

The Role of the Police in Handling Traffic Violations Based on Justice Values (Research Study at the Natuna Police Resort)

Sadeva Abdie Wahyu Pasmah¹⁾ & Andri Winjaya Laksana²⁾

¹⁾Faculty of Law, Universitas Islam Sultan Agung (UNISSULA) Semarang, Indonesia, E-mail: Sadevaabdiwahyupasmah.std@unissula.ac.id

²⁾Faculty of Law, Universitas Islam Sultan Agung (UNISSULA) Semarang, Indonesia, E-mail: Andriwinjayalaksana@unissula.ac.id

Abstract. Fair and proportional traffic law enforcement is an important part of creating road safety and order. However, in practice, overcoming traffic violations often not only face technical challenges, but also touch on aspects of legal and social justice. This research aims to analyze the role of the traffic police in tackling traffic violations based on the value of justice, with a focus on implementation in the jurisdiction of the Natuna Resort Police. This research uses normative juridical and empirical juridical approaches, by examining applicable laws and regulations, such as Law No. 2 of 2002 concerning Police and Law No. 22 of 2009 concerning Road Traffic and Transportation, as well as collecting primary data through interviews and field observations. The theoretical framework used includes Lawrence M. Friedman's legal system theory, Barda Nawawi Arief's crime prevention theory, and John Rawls and Aristotle's theory of justice. The results show that the role of the police in tackling traffic violations in Natuna has been running with a combination of preventive and repressive strategies, but its effectiveness is still constrained by limited human resources, infrastructure, the unavailability of the ETLE system, and low public legal awareness. In addition, there are still inconsistencies in law enforcement that have an impact on the perception of injustice among the community. This study recommends that the police increase institutional capacity, expand traffic law education programs, and strengthen cross-sector synergies with the support of regional regulations. Law enforcement that prioritizes the principles of justice, transparency, and community participation is key in realizing a safe and orderly traffic system.

Keywords: Justice; Law Enforcement; Natuna; Traffic Police; Traffic Violations.

1. Introduction

Traffic police, as law enforcement officers, have a strategic role in enforcing regulations and prosecuting violations in order to create order on the highway. However, the effectiveness of law enforcement against traffic violations still faces various challenges, especially in terms of community compliance and limited police resources. In the Natuna Police Resort, the problem of traffic violations is an issue that requires serious attention, considering that this area has

unique geographical characteristics and the increasing number of vehicles. Although the police have carried out various law enforcement efforts, such as electronic ticketing, routine patrols, and repressive actions against serious violations, there are still obstacles in implementing criminal sanctions for violators who cause significant impacts, such as fatal accidents or repeated violations. Traffic is an important aspect of people's lives that is not only related to mobility, but also to security and social order. An orderly and orderly traffic system reflects the legal awareness of the community and the effectiveness of regulations implemented by the government. Conversely, traffic disorder can cause chaos, increase the risk of accidents, and disrupt public order. Therefore, the role of law enforcement officers, especially the traffic police, is very crucial in ensuring public compliance with applicable regulations.¹

Statistical data on the number of traffic violations that have occurred in Natuna Regency in recent years shows that traffic violation cases are still quite high and fluctuate every year. Based on a report from the Natuna Police Traffic Unit, it was recorded that in 2020 there were around 1,250 cases of traffic violations, which then increased to 1,450 cases in 2021. Most of the violations that occurred involved motorcyclists who did not wear helmets and drivers of four-wheeled vehicles who violated the speed limit. According to a report published by the Ministry of Transportation, the increase in the number of traffic violations was due to the lack of public legal awareness and weak supervision of traffic compliance in the area.²

In addition to minor violations, there are also cases of criminal traffic violations, such as driving under the influence of alcohol and accidents due to negligence resulting in fatalities. Based on data collected by the Natuna Police, in 2021 there were 78 cases of traffic accidents, with 25 of them being fatal. This figure has increased compared to 2020 which recorded 65 cases of accidents with 18 fatalities. Research conducted by Rinaldi shows that one of the main factors in the increasing number of accidents is the lack of compliance with traffic signs and low driving discipline among the community.³ These data show that although the traffic police have made various enforcement efforts, the challenge in reducing the number of violations and accidents is still very large.

In addition to administrative violations, there are also violations that have more serious impacts, such as driving under the influence of alcohol and speeding on the highway. Based on data collected, throughout 2024, around 15% of traffic accidents in the Natuna area were caused by drivers who were drunk or lost concentration due to the influence of alcohol. This behavior not only endangers the perpetrators of the violation, but also other innocent road users. A study conducted by Rahmawati stated that repeated traffic violations that are not dealt with firmly can trigger an increase in the number of accidents and disrupt order on the highway.

