

Effectiveness of Implementing Electronic Traffic Monitoring in Reducing Traffic Violations (Case Study in Cirebon City Police Area)

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Abstract. *The increasing use of private vehicles as a mode of transportation has caused a significant spike in traffic violations and accidents, including in Cirebon City. In response to this problem, the Electronic Traffic Law Enforcement (ETLE) system was introduced to monitor and reduce traffic violations through digital surveillance. However, despite the installation of CCTV cameras and related technology, the level of traffic violations, especially at red lights, is still high. This condition raises questions about the effectiveness of electronic surveillance in improving traffic discipline in the jurisdiction of the Cirebon City Police. This study uses a descriptive qualitative research method to analyze the effectiveness of electronic traffic monitoring in reducing the number of traffic violations in Cirebon. This study also explores the obstacles that hinder the optimization of the implementation of this system and proposes an ideal model for electronic traffic monitoring in the future. Data were collected through interviews with law enforcement officers, field observations, and documentation, which were then analyzed using Lawrence M. Friedman's legal system theory, focusing on legal structure, legal substance, and legal culture. The results of the study indicate that electronic traffic monitoring in Cirebon City has not been fully effective in suppressing traffic violations. The main obstacles include weak law enforcement, especially data input errors in identifying violators, as well as inadequate infrastructure, such as the limited number of operational CCTV units and Kopek helmet cameras.*

Keywords: *Behavior; Electronic; Enforcement; Infrastructure.*

1. Introduction

Pancasila as the philosophical basis of the Indonesian nation mandates the realization of a just and civilized life. The value of "civilized" in this context is reflected through the creation of social order in society. One concrete manifestation of this social order is the orderly behavior of society in using transportation facilities, especially motorized vehicles, in everyday life. Order in traffic not only reflects individual discipline, but is also a shared obligation that is closely related to the safety of all road users.¹

In order to realize social order and security, the role of the Indonesian National Police is very vital. As the vanguard in maintaining public order, the Indonesian National Police has a large role and responsibility in fostering and enforcing orderly traffic behavior in society. This strategic role is in line with the mandate of Article 30 paragraph (4) of the 1945 Constitution of the Republic of Indonesia, which states that "The Indonesian National Police as a state apparatus that maintains public security and order is tasked with protecting, serving, and enforcing the law."²

Globalization in its development has brought various impacts, including negative impacts in several sectors of life in Indonesia. These impacts can basically be categorized as threats to national security, which in the contemporary context are not only limited to military threats, but also extend to the political, economic, socio-cultural, and environmental sectors.³

One of the sectors that is also affected by the dynamics of globalization is the transportation sector, where modern transportation has become a basic need for people in the global era, but on the other hand it poses its own challenges, especially in terms of traffic discipline. In various regions, including in Cirebon City, there are still many violations of traffic signs, especially at intersections. This phenomenon shows that traffic discipline has not fully become a culture of society.

In an effort to increase public awareness and compliance with traffic regulations, technological advances provide solutions through the implementation of the Electronic Traffic Law Enforcement (ETLE) system. This system integrates closed-circuit television (CCTV)-based surveillance technology to record and detect traffic violations in real-time.⁴ This innovation is a strategic step that replaces

¹National Resilience Institute of the Republic of Indonesia. (2014). *Pancasila as the basis for the value of developing science and technology*. Jakarta: Lemhannas RI.

²Republic of Indonesia. (1945). *The 1945 Constitution of the Republic of Indonesia*. Jakarta: State Secretariat.

³ National Counterterrorism Agency. (2020). *Non-military security threats in the era of globalization*. Jakarta: BNPT.

⁴⁴Indonesian National Police. (2022). *National Precision ETLE Implementation Guidelines*. Jakarta: Indonesian National Police Public Relations Division.

conventional methods that have relied on the direct presence of police officers in the field.

The implementation of the ETLE (Electronic Traffic Law Enforcement) system reflects the digital transformation in traffic security governance, as well as being a form of adaptation to global technological developments in order to support public order and safety.

On the other hand, the implementation of traffic laws as regulated in Law Number 22 of 2009 concerning Traffic and Road Transportation also has a significant impact on improving traffic discipline, safety, and order in Indonesia. This regulation is a normative basis for supervision and law enforcement in the road transportation sector, as well as a reference for various technological innovations in traffic control systems, including the implementation of ETLE (Electronic Traffic Law Enforcement). This impact can be seen in several important aspects as follows:⁵

1) Road User Safety

Consistent and strict implementation of traffic laws can provide better protection for all road users, including pedestrians, motorcyclists, cars, and public vehicles. Rules governing the use of helmets, prohibitions on drunk drivers, and the obligation to maintain a safe distance between vehicles are examples of the implementation of traffic laws that can improve the safety of road users.

