However, available data do not detail the frequency of outreach activities, the number of residents reached, or indicators of changes in public awareness after these activities were implemented.

In terms of prevention, the police are encouraging the public to utilize vehicle and environmental security measures. In an interview on June 16, 2026, First Inspector Erik Pala explained the importance of selecting a parking area within reach of closed-circuit television (CCTV) cameras. CCTV footage can aid in the identification process in the event of a theft. Furthermore, police informants suggested the use of additional security measures, such as handlebar locks and tire locks, to limit the opportunity for perpetrators to move vehicles. Thus,

the interview results indicate that the preventive measures outlined in the study include strengthening vehicle security and utilizing visual surveillance.

However, the available data does not yet indicate the number of CCTV cameras in use or within reach of police surveillance systems, their installation locations, the number of vehicles equipped with additional security, or the number of cases successfully solved using CCTV footage. Therefore, these findings are more accurate in describing the security measures reported by informants than in proving the technology's effectiveness in reducing motor vehicle theft.

Regarding the repressive aspect, based on information provided by the police, they conducted investigations or obtained information from the perpetrators to determine the factors behind the crime. Investigators' statements indicate that this process was used to obtain information regarding the motives and circumstances related to the theft. However, the available data does not yet provide a detailed description of the number of cases handled, the stages of investigation in specific cases, obstacles to case disclosure, or the outcome of case resolution. Therefore, the results of this study cannot be used to quantitatively assess the success of enforcement efforts.

Overall, field findings indicate that the police efforts documented in the study included public appeals, recommendations for vehicle security, the use of CCTV, and gathering information from perpetrators. These efforts were also related to the behavior of vehicle owners and the condition of neighborhood surveillance. However, because the research data came primarily from two police informants—one perpetrator and one victim—these findings should be understood as a limited empirical description of the practices described by the informants, rather than as a comprehensive measure of the effectiveness of all police programs within the jurisdiction of the Gorontalo City Police.

DISCUSSION

Analysis of Motor Vehicle Theft Factors from the Perspective of Routine Activity Theory

Research findings indicate that motor vehicle theft in the Gorontalo City Police area is associated with two interrelated conditions: economic pressure acknowledged by the perpetrator and the presence of opportunity when the vehicle is not under adequate supervision. The perpetrator's statement regarding family needs and low economic conditions provides a picture of the circumstances behind the crime from the perpetrator's perspective. Meanwhile, the victim's statement that he left his vehicle outside the house while cooking, and the police's

explanation regarding the vehicle keys being left behind and the unsafe parking location, indicate the existence of circumstances that could open up opportunities for theft. These two conditions need to be read together, but cannot be used as a basis for concluding that economic hardship always drives someone to commit theft or that the victim's negligence is the sole cause of the crime.

These findings can be analyzed using the Routine Activity Theory proposed by Lawrence E. Cohen and Marcus Felson (1979). This theory explains that the occurrence of crime is influenced by the confluence of three elements in the same space and time: a motivated offender, a suitable target, and the absence of a capable guardian. In the context of motor vehicle theft in Gorontalo City, the perpetrator's confession of economic needs can be read as information about individual motivation. However, because this motivation was only explored through interviews with one perpetrator, these findings are insufficient to describe the motives of all motor vehicle theft perpetrators in the area.

Suitable target elements can be identified by the condition of a vehicle left unattended, with the keys still attached, or the lack of additional security devices. These conditions have the potential to increase the vehicle's vulnerability to theft. The security element relates to the presence of people or mechanisms that can monitor and deter the perpetrator, including the vehicle owner, members of the public, security officers, or surveillance devices such as CCTV. When surveillance is inadequate and the vehicle is easily accessible, the opportunity for theft can be greater. However, this theory does not imply that the victim is responsible for the crime they experienced. Responsibility for the theft remains with the perpetrator, while security conditions are used to understand how the opportunity for crime can be reduced.