The impact of traffic violations on public order is very significant, especially in creating unsafe road conditions and potentially causing accidents. Violations such as running red lights or

¹Sudirman, Traffic Law in Indonesia, Rajawali Pers, Jakarta, 2018, p. 52

²Ministry of Transportation, National Traffic Statistics Report 2022, Jakarta, 2022, p. 110

³Rinaldi, Public Legal Awareness in Traffic: An Empirical Study, Ghalia Indonesia, Bandung, 2021, p.134

going against traffic flow not only disrupt the smooth journey of other road users, but also increase the potential for accidents involving many vehicles. According to reports, traffic sign violations and speeding contributed around 40% of total traffic accidents in Indonesia in 2023. Driving against the flow of traffic contributes greatly to congestion and increases the risk of fatal head-on collisions. In addition to impacting traffic order, the high level of violations also contributes to an increase in the number of accidents resulting in fatalities and economic losses. According to data from the Natuna Police, in 2024 there were 95 cases of traffic accidents recorded, with 30% of them caused by drivers violating traffic rules, such as running red lights or driving recklessly. The economic impact of traffic accidents also cannot be ignored, considering the cost of medical treatment for victims, damage to vehicles, and disruption to people's economic activities caused by incidents on the highway.

2. Research Methods

In the study “The Role of the Police in Handling Traffic Violations Based on Justice Values (Research Study at the Natuna Police Resort)”, the approach methods used are the statute approach and the sociological approach. The statutory approach is carried out by examining various regulations that are the legal basis for the police in enforcing traffic laws. The regulations to be reviewed include Law Number 22 of 2009 concerning Traffic and Road Transportation, the Criminal Code (KUHP), and various related implementing regulations, such as police regulations and government regulations regarding traffic violation sanctions. This analysis aims to understand how existing legal regulations regulate the authority of the traffic police, as well as how effective these regulations are in prosecuting traffic violations criminally.⁴

3. Results and Discussion

3.1. The Role of Traffic Police in Handling Current Traffic Violations

In order to understand the role of the police in handling traffic violations, it is important to first examine the positive legal basis that regulates the duties and authorities of the Indonesian National Police, especially those related to traffic functions. One of the main foundations is Law Number 2 of 2002 concerning the Indonesian National Police.

Article 13 of Law Number 2 of 2002 concerning the Indonesian National Police states that the main duties of the Indonesian National Police are to maintain public security and order, enforce the law, and provide protection, patronage, and services to the public. In carrying out its duties, the Indonesian National Police acts as the executor of state power in the field of law enforcement, including in the scope of law enforcement in the field of traffic.

Still within the framework of Law Number 2 of 2002 concerning the Republic of Indonesia National Police, Article 14 Paragraph (1) letters a and b provide a legal basis for the police to regulate, guard, escort, and patrol community and government activities according to the

⁴ Soerjono Soekanto, Introduction to Legal Research, UI Press, Jakarta, 2014, p. 14.

Master of Law, UNISSULA

needs of the situation. This provision is the legal basis for the implementation of traffic control, including preventive activities such as road safety socialization and repressive activities such as imposing sanctions on violators.⁵

In addition, Article 15 Paragraph (2) letter c stipulates that the Police have the authority to take other actions according to responsible law, which can be interpreted as the basis for the flexibility of police actions to adapt strategies for dealing with traffic violations based on social dynamics and regional needs, including in the Natuna Police Resort area.

Furthermore, the police's authority in handling traffic violations is also regulated more specifically in Law Number 22 of 2009 concerning Traffic and Road Transportation. This law is a technical regulation that contains driving norms, road use procedures, and provisions on violations and their sanctions.

Article 13 of Law Number 22 of 2009 concerning Traffic and Road Transportation states that traffic management and engineering, traffic education, and traffic law enforcement are part of the traffic system that must be implemented by the authorities, one of which is the police. Thus, the police do not only have the task of prosecuting violations, but also of preventing and fostering road users.

In Article 265 of Law Number 22 of 2009 concerning Traffic and Road Transportation, it is emphasized that investigations into traffic violations and accidents are the authority of Polri investigators, both for administrative violations and traffic crimes. Investigators are given the authority to examine, confiscate, detain, and bring cases to court. This shows that the police have a central position in the process of enforcing criminal law in the field of traffic, including collecting evidence and taking legal action against violators who cause serious legal consequences such as traffic accidents.

In addition to the Law, the technical authority of the Police in implementing traffic functions is further described in the Regulation of the Chief of the Republic of Indonesia National Police (Perkapolri) Number 10 of 2012 concerning Traffic Management on the Road. This regulation states that traffic functions include traffic management, patrols, guarding, taking action against violations, and investigating traffic accidents. This Perkapolri is an internal legal instrument of the Police that provides technical operational instructions in carrying out daily tasks, including procedural guidelines in routine traffic operations such as zebra or simpatik operations.⁶

Not only that, the Chief of Police Regulation Number 15 of 2013 concerning Procedures for Handling Traffic Violations also provides detailed instructions on the mechanism for issuing tickets, direct action procedures, and how to interact with violators while still upholding the principles of professionalism, proportionality, and justice. This regulation also emphasizes the

⁵ W. Friedman, *Legal Theory and Philosophy, Critical Review of Legal Theories (composition I)*, translated from the original book "Legal Theory" by Mohamad Arifin, Rajawali, Jakarta, 2020.