2) Decrease in Accident Rates

By implementing strict sanctions for traffic violators, especially for serious violators such as drunk driving or causing accidents, it is expected to reduce the number of traffic accidents. The deterrent effect resulting from fair and strict sanctions can be an encouragement for drivers to obey the rules and reduce risky behavior on the highway.

3) Improving Community Compliance

With consistent enforcement of traffic rules, it is expected to encourage public awareness to obey the applicable traffic rules. The culture of traffic discipline formed through the implementation of this law can increase the level of public compliance with traffic rules, thus creating a safer and more orderly traffic environment.

4) Efficient Traffic Management

⁵Jhordyan Pakiding Andilolo, Hadi Tuasikal, and Dwi Pratiwi Markus, "Implementation of Traffic Law in Law Number 22 of 2009 Concerning Traffic and Road Transportation", *UNES Law Review*, Vol. 6, No. 4, 2024, pp. 11722-11724.

With the implementation of good traffic laws, consistent enforcement of rules, and effective handling of violations, it can help in the implementation of more efficient traffic. Maintained traffic order will smooth traffic flow, reduce congestion, and create a more efficient and productive transportation environment.

The implementation of traffic laws as regulated in Law Number 22 of 2009 concerning Traffic and Road Transportation has provided many significant contributions in improving traffic safety and order in Indonesia. Through consistent application of rules, prevention efforts against violations, effective handling of violations that occur, and increasing public awareness, it is hoped that an orderly and responsible traffic culture can be formed.⁶

The law is a crucial element in maintaining the stability of security and order on the highway. Law enforcement officers, such as the Indonesian National Police and other related agencies, are required to play a proactive, responsive, and consistent role in ensuring the effectiveness of the implementation of traffic regulations.⁷ The effectiveness of law enforcement performance can be measured through firmness and proportionality in handling traffic violations, starting from giving warnings, direct action, to implementing sanctions as stipulated in statutory provisions. Consistency in law enforcement is a key factor in fostering public trust that the law is enforced fairly and non-discriminatory.⁸

The Indonesian National Police as law enforcement officers are required to have proactive surveillance capabilities by conducting patrols, raids, and intensive monitoring at points prone to traffic violations. Officers must also be responsive to public reports, in order to build collaboration in realizing traffic order.⁹

One form of modernization in traffic law enforcement is the implementation of Electronic Traffic Law Enforcement (ETLE), as regulated in Government Regulation Number 80 of 2012 concerning Inspection of Motor Vehicles on the Road and strengthened through the Decree of the Head of the Indonesian Police Traffic Corps Number: KEP/12/2016 concerning Standard Operating Procedures for Manual and Electronic Ticketing.¹⁰ The Electronic Traffic Law Enforcement (ETLE) system is a digital-based application that allows electronic recording of traffic violations and sending notifications to violators through an online ticket payment system.¹¹

⁶ Law of the Republic of Indonesia Number 22 of 2009 concerning Road Traffic and Transportation.

⁷ Suteki & Novita, 2020.

⁸ Ibid

⁹ Wahyudi, 2021.

¹⁰ Government Regulation of the Republic of Indonesia Number 80 of 2012 concerning Inspection of Motor Vehicles on the Road.

¹¹ Indonesian Police Traffic Corps, 2016.

The success of the implementation of Electronic Traffic Law Enforcement (ETLE) is not only determined by the sophistication of the technology used, but also depends heavily on the integrity and professionalism of law enforcement officers. Good regulation will not provide optimal impact if it is not supported by the quality of the personnel who implement it. Therefore, the mentality and character aspects of law enforcers are the main determinants in realizing justice and the effectiveness of law enforcement.¹²

Although the Electronic Traffic Law Enforcement (ETLE) system has now begun to be implemented, including the installation of closed-circuit television (CCTV) at a number of points prone to violations, the effectiveness of this system still faces various challenges. In Cirebon City, for example, public awareness of the importance of traffic discipline is still low, coupled with limited facilities and infrastructure to support the ETLE system.¹³ Therefore, public education and adequate infrastructure development are inseparable parts of efforts to create an orderly, safe and sustainable traffic system.

