

Implementation of Electronic Traffic Law Enforcement System in Resolving Traffic Violation Crimes to Improve Legal Order (Case Study at Grobogan Police)

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Abstract. *The purpose of this research: 1). To study and analyze the implementation of the Electronic Traffic Law Enforcement system in resolving criminal acts of traffic violations to improve legal order at the Grobogan Police; 2). To study and analyze the obstacles to the implementation of the Electronic Traffic Law Enforcement system in resolving criminal acts of traffic violations to improve legal order at the Grobogan Police and its solutions. This research uses an empirical legal approach, with a descriptive analytical research method. The data used are primary and secondary data which will be analyzed qualitatively. The research problems are analyzed using Lawrence Friedman's legal system theory and the theory of legal effectiveness. The results of the study concluded that: 1) The implementation of the E-Tilang system in resolving criminal acts of traffic violations has been guided by Law Number 29 of 2009 concerning Traffic and Road Transportation, the flow is when the police have issued a manual ticket (writing on the ticket form), then the police then enter the data back into the E-Tilang application, the E-Tilang server will automatically send a notification of the amount of fine deposit that can be paid at the bank along with the article violated by the violator. After paying the fine deposit (not yet sentenced) then the evidence of the ticket can be exchanged for the fine deposit; 2). The obstacles in the implementation of the Electronic Traffic Law Enforcement system in resolving criminal acts of Traffic violations in Grobogan are as follows: a). Law Enforcement Factors, in this case law enforcers are law enforcement officers who usually in carrying out their duties and functions there are errors in the input application that make officers lose track of the violator; b). Facilities and Infrastructure Factors, in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Grobogan Regency, it is recorded that there are only 2 CCTV units; c). Community Factors, Poor social behavior in traffic is one of the problems that has been rampant in Indonesia since the past until now.*

Keywords: *Crime; Improve; Traffic.*

1. Introduction

Traffic and road transportation are important in increasing social mobility of the community. Traffic and Road Transportation (LLAJ) is something that is very close to the community. Every time the community continues to grapple with Road Transportation with various interests.

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The history of Traffic and Road Transportation in Indonesia has gone through various periods since the Dutch colonial era to the current reform era. Traffic and Road Transportation have also gone through various conditions of the era accompanied by various advances in the fields of Science and Technology to changes in people's behavior patterns.

Legal experts agree that the law must be dynamic, may be static and must be able to protect the community. The law must be able to be used as a guide in the life of the nation and state which must be formed with an orientation towards the future (forward looking). The law must not be built by reflecting on the past (backward looking). Therefore, the law must be able to be used as a driver and pioneer to change the life of society to be better and beneficial for all parties.¹The world of legal scholarship is dynamic. If we compare it to a book, how many volumes or series of books have been published? Each volume contains a different discussion of the law. This certainly reflects some of the complexities of the law, which are like eels. It is very difficult to capture its appearance in its entirety.²

The increase in traffic violations is a new challenge for the Police to be able to apply sanctions that educate but still have a deterrent effect. One way to reduce violations is to carry out administrative sanctions (tickets) carried out by the police. However, what has happened so far is that the ticketing system is often diverted by civil servants and police officers to compromise each other so that their respective interests can be achieved without following the applicable procedures, so that every violation committed by the community is only recorded in a ticket and inventoried in the Ticketing Administration division, then sanctions are carried out, and only up to the final recording level, so that when there is a repeat violation by the same person there is no significant increase in sanctions. The ticketing system that is carried out should be able to be managed properly so that in every implementation it produces a deterrent effect for traffic violators. So the information system for every violation by drivers on the highway must be able to be the basis for taking action against violations in the next stage, meaning that information on violations that have been committed by each person must always be identified by every police officer who issues a ticket (Rahardian, 2011). The Law of the Republic of Indonesia concerning Road Traffic and Transportation explains that the Road Traffic and Transportation Information and Communication System is a collection of interconnected subsystems through the integration, processing, storage and distribution of data related to the implementation of Road Traffic and Transportation.