⁶ Wibowo, *Implementation of Traffic Law Enforcement Policy in Indonesia*, University of Indonesia Press, Depok, 2020.

importance of excellent service to the community, as well as the need for the presence of traffic police as protectors of the community on the highway, not just violators.

By using the statute approach, it can be concluded that the positive legal structure of Indonesia has provided a strong and comprehensive basis of authority to the police, especially in the field of traffic, starting from the aspect of enforcement to the aspect of prevention and education. The laws and technical regulations guarantee the police room to take various strategic steps in dealing with traffic violations, both repressively and preventively.

However, the main problem is not the absence of regulation, but rather at the implementation level, especially in terms of adjusting legal norms to the sociological conditions of society. The power of positive law must be supported by a culture of law-abiding society and a professional and responsive police institutional structure. This is why this study also uses the theory of the legal system from Lawrence M. Friedman, which explains that the success of the legal system is not enough with norms (legal substance), but is also determined by the institutional structure (legal structure) and the legal culture of society (legal culture).

Thus, from the results of the normative approach analysis of positive legal provisions governing the authority of the police in handling traffic violations, it can be concluded that normatively, the role of the traffic police in handling traffic violations has an adequate legal basis. However, the effectiveness of its implementation in the field, including in the Natuna Police Resort area, is largely determined by internal institutional and external community factors, which will be discussed in the next section.

In carrying out its duties, the traffic police not only act as violators, but also as executors of the functions of guidance and prevention. Handling traffic violations at the Natuna Police Resort, as a result of field observations and interviews, is carried out through two main approaches, namely preventive strategies and repressive strategies. The preventive approach is carried out through socialization, education, and persuasive approaches to the community, while the repressive approach is carried out through ticketing, integrated raids, and in some conditions is equipped with the use of technology such as ETLE (Electronic Traffic Law Enforcement), although its application in Natuna is still limited.

Based on Article 14 of Law Number 2 of 2002 concerning the Police, the function of community development and traffic management is part of the main duties of the police. In this context, preventive strategies are an integral part of what is carried out by the Natuna Police Traffic Unit.

Primary data from an interview with one of the Traffic Police officers stated that every year, the Natuna Police routinely hold the "Police Goes to School" and "Children's Friendly Traffic Police" programs, which aim to introduce basic traffic rules to students and the general public. This program is carried out using direct counseling methods, installing warning banners, and traffic safety campaigns through social media and local radio.

In this case, the preventive approach has a strong foundation in Article 203 paragraph (1) of Law Number 22 of 2009 concerning Traffic and Road Transportation, which stipulates that traffic education can be implemented through formal and non-formal education channels. The implementation of the socialization program by the traffic police in Natuna reflects the spirit of this norm, although limited resources and geographical areas are a challenge in themselves. This was conveyed by one of the Bhabinkamtibmas members, that Natuna's geographical terrain consisting of islands results in limited reach of legal socialization to communities in coastal and border areas.⁷

On the other hand, repressive strategies are still the spearhead in dealing with traffic violations in the jurisdiction of the Natuna Police. Referring to Article 265 of Law Number 22 of 2009 concerning Traffic and Road Transportation, the police have the authority to investigate traffic violations, including issuing fines for violators. Based on the results of the documentation of Natuna Police activities in 2023, there were 1,147 cases of traffic violations, dominated by motorcyclists who did not wear helmets, did not have a driving license, and violated road markings. Enforcement was carried out through routine operations such as Operation Patuh and Operation Zebra, which were carried out in accordance with instructions from the Traffic Corps of the National Police Headquarters.

In practice, the form of enforcement is carried out directly through a manual ticketing system, which is still the dominant method in Natuna. Based on primary data, until mid-2024, the ETLE system is not yet available in this area due to limited infrastructure and technology networks. Therefore, law enforcement still relies on field patrols and stationary raids carried out at points prone to violations. According to the Head of the Natuna Police Traffic Unit, enforcement is not carried out solely to punish, but to provide a deterrent effect as well as direct education in the field to drivers.