This analysis demonstrates that preventing motor vehicle theft is not solely focused on apprehending the perpetrator after the crime has occurred. Reducing opportunities is also crucial through vehicle security, parking lot monitoring, and community involvement in environmental stewardship. The use of additional locks, the selection of monitored parking locations, and the use of CCTV can be understood as steps to increase target protection and strengthen oversight. However, available interviews only indicate police recommendations regarding these measures. Data on the number of CCTV cameras, the distribution of installation locations, the intensity of their use, or a comparison of cases before and after the implementation of security devices are not yet available. Therefore, the research findings

support the theoretical relevance of these measures but do not yet demonstrate their effectiveness empirically.

In terms of previous research, the study by Darmawan and Putra (2018) on the efforts of the Indonesian National Police (Polri) in the jurisdiction of the Salatiga Police, Amrizal and colleagues (2021) on the role of the Criminal Investigation Unit in the jurisdiction of the Koto Baru Police, and Mahka and colleagues (2023) on handling motor vehicle theft in the jurisdiction of the Tamalate Police all position the police as a crucial part in preventing this crime. This study complements these discussions by focusing on the relationship between perpetrator statements, victim experiences, and police officers' explanations in interpreting the opportunity for theft through Routine Activity Theory. The difference lies not solely in the research location, but in the use of three informant perspectives to identify conditions related to crime opportunities. However, due to the limited number of informants, this contribution should be understood as a contextual explanation, not as a comprehensive description of motor vehicle theft patterns in Gorontalo City.

Implementation of the Role of the Police and Strengthening of Motor Vehicle Theft Prevention

The role of the police in dealing with motor vehicle theft can be analyzed through preemptive, preventive, and repressive efforts. These three categories are used in this study to differentiate the orientation of police actions, not to state that every activity found has been proven effective in reducing crime rates. Normatively, the implementation of police duties is related to the task of maintaining public security and order, enforcing the law, and providing protection, guidance, and services as stipulated in Law Number 2 of 2002 concerning the Indonesian National Police. The implementation of these duties needs to be translated into activities relevant to the characteristics of the risk of motor vehicle theft in the research area.

Preemptive efforts are evident in public appeals and information dissemination regarding the importance of maintaining vehicle security. Advising people not to leave keys in their vehicles, to be more careful in selecting parking locations, and to use additional security measures are all efforts to raise awareness before a crime occurs. Analytically, this approach is related to the formation of behaviors that can reduce the vulnerability of targets. However, research results have not detailed the frequency of outreach, the target community groups, the delivery methods, or changes in public behavior following these activities. Therefore, the existence of

these appeals can be identified as a form of implementation of the police's role, while their reach and impact still require additional data.

Preventive measures relate to actions aimed at reducing the opportunity for theft. In interviews, police officers encouraged the use of CCTV, handlebar locks, wheel locks, and the selection of monitored parking locations. These measures are relevant to Routine Activity Theory because they seek to strengthen protection against targeted vehicles and increase the likelihood of surveillance when theft opportunities arise. However, the interviews did not provide sufficient information regarding patrol schedules and locations, mapping of vulnerable points, coordination with parking managers, or the number of cases prevented through these security devices. Therefore, the discussion cannot state that patrols and CCTV have directly reduced theft. Claims of such impact require more measurable operational data and case management outcomes.

In the context of previous research, Mustofa (2024) discussed the optimization of the Binmas Unit's outreach program through the Djimat Program in preventing motor vehicle theft in the Banyumas Police jurisdiction. This study is relevant as a comparison regarding the importance of community development and outreach activities. However, the research findings in Gorontalo City do not provide sufficient information to directly compare the intensity, reach, or results of outreach activities with the program in Banyumas. Comparisons that can be made at this stage are limited to the similarity of orientation, namely the use of communication and community development as part of prevention. To strengthen the discussion, further research or data in-depth analysis is needed to identify the implementing police units, the types of activities, targets, frequency, and evaluation mechanisms.