Article 272 of Law No. 22 of 2009 concerning Traffic and Road Transportation states that electronic equipment can be used to support enforcement. The results of the use of electronic equipment can be used as evidence in court. Meanwhile, what is meant by an electronic recorder is an incident recording device to store information which is then further regulated in Article 23 of Government Regulation Number 8 of 2002 which stipulates that enforcement of traffic and road transportation violations is based on the results of: 1) Findings in the process of inspecting motor vehicles on the road. 2) Reports, and or 3) Electronic recordings. Based on this, the police or civil servant investigators in the field of traffic and road transportation can issue a ticket.

The E-ticket system will replace the manual ticket system that uses blank/tickets, where

¹Abdul Manan. 2009, *Aspects of Legal Change*, 3rd edition, Jakarta: Kencana Prenada Media, pp. 6-7

²Satjipto Raharjo, Editor Khuzafah Dimiyati, 2004, *Legal Science. Search, Liberation and Enlightenment*, Surakarta: Muhammadiyah University Press, p. 94

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violating drivers will be recorded through an application owned by police personnel. With the E-ticket, it is easier for the public to pay fines through the bank. However, not all people can follow the E-ticket procedures provided by the police. Especially for the general public who do not understand technology. The E-ticket system that is implemented provides attention to the public. With the E-ticket system, it has a good impact on the community.

The E-ticket system has a positive impact on people who are familiar with technology. However, for people who are less familiar with technology, it is difficult to follow the development of this technology. The factors that are considered by the community are in the use of the e-ticket system which is not yet well understood and widespread. The implementation of E-tickets in Indonesia is not just a rumor because E-tickets are an effort aimed at the community so that the community obeys traffic regulations so that a culture of orderly traffic is created.

The technological and information innovation provided by the Indonesian National Police Traffic Corps regarding electronic ticketing is very effective in helping the public who generally want to get convenience in the ticketing administration process even though it has not been clearly regulated in Law Number 22 of 2009 concerning Traffic and Road Transportation. E-ticketing as the latest innovation from the Indonesian National Police Traffic Corps needs to be appreciated because in addition to making the police's own duties easier, in its implementation this electronic ticketing can also be a benchmark for the public that the police are always committed to upholding the supremacy of law and providing the best service to the public.

Starting in March 2021, the Indonesian National Police officially implemented an electronic ticketing system or Electronic Traffic Law Enforcement (ETLE) in several regions in Indonesia. Electronic ticketing or Electronic Traffic Law Enforcement (ETLE) is a traffic law enforcement system based on information technology by utilizing electronic devices in the form of CCTV cameras that can detect various types of traffic violations. However, so far there are still several weaknesses or obstacles in its implementation which will be examined in this study.

According to data collected by the Central Java Police Traffic Directorate, through the Electronic Traffic Law Enforcement system, 90,524 traffic violations have been recorded with the most traffic violation captures from the Semarang Police with 3,786 violations and the most terriva violations from the Boyolali Police reaching 3,807 violations. Meanwhile, the most common types of violations are motorcyclists without helmets and car drivers who do not use seat belts. The number of violations is an accumulation from January 3 to 31, 2022. The number of traffic violations in Grobogan Regency reached 2,843 violators as of June 21, 2023. Head of Traffic Unit of the Grobogan Police, AKP Deni Eko Prasetyo, said that the implementation of electronic and manual ticketing was detailed in May 2023 with a breakdown of 2,101 violators.

The rapid development of technology can also affect the number of vehicles and cause an increase in the number of road users. Accompanied by the development of the local economy, transportation has become a basic need in everyday life. However, on the other hand, the increase in community activities on the highway raises many problems related to safety, security, order, and smooth traffic. The consequences of these problems are traffic violations, traffic accidents, and traffic congestion. To prevent this, an effective system is needed to assist law enforcement officers who have the authority and responsibility to maintain national

security and order, namely the Electronic Traffic Law Enforcement system. The Electronic Traffic Law Enforcement system is considered to be able to improve safety and public order on the road and improve traffic discipline by focusing on the use of vehicles on the road.