In addition to individual action, traffic violation handling is also carried out through joint operations involving several agencies such as the Transportation Agency, Satpol PP, and the TNI, especially in securing traffic during big days, national celebrations, or when there is a surge in vehicles. This activity has a legal basis in Article 14 paragraph (1) letter i of Law Number 2 of 2002 concerning the Police, which states that in carrying out their duties, the police can work together with other government agencies. The results of field research show that this synergy is quite effective in maintaining order and controlling traffic in locations prone to congestion and violations, such as market areas and ports.⁸

However, obstacles are still found in terms of unclear division of roles between agencies and limited joint personnel available. Some respondents from the Natuna Transportation Agency said that there is still overlapping in terms of enforcement authority between the police and Transportation Agency officers. In practice in the field, technical coordination such as

⁷ Dini Permatasari, "Analysis of Traffic Violators' Behavior in Surakarta City", *Journal of Law and Society*, Vol. 3, No. 1, 2018.

⁸ Yani Rahmawati, "Traffic Law Education in Secondary Schools", *Journal of Social Sciences and Law*, Vol. 4, No. 3, 2020.

determining the location of raids, duration of activities, and enforcement procedures need to be improved so that synergy between agencies is more optimal.

In the empirical legal approach, this condition shows that although normatively the authority and strategies for handling have been regulated in various regulations, the implementation and sociological factors determine the success of traffic law enforcement. The results of the observation show that active community participation, low traffic culture, and limited personnel and infrastructure are still major challenges. Therefore, the strategy for handling traffic violations cannot only rely on legal action, but must be accompanied by a humanistic, educational, and collaborative approach.

Thus, it can be concluded that the implementation of the traffic violation prevention strategy by the Natuna Police has been running in accordance with the applicable legal corridor. However, its effectiveness is still influenced by technical, structural, and cultural aspects, which require strengthening from the institutional side, budget support, and changes in public legal awareness. This is in line with the theoretical framework of the legal system of Lawrence M. Friedman, which emphasizes that good legal substance must be accompanied by a strong structure and a supportive legal culture.

In analyzing the role of traffic police in handling traffic violations, Lawrence M. Friedman's legal system theoretical framework is very relevant to use. According to Friedman, the legal system consists of three main interrelated elements, namely legal structure, legal substance, and legal culture. In the context of legal structure, the police institution, especially the Natuna Police Traffic Unit, plays a strategic role as the executor of the functions of supervision, enforcement, and legal education on the highway.

From the results of field observations and interviews with police officers, it is clear that the organizational structure is available and running according to the main tasks and functions, although limited to the number of personnel and facilities. This legal structure, if strengthened with adequate budget and personnel support, will be able to improve the effectiveness of law enforcement in the field of traffic as a whole.

From the legal substance side, the legal rules that are the basis for handling traffic violations are fully available, starting from Law Number 2 of 2002 concerning the Police, Law Number 22 of 2009 concerning Traffic and Road Transportation, to various regulations of the Chief of Police regarding ticketing mechanisms, enforcement, and investigation of traffic violations. However, in practice, there are still obstacles in the implementation of the legal substance.

The results of the study show that not all officers fully understand the procedures and scope of their authority in taking action against violations, especially in situations that require legal discretion. Therefore, even though the legal substance is complete, the main challenge lies in

the adjustment between legal norms and responsive and fair enforcement practices, in accordance with the values of justice that are the spirit of this study.⁹

Meanwhile, the legal culture element—namely the legal culture of the community and the authorities—has a significant influence on the effectiveness of the traffic law system in Natuna. Based on primary data from interviews with the community and road users, it was found that the level of awareness of traffic law is still relatively low. Violations such as not wearing a helmet, not carrying a vehicle registration, or going against the flow of traffic are often considered minor violations that have no impact. This shows that even though the legal substance and structure are available, the community's legal culture has not grown strongly.

Meanwhile, from the side of law enforcement officers, a compromising or less firm attitude in prosecuting violations also strengthens the perception that the law can be negotiated. Therefore, within the framework of Friedman's legal system, it can be concluded that strengthening legal culture—both at the institutional and community levels—is the key to the success of handling traffic violations fairly in the Natuna Police Resort area.

3.2. Obstacles Faced by Traffic Police in Handling Current Traffic Violations

1. Internal Constraints

In an effort to effectively combat traffic violations, the Natuna Police Resort faces a number of internal obstacles that directly affect the quality and reach of law enforcement in the field. Based on the results of interviews with Natuna Police Traffic Unit officials, one of the main obstacles is the limited human resources (HR), both in terms of the number of personnel and their competence.

Currently, the number of traffic officers available is not comparable to the vast scope of the jurisdiction in Natuna, which consists of several islands with different road access. This situation makes it difficult for the police to conduct routine patrols, raids, and socialization evenly throughout the region. In fact, in major traffic operations such as Operation Patuh or Operation Zebra, the number of personnel on duty often has to double as other functions due to the lack of functional traffic officers.

Not only in terms of quantity, from the interview results it was also discovered that some personnel on duty in the traffic sector have not received special training on the development of technology-based law enforcement systems or a humanist approach in dealing with violations.