Meanwhile, repressive efforts relate to post-crime handling, including questioning the perpetrator and gathering information about the method and circumstances of the theft. Statements from authorities that information about the cause and modus operandi was obtained through questioning the perpetrator demonstrate the importance of the investigative and criminal investigation function in uncovering crimes. In relation to prevention, case handling also has the potential to provide information to identify incident patterns and determine security priorities. However, available data is insufficient to explain the number of cases successfully solved, the rate of case resolution, obstacles to investigation, vehicle recovery to victims, or the handling of fence networks. Therefore, the effectiveness of repressive efforts cannot be comprehensively assessed based on the findings of this study.

Overall, the research findings point to the need to link outreach, environmental protection, and law enforcement into a mutually supportive strategy. Outreach plays a role in raising awareness, preventive measures are aimed at reducing opportunities, while enforcement serves to respond to crimes that have already occurred and generate information for improving prevention. This relationship aligns with the Routine Activity Theory framework, particularly in explaining how target protection and oversight can be strengthened. However, this theory primarily explains the conditions of opportunity for crime and does not necessarily explain all individual reasons or the effectiveness of police institutions. Therefore, the economic factors cited by perpetrators need to be understood as individual findings, while a comprehensive assessment of police strategies requires additional data on program implementation, community participation, and case handling outcomes.

Based on the limited available data, recommendations include strengthening documentation of prevention and enforcement activities, mapping the locations and times of incidents based on case data, and establishing supervisory coordination with the community and parking lot managers. The evaluation also needs to differentiate between the number of reports, the number of cases handled, and the number of cases solved so that changes in case numbers are not directly interpreted as a measure of prevention success or failure. These steps are analytical recommendations based on research findings, not claims that all of these needs have been identified as actual obstacles in the field.

LIMITATION

This study has several limitations that must be considered in understanding the findings. First, the empirical data came from four informants: two police officers, one perpetrator, and one victim of motor vehicle theft. This composition of informants provides a picture from the perspectives of law enforcement officers, perpetrators, and victims, but does not encompass the experiences of the wider community, parking lot managers, security officers, or other parties involved in environmental monitoring. Therefore, the research findings cannot fully describe the experiences and dynamics of motor vehicle theft within the jurisdiction of the Gorontalo City Police.

Second, data on the implementation of prevention programs is still limited to interviews and limited information. Information regarding police advisories, CCTV use, and additional vehicle security is not accompanied by detailed data on the frequency and location of patrols, the intensity of outreach, the number and distribution of CCTV cameras, and patterns of police

coordination with the community. These limitations prevent the study from comprehensively assessing the consistency of implementation and reach of each prevention activity.

Third, this study does not quantitatively measure the effectiveness of each police strategy in suppressing motor vehicle theft. Available data are insufficient to demonstrate a direct relationship between the use of CCTV, additional security locks, outreach, or patrols and changes in the number of theft cases. Changes in the number of cases also need to be interpreted carefully, taking into account the recording period, public reporting, case classification, and case handling outcomes. Therefore, the study findings are best understood as an empirical analysis of the implementation of the police role and the conditions related to the likelihood of theft, rather than as a statistical measure of the success of a prevention program.

Fourth, the use of Routine Activity Theory as an analytical framework is limited by the scope of the available empirical data. Interviews with a single perpetrator cannot explain the motivational patterns of all motor vehicle theft perpetrators, while information regarding target protection and environmental surveillance remains descriptive. The theory helps explain the relationship between perpetrator motivation, target vulnerability, and surveillance within the context of the research findings, but it cannot be used to establish causal relationships or comprehensively assess the effectiveness of police institutions.

These limitations open up opportunities for further research involving a wider range of informants, using more detailed police data, and comparing the implementation of prevention activities and case handling outcomes over comparable periods. This approach could deepen our understanding of the relationship between police strategies, community participation, vehicle security conditions, and the dynamics of motor vehicle theft.

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