Based on the background description above, the author is interested in writing a thesis entitled "Implementation of the Electronic Traffic Law Enforcement System in Resolving Traffic Violation Crimes to Improve Legal Order (Case Study at the Grobogan Police)."

This study aims the objectives of this study: 1) to study and analyze the implementation of the Electronic Traffic Law Enforcement system in resolving criminal acts of traffic violations to improve legal order at the Grobogan Police; 2) to study and analyze the obstacles to the implementation of the Electronic Traffic Law Enforcement system in resolving criminal acts of traffic violations to improve legal order at the Grobogan Police and its solutions.

2. Research Methods

This study uses an empirical legal approach. The type of research used in completing this thesis is a qualitative descriptive research method. The data used are primary and secondary data which will be analyzed qualitatively. Research problems are analyzed using the theory of the legal system, the theory of legal certainty.

3. Results and Discussion

3.1. Implementation of the ETLE System in Resolving Traffic Violation Crimes to Improve Legal Order at the Grobogan Police

Traffic violations will be prosecuted by police officers through educational and legal efforts, as regulated in Article 1 paragraph (2) of Government Regulation Number 80 of 2012 that investigators of the Republic of Indonesia National Police or Civil Servant Investigators in the field of Traffic and Road Transportation are tasked with taking action when violations of traffic and road transportation occur. The punishment that will be given to the perpetrator of the violation is called evidence of violation or a ticket. The ticket is carried out by the police to perpetrators of traffic and road transportation violations with a penalty in the form of a fine.

The innovation of issuing E-Tilang is included in the 10 handling of traffic violations which aims to increase public trust because it can minimize the occurrence of extortion practices and transactions such as paying fines can be done easily by the public. This policy is supported by a legal instrument based on Article 272 of the LLAJ Law which states that the use of electronic devices can be useful as a support for enforcement activities when there are traffic and road transportation violations. Furthermore, electronic tickets or E-tickets will make it easier for the police to process traffic violations by utilizing information digitalization. One of the conveniences of E-tickets can be seen in the fine payment system which can currently be done through a bank account with a fee that refers to the article that has been violated. After the payment of the fine has been made and there is a notification of success, the violator can immediately show the evidence to the officer which is then continued with the collection of confiscated goods. Violators will receive a refund on the fine that has been paid previously when the court has determined a verdict regarding the nominal amount of the fine.

The police have taken good steps to be able to realize effective and efficient public services through the implementation of E-tickets. Public trust is expected to increase because there is

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transparency and is indirectly involved in the law enforcement process as a legal subject in traffic violations on the highway, so that the Police will also become a professional agency without any fraud committed against the public. The success of using the E-ticket application to pay fines can be measured based on 5 (five) indicators of the effectiveness of a program, namely seen from the level of productivity, work adaptability, job satisfaction, profit ability, and resource search.³

The first indicator of the success of the implementation of E-Tilang is productivity. This indicator shows how many basic products or services have been created by an organization based on individual, group, and overall organizational levels. If viewed from an organizational perspective, the E-Tilang application has been implemented and operated for more than two years. However, currently the application still requires a system change so that the creation of E-Tilang forms for violators has regulations.⁴

The second indicator is related to work adaptability. This indicator means that the success of a system is seen from its ability to respond to standardization in the midst of environmental conditions that are always changing or not fixed, so that standardization in operating procedures can be changed or overhauled according to environmental stimuli.⁵ Furthermore, job satisfaction is the third indicator that shows a person's happiness when their work can be carried out optimally or get a reward that is appropriate to various situations in each individual. However, job satisfaction is basically also influenced by subjective factors, so there will be differences in assessments from violators related to the E-Tilang application service.⁶

The fourth indicator relates to profit-making capacity, namely the owner's ability to earn income from invested capital so that an organization can run smoothly.⁷ The last indicator is the search for resources related to the search for candidates to be able to work according to the fields required in an organization. In order to increase the public's appeal to use E-Tilang to pay fines, a payment facility called EDC (Electronic Data Capture) is currently available, which is a mandate of Article 7 paragraph (1) letter c of the Regulation of the Head of the Traffic Corps of the Republic of Indonesia National Police Number 6 of 2018.