Most of the implementation of tasks is still conventional and has not adopted the principles of public service based on justice values. This gap indicates the need to improve the competence and capacity of personnel through further education, technical training, and

⁹ Yuliana, "Administrative Traffic Violations and Challenges of Enforcement in Indonesia," *Jurnal Hukum Progresif*, Volume 8, Number 2, 2021.

regular coaching so that traffic personnel are able to respond to modern challenges in traffic law enforcement professionally.

Another quite striking obstacle is the limited operational supporting facilities and infrastructure for traffic, both in the form of patrol vehicles, communication equipment, and violation documentation devices. Field observations show that many traffic patrol and guarding activities are carried out with outdated equipment and insufficient quantities. For example, portable cameras for violation documentation are only available in limited numbers and are not evenly distributed in each sector. This certainly has an impact on the suboptimal collection of evidence during the enforcement process, and often causes violations to not be able to be followed up legally due to the lack of valid documentation.¹⁰

From a technological perspective, the unavailability of an electronic ticketing system (ETLE) in the Natuna Police area is a challenge in itself. The ETLE system, which has proven effective in various major cities in recording traffic violations automatically and objectively, has not been able to be implemented in Natuna due to limited digital infrastructure and surveillance networks.

In an interview with technical staff in the operational field, it was stated that geographical conditions and minimal budget were the main reasons why the installation of ETLE cameras and the use of online systems could not be carried out in the near future. As a result, all forms of enforcement are still carried out manually, which are highly dependent on the presence of officers at the location of the violation.

In addition to the unavailability of ETLE, weaknesses in the manual ticketing system are also a problem that disrupts the effectiveness of law enforcement. Many complaints from the public regarding ticketing procedures are considered less transparent and create legal uncertainty. Some violators feel they are being treated unequally during the enforcement process, some even think that there is still room for negotiation or compromise in resolving violations.

This fact is supported by data from interviews with residents who stated that “as long as it does not cause an accident, minor violations can sometimes be resolved without a formal ticketing process.” This shows an imbalance between legal provisions and the reality of implementation in the field, which can damage the integrity of the traffic law system.

The limitations of human resources, infrastructure, and the less than optimal ticketing system as a whole reflect that internal police factors are still serious structural obstacles in realizing effective and fair traffic law enforcement in the Natuna region. An empirical legal approach to the reality in the field shows that although normatively the authority and regulations are available, institutional and technical operational capacity have not been able to answer the complexity of modern traffic violations, especially in geographically challenging areas such as Natuna Regency. Therefore, a policy of strengthening institutions and developing internal

¹⁰ Elza Syarief, *Law Enforcement and Traffic Order*, Prenada Media, Jakarta, 2017.

capacity systematically is needed as a basic step towards a fair and responsive traffic law enforcement system.¹¹

2. External Constraints

In carrying out the task of overcoming traffic violations in the jurisdiction of the Natuna Police Resort, the traffic police not only face internal obstacles, but also external challenges that are no less significant. One of the main obstacles found based on the results of interviews with Satlantas personnel is the low legal awareness of the community in understanding the importance of obeying traffic regulations.

Many drivers do not understand that traffic violations, although seemingly trivial, can have a major impact on the safety of themselves and others. As expressed by a field officer, "there are still many drivers who do not know that not wearing a helmet can result in criminal penalties if an accident occurs." This shows that legal socialization has not reached all levels of society evenly.¹²

This low level of legal awareness is also reinforced by interview data with road users who stated that traffic regulations are often considered mere formalities, and their enforcement is only considered important if there are police on duty. In practice, violations such as going against traffic, running red lights, or carrying passengers beyond capacity are often committed without any sense of guilt. This shows that the law has not been fully understood as a norm that is morally and socially binding, but is rather seen as an administrative burden. The empirical legal approach reveals that legal norms will not be effective if they are not supported by the internalization of legal values in public awareness.

In addition, the culture of violations that is deeply rooted in traffic practices in the Natuna community is a challenge for the police. Based on field observations, there is a common habit of motorists in rural areas to ride without wearing helmets, carry children in front of the motorbike handlebars, or ride without official vehicle documents. A community leader said that "this habit has been going on for a long time, and as long as there are no accidents, people feel safe." This permissive culture towards violations was formed because law enforcement has been inconsistent and has not provided a deterrent effect, so that people do not feel the importance of changing their behavior.¹³

This culture of violation is also exacerbated by the public perception that traffic violations do not always have legal consequences as long as they do not cause real losses. In an interview with violators who had been ticketed, it was stated that "if it's just forgetting to bring a driver's license or not wearing a helmet, that can be discussed, it's not a crime." This view indicates that traffic violations are not yet considered a serious act, and not a few even see a gap for compromise in the law enforcement process. This shows that the instillation of a legal culture

¹¹ Ahmad Fauzi, *Local Culture and Legal Compliance on Highways: A Case Study of Cirebon Regency*, Kencana, Cirebon, 2016.

¹² Aristotle, *Nicomachean Ethics*, Cambridge University Press, Cambridge, 2019.