Traffic violators can use EDC to deposit fines using credit or debit cards from various banks. However, this electronic transaction tool has not been presented evenly in Indonesia, for example, in 6 posts only 1 post has provided EDC. Therefore, the distribution of this E-Tilang support tool needs to be considered again by leaders and traffic violation enforcement officers in Indonesia.

The Indonesian National Police has a new challenge along with the increasing traffic violations. Sanctions that can have a deterrent effect, but still educate, need to be applied to

³Chusminah Chusminah, R. Ati Haryati, and Desi Kristiani, "Effectiveness of Implementation of Motor Vehicle E-Tickets in Orderly Traffic in the Traffic Corps of the Indonesian National Police," *Widya Cipta: Journal of Secretary and Management* 2, no. 2 (2018): 217–24, <https://ejournal.bsi.ac.id/ejurnal/index.php/widyacipta/article/view/4318>.

⁴S Rakhmadani, "Analysis of the Implementation of E-Tilang in Realizing Good Governance in Indonesia," in *Proceedings of SNaPP2017 Social, Economics and Humanities, Economics and Humanities, 2017*, 663–71

⁵Chusminah, Haryati, and Kristiani, "Effectiveness of Implementing Motor Vehicle E-Tickets in Orderly Traffic in the Indonesian Police Traffic Corps."

⁶Rakhmadani, "Analysis of the Implementation of E-Ticketing in Realizing Good Governance in Indonesia."

⁷Chusminah, Haryati, and Kristiani, "Effectiveness of Implementing Motor Vehicle E-Tickets in Orderly Traffic in the Indonesian National Police Traffic Corps"

reduce the number of violations, one of which is by implementing tickets that are included in administrative sanctions. However, tickets imposed by some police officers often deviate from procedures in order to realize their respective interests. This can be seen when there are perpetrators of violations who are asked to compromise with police officers by implementing ticket sanctions only up to the final recording. As a result, when the perpetrator commits a violation again, there is no increase in sanctions that deter the perpetrator. Before the E-Tilang system was implemented, traffic violations were found through direct inspections on the road.

If the police find a violation, the violator will be subject to a ticket with a quick event examination. Sudikno Mertokusumo gave the opinion that sanctions occur when someone commits a violation and is a form of consequence that must be accepted if the action is actually carried out. The rules that apply in traffic are often violated by drivers, so that evidence of a ticket will later be given to the violator as a form of sanction.⁸ Furthermore, CCTV is chosen as a tool to monitor road conditions to support the use of e-TLE in areas where electronic ticketing has been implemented. Article 272 of the LLAJ Law states that "to support the enforcement of violations in the field of Traffic and Road Transportation, electronic equipment can be used." This means that the results obtained from electronic devices can be useful as evidence in court to determine whether a violation has actually occurred. The results will later be in the form of a recording that stores information related to traffic violations.

According to Law Number 8 of 1981 concerning Criminal Procedure Law, law enforcers who are authorized to take action in cases of violation are the courts, police and prosecutors. Sanctions are basically a punishment given to someone when there is a regulation that is not obeyed. The purpose of imposing sanctions is to provide awareness of the actions that have been carried out and it is hoped that there will be no repetition of violations by the violator. Based on its type, sanctions are divided into 2 (two), namely positive sanctions and negative sanctions. Positive sanctions can be categorized by the existence of rewards, while negative sanctions are related to punishment. In the context of negative sanctions, fines are one form of punishment from criminal law in Indonesia.⁹ Electronic ticketing or E-Tilang has helped and eased the police to prosecute violators with a practical mechanism. Relying on data generated from CCTV camera recordings, the police can then verify through the back office traffic management center (TMC) so that data errors do not occur. The fine payment process has also been simplified with a bank transfer mechanism and does not need to follow the relatively complicated trial stages. The quality of the camera used to support E-Tilang is also selected by the police with very good specifications, namely an accuracy level of up to 90% so that an object is guaranteed to be clearly visible and recognizable, both in light and dark conditions.

The factor that caused the selection of optical devices such as CCTV as a supporting tool for E-Tilang is so that the level of traffic violations can be reduced by up to 50% and Non-Tax State Revenue (PNBP) can increase from the results of fines. Police officers can monitor traffic conditions easily through CCTV signals sent to the monitor screen in a certain room. The camera device presents videos that can be viewed in real time, so that if a crime occurs,

⁸Mertokusumo, *Understanding the Law: An Introduction*, 76.

⁹Soerjono Soekanto, *Effectiveness of Law and Application of Sanctions* (Bandung: Remadja Karya, 1985), 82–83.

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recordings from CCTV can be useful as accurate evidence.

Not only installed for traffic needs, CCTV is generally often installed in public areas such as airports, banks, shops, hotels, and housing so that each environment has optimal security and can be easily monitored.¹⁰ Every individual, agency, and/or institution can utilize CCTV to view and hear information through recordings produced from the media. CCTV works similarly to a television station, namely a recording of images and sound can be displayed on a monitor. However, the CCTV data transmission process selects a closed signal by relying on a wifi network or cable connected to the monitor. This is different from television stations that use broadcast signals or data transmission via transmitters.¹¹

Based on existing records during Operation Patuh Candi 2024, there were 6,174 traffic violations. The details, which were recorded in ETLE (Electronic Traffic Law Enforcement) there were 2,921 violations, then recorded in manual tickets as many as 3,253 violations. Most violations were not wearing helmets.

Referring to the LLAJ Law, the road traffic and transportation information and communication system is defined as a collection of subsystems concerning the implementation of road traffic and transportation that are interrelated with each other through data that is combined, processed, stored, and distributed.

Software connected to a network or website is an electronic tool that is currently mandatory for the traffic ticketing process so that information can be distributed safely, quickly, and in real time to all police officers who will be targeted. Database-based applications are one of the software intended so that every traffic violation action information can be stored together and structured. The benefits of this data storage application are so that heavier sanctions can be imposed on someone who has committed a violation in the past. Personal data that has been stored will be reviewed again for the imposition of stricter sanctions and different levels. Gadgets such as cellphones have a fairly important role in the sustainability of the implementation of E-Tilang. Prasticia Wibowo said that the police would be greatly assisted by the digitalization of the ticketing process which resulted in more efficient administrative management.¹² The E-Tilang system has provided various changes such as changing the mechanism for recording violations that previously used blanks or ticket letters, while currently police officers only need to record practically on the application that has been provided. In addition, there is the ease of paying fines through banks. Unfortunately, understanding of the E-Tilang procedure in Indonesia is still uneven, especially for people who do not understand technological developments.

The mechanism of the ticket itself is that a manual ticket is first issued by a police officer by filling out a letter on a ticket form. Furthermore, the data that has been written manually is retyped into the E-Tilang application. The information system for every violation by drivers on the highway must be able to be the basis for taking action against violations in the next stage, meaning that information on violations that have been committed by each person must

¹⁰Yudi Muhammad Irsan, Perspective on Implementing E-Ticketing Using CCTV (Closed Circuit Television) Recordings (Lampung: University of Lampung, 2018), 30

¹¹Irsan, 31.

¹²Rakhmadani, "Analysis of the Implementation of E-Ticketing in Realizing Good Governance in Indonesia."

always be identified by each police officer who issues a ticket.¹³

The advantage of the E-Tilang system itself is that it makes it easier for violators who do not reside in the area where they committed the traffic violation, so these violators can choose the E-Tilang system, because by using E-Tilang, violators can pay the fine without having to attend court.