¹³ Subekti, *Traffic Law and Safety*, Gramedia Pustaka Utama, Jakarta, 2019.

needs to be strengthened through an educational and sustainable approach, not only relying on formal sanctions.

The next external obstacle is the lack of cross-sector support and the suboptimal role of regional regulations in supporting the handling of traffic violations. From the results of interviews with the Natuna Regency Transportation Agency, it was found that coordination between agencies is still sectoral and has not been framed in a sustainable collaborative strategy. For example, in traffic control activities, Transportation Agency officers are often not involved in planning police operations, and vice versa. The absence of a routine communication forum between agencies causes traffic problems to be handled partially and reactively, rather than strategically and integrated.

In addition, from the aspect of regional regulations, there is no Regional Regulation (Perda) that specifically regulates the handling of traffic violations or strengthening the function of traffic supervision and order in the region. This results in all policies being centralistic, and not considering local wisdom or the characteristics of the Natuna region which is geographically spread out and difficult to reach.¹⁴

In the empirical legal context, the absence of regional regulations that support law enforcement efforts causes the police to work in a narrow space and are not strong enough in terms of collaborative legitimacy. Therefore, synergy between agencies and initiatives from local governments are needed to establish supporting regulations that strengthen the position of the police in enforcing traffic laws effectively and fairly.

In the perspective of the Crime Prevention Theory put forward by Barda Nawawi Arief, traffic violation prevention can be done through two main approaches, namely penal (repressive) and non-penal (preventive and pre-emptive). From the results of field research at the Natuna Police Resort, it is known that penal prevention is still the main strategy, especially through the application of minor criminal sanctions and administrative fines against violators.

Based on 2023 enforcement data, the majority of traffic violations were prosecuted through manual ticketing, and in some cases that caused serious traffic accidents, Article 310 or 311 of Law Number 22 of 2009 was applied. However, this penal approach has encountered obstacles due to limited personnel, minimal support for electronic ticketing technology (ETLE), and a weak deterrent effect, because some people still see sanctions as mere administrative formalities.

Meanwhile, non-penal approaches, which include traffic education, road engineering, and legal advocacy to the community, have not been optimally implemented in the Natuna region. Socialization programs such as "Police Goes to School" and the installation of warning banners are only carried out sporadically, and their scope is limited to the city area. According to interviews with Satlantas members, budget limitations and the geographical reach of Natuna,

¹⁴ Endah Prasetyawati, *Administrative Law and Highway Traffic*, Trisakti University Press, Jakarta, 2020.

which consists of islands, are the main obstacles in implementing consistent educational programs.¹⁵

In addition, aspects of traffic engineering such as adding signs and arranging accident-prone points still depend entirely on coordination with the Transportation Agency, which has not been structured in the form of strategic cooperation. In fact, according to Barda Nawawi, the non-penal approach has great potential in touching the root of the problem of violations culturally and structurally, which cannot be resolved only by imposing sanctions.

The empirical conditions in Natuna show that overcoming traffic violations requires an integral and multidisciplinary approach, as emphasized in Barda Nawawi Arief's theory. Overcoming that only relies on legal sanctions will be lopsided if not accompanied by community empowerment, development of an adequate transportation system, and the formation of a strong legal culture.

The results of this study indicate the need for synergy between the National Police, Regional Government, Transportation Agency, education sector, and civil society, so that efforts to overcome traffic violations become more comprehensive and sustainable. Therefore, policy reformulation is needed that not only focuses on increasing enforcement, but also encourages preventive strategies based on social justice and inclusive public participation.

3.3. Effectiveness of Traffic Violation Handling in Preventing Future Traffic Accidents

Evaluation of the implementation of the traffic violation prevention program at the Natuna Police Resort shows that there are ongoing efforts by the Traffic Unit to reduce the number of violations and prevent accidents. Based on the results of interviews with Natuna Police Traffic Unit officers, several programs have been implemented, such as Operation Patuh, Operation Zebra, and Police Goes to School and routine patrol activities at points prone to violations.

In addition, documentation of activities in 2023 shows that ticketing has reached more than 1,100 violations, the majority of which are violations of helmet use and complete vehicle documents. This program is accompanied by preventive efforts in the form of public education through banners, billboards, and direct counseling, although the intensity still depends on the availability of budget and personnel.¹⁶

From the results of observations and interviews, the implementation of law enforcement has indeed had an impact on public traffic discipline, especially in the city center and main routes. However, the effectiveness of the program has not been fully distributed throughout the Natuna Police jurisdiction, especially in coastal areas and small islands, which have minimal patrols and educational activities. This has resulted in high violation rates in the outskirts, as conveyed by one of the Bhabinkamtibmas members who said that "in the villages, many

¹⁵ Barda Nawawi Arief, *Problems of Law Enforcement and Criminal Law Policy in Combating Crime*, Kencana, Jakarta, 2015.