3.2. Obstacles to the Implementation of the ETLE System in Resolving Criminal Acts of Traffic Violations to Improve Legal Order at the Grobogan Police

The implementation of ETLE is a good thing and deserves to be appreciated, because with the technology that participates in controlling traffic violations, it will certainly make the police's work easier. The recording and work of the ETLE electronic camera is also not limited by time so it can be done at any time. Of course, with breakthroughs like this, law enforcement against traffic violators becomes easy to do.

The lack of legal awareness by the public in the field of traffic and road transportation has created an urgency to be able to improve the quality and quantity of drivers in Indonesia. This aims to minimize traffic violations to the maximum. Traffic and road violations themselves are included in certain types of criminal violations where if a person or a group commits such an act, the legal process will still be enforced through existing regulations.¹⁴The current problems are also related to the existence of a condition of inconsistency between the application of the law and the written legal regulations that should be obeyed by all Indonesian people. Public legal awareness is closely related to legal compliance or obedience to the law and the effectiveness of the law itself. This means that legal awareness will show whether or not the law that has been created is functioning, namely with an understanding and obedience to the provisions of applicable laws and regulations. If legal awareness has been applied, then a harmonious life in the nation and state can be achieved in accordance with the purpose of the formation of a law.¹⁵

The Indonesian National Police then responded to the above problems through an innovation by utilizing technological developments, namely the formation of a digital-based traffic enforcement effort called E-TLE (Electronic Traffic Law Enforcement). E-TLE is a system to monitor and enforce traffic laws using CCTV electronic devices, so in this case the police are also required to be able to master IT (Information Technology). The implementation of E-TLE in Indonesia already has a legal basis, namely stated in Law Number 22 of 2009 concerning Traffic and Road Transportation (LLAJ) and Government Regulation Number 80 of 2012 concerning Procedures for Inspection of Motorized Vehicles on the Road and Traffic and Road Transportation Enforcement. In Article 272 of the LLAJ Law, it is regulated that electronic equipment can be used to prosecute perpetrators of traffic and transportation violations clearly with the integration of data at the National Police Traffic Control Center. The electronic equipment in question is a tool that can record and store an incident or information. The existing and integrated data will later be useful as evidence in court. This is supported by the provisions in Article 1 number 2 of PERMA Number 12 of 2016 concerning Procedures for

¹³Rahardian and Dian, "Web-Based Application Program to Improve Accountability of Traffic Regulation Violation Ticketing System in Majalengka Police Area," 43

¹⁴Hardiman Hadirman, *Towards Orderly Traffic*. (Jakarta: Gandesa Puramas, 2004), 23.

¹⁵LJ Van Apeldoorn, *Introduction to Legal Science* (Jakarta: Pradnya Paramita, 2009), 10.

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Settling Traffic Violation Cases, which states that electronic traffic violation cases are resolved in an integrated manner by utilizing developments in technology and information.

Electronic traffic monitoring or Electronic Traffic Law Enforcement is still new in Grobogan Regency. This system began to be tested in Grobogan Regency in April 2021. The system, which in its operation uses CCTV belonging to the Transportation Agency, uses the ANPR or Automatic Number Plate Recognition system, which is one of the methods relied on to identify motorized vehicles in the modern era. As explained above, this ETLE is intended to reduce illegal levies from police officers and help regulate road users or motorized vehicle drivers, and the center for operating and monitoring CCTV or ETLE tickets is at the Grobogan Patwal Post.