¹⁶ Hasanuddin, *Social Environment and Driving Behavior*, UII Press, Yogyakarta, 2020.

Master of Law, UNISSULA

people are still not aware of the importance of orderly traffic because they are rarely touched by socialization programs."¹⁷

In the context of the correlation between violations and traffic accident rates, data from the Natuna Police shows that in 2022 there were 78 traffic accidents, with 25 fatalities, most of which were caused by traffic rule violations such as not wearing helmets, going against the flow of traffic, and driving in unsafe conditions.

This indicates that traffic violations are not just ordinary administrative violations, but can have serious impacts on life safety. This correlation is reinforced by field data showing that areas with high levels of violations are also areas with high accident risks, especially inter-district routes with narrow roads and minimal lighting.

However, there are positive achievements that need to be noted, namely a decrease in certain violations such as the use of noisy exhausts and illegal modifications after intensive action was taken during a joint operation with the Transportation Agency and the TNI in early 2023. This shows that with consistent and coordinated law enforcement, changes in community behavior can be achieved. This success is proof that the prevention program run by the police can provide real results if accompanied by a planned, participatory, and data-based approach.

However, the main obstacles in reducing the number of traffic violations remain limited personnel, limited infrastructure, and the suboptimal technology-based monitoring system. In an interview with operational officers, it was stated that the absence of an ETLE (Electronic Traffic Law Enforcement) system makes law enforcement entirely dependent on the presence of officers in the field, so it is sporadic and does not reach invisible violations. In addition, some people still have resistance to enforcement, especially due to a lack of understanding of the function of sanctions as a safety instrument, not just punishment.¹⁸

Based on the empirical legal approach to field data, it can be concluded that the implementation of the traffic violation prevention program by the Natuna Police Resort has been running gradually and showing results, but its effectiveness is still not optimal in the long-term context. In the future, periodic evaluation of the strategies implemented, increasing human resource capacity, strengthening cross-sector synergy, and modernizing technology-based supervision and enforcement systems are needed.

Thus, it is hoped that handling traffic violations will not only be able to reduce the number of violations, but also directly prevent traffic accidents and create a sustainable culture of orderly traffic.

In the framework of law enforcement of traffic violations by the police, the aspect of justice is a fundamental principle that must be upheld, especially in the context of providing fair and proportional sanctions. Based on the results of field research at the Natuna Police Resort, it

¹⁷ Achmad Ali, *Revealing Legal Theory and Judicial Prudence Theory*, Kencana Prenada Group, Jakarta, 2012.

¹⁸ Ridwan Siregar, *Infrastructure and Risk of Traffic Violations in North Sumatra*, CV Mandar Maju, Medan, 2020.

Master of Law, UNISSULA

was found that although the authorities tried to enforce the law firmly, there was still a public perception that law enforcement did not fully reflect the principle of justice.

Some people said that minor violations such as forgetting to bring a driver's license or not wearing a helmet were immediately punished with a ticket, while in certain cases, the same violations could be resolved verbally or ignored. This raises questions about consistency and proportionality in law enforcement, which could ultimately affect public trust in the traffic law system.¹⁹

In terms of implementation, procedural justice is often in the public spotlight. In several cases recorded during field observations, there were differences in treatment between violators from ordinary communities and those who had close ties with officers or certain backgrounds. Several respondents said that "if the violators are known to officers, then the action can be more relaxed or even not carried out."

Such practices create problems of discrimination in law enforcement, which is contrary to the principle of equality before the law. This inequality has the potential to weaken the deterrent effect that should be the goal of legal sanctions, as well as creating a negative perception of the police institution.

In the context of John Rawls' theory of justice, justice is justice as fairness, which emphasizes that every legal action must be carried out based on the principle of equality and equal treatment for all citizens, regardless of economic, social background, or personal relationships.²⁰

Rawls also emphasized that just institutions should be designed to provide the greatest benefit to the least advantaged group. When associated with traffic law enforcement, justice according to Rawls requires police officers to enforce the law objectively, without discrimination, and to consider that some violations occur due to structural factors such as low access to legal education or economic limitations.

Meanwhile, Aristotle's theory of justice highlights two forms of justice, namely distributive justice and retributive justice. In the context of traffic, distributive justice demands the distribution of responsibility and equal treatment for all road users, both motorcyclists, private cars, and public vehicles. While retributive justice emphasizes the imposition of sanctions that are commensurate with the violations committed.

Based on this theory, it can be concluded that the imposition of sanctions must consider the degree of error and its impact on public safety, not just an administrative formality. Unfortunately, the results of field observations show that there is often no clear

¹⁹ Indah Marwati, *Work Stress and Traffic Violations: A Study on Online Transportation Drivers in Yogyakarta*, Pustaka Pelajar, Yogyakarta, 2021.

²⁰ Ahmad Fauzi, *Local Culture and Legal Compliance on Highways: A Case Study of Cirebon Regency*, Kencana, Cirebon, 2016.

Master of Law, UNISSULA

differentiation between minor and serious violations in the practice of law enforcement, so that the effectiveness of legal countermeasures is not optimal.²¹

In practice, injustice in traffic law enforcement can hamper the effectiveness of violation prevention programs. If the public feels that the law is not applied fairly, they tend to be apathetic or even resistant to the policies implemented.

Based on interviews with public vehicle drivers, it was stated that “what is important is that there is money, violations can be resolved, that is normal.” This statement illustrates the decline in trust values in the law enforcement system, and this condition is not only dangerous for the sustainability of the law, but also for efforts to prevent traffic accidents in the future.

Thus, from the empirical legal approach and the theory of justice, it can be concluded that the value of justice is a key factor in determining the success of traffic violation law enforcement. Fair, consistent, and proportional law enforcement will increase public trust, encourage voluntary compliance with the law, and strengthen a positive legal culture.

Therefore, reforms in the enforcement mechanism, increasing the integrity of officers, and legal education based on the values of justice need to be prioritized so that handling traffic violations can have a direct impact on reducing the number of accidents and creating a safe and orderly traffic system in the Natuna Police Resort area.²²

4. Conclusion

Make 1 paragraph based on the previous analysis and make it short, clear but sharp. The conclusion should match its novelty and title. Don't deviate from the main discussion.

5. References

Journals:

Dini Permatasari, “Analysis of Traffic Violators’ Behavior in Surakarta City”, *Journal of Law and Society*, Vol. 3, No. 1, 2018.

Yani Rahmawati, “Traffic Law Education in Secondary Schools”, *Journal of Social Sciences and Law*, Vol. 4, No. 3, 2020.

Yuliana, “Administrative Traffic Violations and Challenges of Enforcement in Indonesia,” *Jurnal Hukum Progresif*, Volume 8, Number 2, 2021.

²¹ Mardjono Reksodipuro, *Criminology and Criminal Justice System*, Second Book Collection, Center for Justice Services and Legal Services, Criminology Institute, University of Indonesia, Jakarta, 2017.

²² Rinaldi, *Public Legal Awareness in Traffic: An Empirical Study*, Ghalia Indonesia, Bandung, 2021.

Master of Law, UNISSULA

Books:

- Achmad Ali, *Revealing Legal Theory and Judicial Prudence Theory*, Kencana Prenada Group, Jakarta, 2012.
- Ahmad Fauzi, *Local Culture and Legal Compliance on Highways: A Case Study of Cirebon Regency*, Kencana, Cirebon, 2016.
- Aristotle, *Nicomachean Ethics*, Cambridge University Press, Cambridge, 2019.
- Barda Nawawi Arief, *Problems of Law Enforcement and Criminal Law Policy in Combating Crime*, Kencana, Jakarta, 2015.
- Elza Syarif, *Law Enforcement and Traffic Order*, Prenada Media, Jakarta, 2017.
- Endah Prasetyawati, *Administrative Law and Highway Traffic*, Trisakti University Press, Jakarta, 2020.
- Hasanuddin, *Social Environment and Driving Behavior*, UII Press, Yogyakarta, 2020.
- Indah Marwati, *Work Stress and Traffic Violations: A Study on Online Transportation Drivers in Yogyakarta*, Pustaka Pelajar, Yogyakarta, 2021.
- Mardjono Reksodipuro, *Criminology and Criminal Justice System*, Second Book Collection, Center for Justice Services and Legal Services, Criminology Institute, University of Indonesia, Jakarta, 2017.
- Ministry of Transportation, *National Traffic Statistics Report 2022*, Jakarta, 2022,
- Ridwan Siregar, *Infrastructure and Risk of Traffic Violations in North Sumatra*, CV Mandar Maju, Medan, 2020.
- Rinaldi, *Public Legal Awareness in Traffic: An Empirical Study*, Ghalia Indonesia, Bandung, 2021, p.134
- Rinaldi, *Public Legal Awareness in Traffic: An Empirical Study*, Ghalia Indonesia, Bandung, 2021.
- Soerjono Soekanto, *Introduction to Legal Research*, UI Press, Jakarta, 2014, p. 14.
- Subekti, *Traffic Law and Safety*, Gramedia Pustaka Utama, Jakarta, 2019.
- Sudirman, *Traffic Law in Indonesia*, Rajawali Pers, Jakarta, 2018, p. 52
- W. Friedman, *Legal Theory and Philosophy*, Critical Review of Legal Theories (composition I), translated from the original book "Legal Theory" by Mohamad Arifin, Rajawali, Jakarta, 2020.
- Wibowo, *Implementation of Traffic Law Enforcement Policy in Indonesia*, University of Indonesia Press, Depok, 2020.