The implementation of E-TLE is highly expected to have a positive influence amidst the very low legal awareness of the community in traffic. Community compliance with traffic regulations is expected to increase in order to achieve mutual safety. This is based on the fact that the indicator of the success of a law can be seen from how many people will obey the law.¹⁶Order, which is one of the main objectives of law, really hopes that E-TLE can provide legal benefits.¹⁷The intended benefit is that the law aims to protect human interests in living in society and the state.¹⁸Therefore, the hope of implementing E-TLE is to create an orderly society in traffic. The orderly state in question has predictable characteristics, cooperation, controllable violence, conformity, obedience, avoidance of disputes, and sustainability.¹⁹

The obstacles in implementing the ETLE system in resolving criminal acts of traffic violations in Grobogan are as follows:

a. Law Enforcement Factors, in this case law enforcers are law enforcement officers who usually in carrying out their duties and functions there are errors in the input application that make officers lose track of the offender. Thus, this problem becomes one of the important obstacles. If there is an input error, for example in the identity of the offender, it is certainly difficult to track the whereabouts of the offender.

b. Factors of Facilities and Infrastructure, in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Grobogan Regency, it is recorded that there are only 2 CCTV units. Therefore, seen from the facilities and infrastructure that are less than optimal, the implementation is also not optimal. In addition, patrol officers use Kopek (cameras placed on traffic police helmets to monitor highways. The number of Kopek available is only 5 (five) units which are operated for nine sub-districts in Grobogan, namely Godong, Gubug, Tegowanu, Penawangan, Purwodadi, Grobogan, Tawangharjo, Wirosari and Toroh.

c. Community Factors, Poor social behavior in traffic is one of the problems that has been rampant in Indonesia from the past until now.

The problem of behavior in traffic on the highway is manifested in violations of traffic order in the form of: not obeying traffic signs, stopping carelessly, dropping off and picking up passengers in the wrong place, going against the flow of traffic, parking carelessly, violating

¹⁶M. Friedman, *Legal System* (Bandung: Nusa Media, 2018), 15

¹⁷Sudikno Mertokusumo, *Understanding the Law: An Introduction* (Yogyakarta: Liberty Press, 2007)

¹⁸Awaludin Marwan, *Contemporary Legal Theory: An Introduction to Legal Postmodernism* (Yogyakarta: Rangkang Education, 2010), 24.

¹⁹Permadi Purbacaraka and Soejono Soekanto, *Concerning Legal Principles* (Bandung: Alumni, 1978), 46

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traffic lights, overloading, not using complete traffic attributes and not carrying motor vehicle documents.

So far, stricter solutions or sanctions have only been given to violators who exceed the load, do not use complete traffic attributes and vehicle users who do not carry motor vehicle documents. However, strict sanctions are not given to road users who violate the boundaries of the stopping area at red lights.

The community factor itself is one of the deficiencies in the implementation of the Electronic Traffic Law Enforcement (E-TLE) system. As a country of law, of course every Indonesian citizen must obey and comply with existing laws and regulations and be bound as rules that should be obeyed and complied with. In such a case, if the regulation is not complied with, it can be interpreted that the person concerned has committed a violation.

Traffic violations committed intentionally or through negligence require the perpetrator to be held accountable for their actions because intention or negligence are elements of error, as stated in Article 31 paragraph (1) of the Traffic and Road Transportation Law. Article 316 paragraph (1) of the Traffic and Road Transportation Law contains articles that regulate acts that are categorized as traffic violations.

In the implementation of the ticket, the police stop the violator must greet politely and show their identity clearly. The police must clearly explain to the violator what the error was, which article has been violated and a table containing the amount of the fine that must be paid by the violator. After that, the violator can choose to accept the error and choose to receive a blue slip, then pay the fine in court at the time stated in the Court. Or if you reject the charged error, you can ask for a red slip. Along with advances in technology and information, law enforcement officers have begun to include elements of technology in the programs they run. In the activities of overcoming violations and taking action against traffic and road transportation violations. The Republic of Indonesia National Police runs a program using the help of electronic devices, namely electronic tickets (E-Tilang). E-Tilang is a traffic violation ticketing system using electronic devices in the form of gadgets or Android-based cellphones. Prastica Wibowo said that E-Tilang is a digitalization of the ticketing process, by utilizing technology it is hoped that the entire ticketing process will be more efficient and also help the police in administrative management. The Sidoarjo Police Traffic Unit has started implementing an electronic ticketing system (E-Tilang) since March 13, 2021.

The E-ticket program itself is the main priority program of the Chief of Police as a follow-up to the Regulation of the Supreme Court of the Republic of Indonesia Number 12 of 2016 concerning the procedures for resolving traffic violation cases. E-tickets or electronic tickets are a technical form of enforcing traffic regulations that are modeled on information technology, the aim of which is to use electronic devices in the form of CCTV cameras that can read various forms of traffic violations.

In its enforcement, the electronic ticketing process is assisted by technology with the installation of CCTV cameras at each traffic light. The goal is to make it easy to monitor road conditions. The implementation of electronic tickets or better known as ETLE (Electronic Traffic Law Enforcement) is one of the steps taken by the Indonesian government in the development of e-government. The birth of this policy can be said to be due to the many problems that occur in law enforcement regarding violations that occur in traffic ranging from

illegal levies, the term peace on the spot, court ticket hearing problems to accountability for fines. In fact, tickets are one of the Non-Tax State Revenues (PNBP). E-Ticketing is a digitalization of the ticketing process by utilizing technology, it is hoped that the entire ticketing process will be more efficient. The implementation of E-Ticketing is a good step taken by the government in realizing Good Governance so that the public services provided can be effective, efficient, transparent and accountable.

4. Conclusion

The E-Tilang law enforcement process in resolving criminal acts of traffic violations has been guided by Law Number 29 of 2009 concerning Traffic and Road Transportation, the flow is when the police have issued a manual ticket (writing on the ticket form), then the police then enter the data back into the E-Tilang application on the cellphone of the police officer who is on duty at that time and has been integrated with the E-Tilang server of the Indonesian Police Traffic Corps (Indonesian Police Headquarters) according to the violator's data including the ticket number. The next process is when it is successfully saved, a BRIVA number from BRI will appear then the E-Tilang server will automatically send a notification of the amount of fine deposit that can be paid at the bank along with what article was violated by the violator. After paying the fine deposit (not yet sentenced) then the evidence of the ticket can be exchanged for the fine deposit. Violators who have completed the payment can return to the Police Post to collect the confiscated items by showing proof of payment of the fine to the traffic police. Offenders do not need to go to court to undergo the trial process. The offender's data is then sent to the court to receive the judge's decision, after which the prosecutor executes the traffic ticket verdict/decision, then the offender will receive a notification containing the traffic ticket verdict/decision and the remaining ticket funds if there is a remainder from the payment of the fine. The application of sanctions that will be given to violators of Electronic Ticketing where if when the traffic violator is caught red-handed by the police officer directly, the violator will then be given a fine according to the violation committed, where the fine can be paid through the Bank Rakyat Indonesia (BRI) bank. The obstacles in implementing the ETL system in resolving criminal acts of Traffic violations in Grobogan are as follows: a). Law Enforcement Factor, in this case law enforcers are law enforcement officers who usually in carrying out their duties and functions there are errors in the input application that makes officers lose track of the offender. Thus, this problem is one of the important obstacles. If there is an input error, for example in the identity of the offender, it is certainly difficult to track the whereabouts of the offender; b). Facilities and Infrastructure Factor, in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Grobogan Regency, it is recorded that there are only 2 CCTV units. Therefore, seen from the facilities and infrastructure that are less than optimal, the implementation is also not optimal. In addition, patrol officers use Kopek (cameras placed on traffic police helmets to monitor the highway. The number of Kopek available is only 5 (five) units operated for nine sub-districts in Grobogan, namely Godong, Gubug, Tegowanu, Penawangan, Purwodadi, Grobogan, Tawangharjo, Wirosari and Toroh, c). Community Factors, Poor social behavior in traffic is one of the problems that has been rampant in Indonesia from the past until now.

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