This is indicated by the number of traffic violations in Cirebon City. According to the Head of the Cirebon City Police Traffic Unit, AKP Ngadiman, throughout 2024 there were 1,105 traffic violations in Cirebon City. The number of accidents in the Cirebon City area occurred in several areas, throughout January-July 2024, there were 52 accidents in Gempol District and 40 accidents in Depok District and in July in Gempol District there were 9 accidents and in Depok District there were 3 accidents.¹⁴

2. Research Methods

This study uses a qualitative descriptive approach, which is a method that aims to describe in detail and systematically the phenomena or objects that are the focus of the study, as they are in their natural context. This method is not intended to test hypotheses, but rather to understand the meaning, structure, and patterns of interaction that emerge from the social phenomena studied.¹⁵

3. Results and Discussion

3.1. Implementation of Electronic Traffic Supervision in an Effort to Reduce Traffic Violations in the Cirebon Police Area

Before reviewing the implementation of electronic-based traffic supervision as part of the implementation of road traffic law development in Indonesia in the digitalization era, it is necessary to first understand the meaning of the concept of legal development itself. Legal development has a core in the creation and

¹²Siahaan, 2022.

¹³Cirebon City Transportation Agency, 2023.

¹⁴Interview with AKP Ngadiman as Head of Traffic Unit of Cirebon City Police, December 20, 2024.

¹⁵Moleong, LJ (2017). *Qualitative Research Methodology* (Revised Edition). Rosdakarya Youth.

updating of legal materials so that they can be in accordance with needs.¹⁶ The pattern of legal development is internal improvement or arrangement to fulfill the legal ideals in the Constitution.¹⁷ However, so far there is one thing that has been forgotten in the context of national legal development, namely the "legal development map" which is difficult to create but very basic because without it it is very difficult to determine the position of law in development.¹⁸

The transportation system is an essential component in the development of a city, especially in large urban areas characterized by high activity intensity and population density. The existence of an efficient and integrated transportation system not only affects the mobility of the community, but also has an impact on the social, economic, and environmental aspects of the city.¹⁹ The transportation system is also crucial in determining the effectiveness of a city.²⁰

Many cases of traffic violations on the highway are committed by road users which result in accidents and increasing traffic congestion. Traffic violations are mostly violations of markings, traffic signs and traffic lights such as prohibitions on stopping, parking in certain places, breaking red lights, without vehicle documents and equipment, and others.²¹

Legal development is attempted to find a powerful means to build this society based on the consideration that a good national legal system, in terms of the truth of its contents and the power of its enforcement, will be able to force citizens (who have citizen status) to behave as ordered by state law, and not a law that can force obedience to a rule because of coercion by the

¹⁶Moh. Mahfud MD, *Legal Politics in Indonesia* (Jakarta: Pustaka LP3ES, 1998), p. 9. Compare with Mochtar Kusumatmadja, *Legal Development in the Framework of National Development* (Bandung: Binacipta, 1986), p. 3. See also Danang Risdiarto, "Legal Development Policy and Strategy in Strengthening National Resilience", *De Jure Legal Research Journal* Volume 17 Number 2 (2017), p. 178.

¹⁷Satjipto Rahardjo, "Legal Development in Indonesia in the Context of the Global Situation", *Perspektif Journal* Volume 2 Number 2 (1997), p. 7. Compare with Solly Lubis, "National Legal Development" (paper presented at the VIII National Legal Development Seminar on the Theme of Law Enforcement in the Era of Sustainable Development, organized by the National Legal Development Agency of the Ministry of Justice and Human Rights of the Republic of Indonesia, Denpasar, 14-18 July 2003).

¹⁸Satjipto Rahardjo, *Legal Education as Human Education* (Yogyakarta: Genta Publishing, 2009), p. 14. See also Ilham Yuli Isdiyanto, "Measuring the "Genes" of Indonesian Law as the Basis for National Legal Development", *Journal of Law & Development* Volume 48 Number 3 (2018), p. 590.

¹⁹Kurnianto, T. (2018). Urban Transportation and Mobility: A Review of Problems and Solutions in Big Cities. *Journal of Urban and Regional Planning*, 29(1), 45–56. <https://doi.org/10.14710/jpwk.29.1.45-56>

²⁰Setiyanto, et al. 2017. Effectiveness of Implementation of E-Ticket Fines for Traffic Violators Based on Law Number 22 of 2009 concerning Traffic and Road Transportation (Study at Rembang Police). *Khaira Ummah Law Journal* Vol. 12. No. 4 December 2017: 742-766, p. 755

²¹*Ibid*, p. 756

rulers.²² Furthermore, according to Bagir Manan, there are at least three fundamental aspects that need to be considered in the process of developing national law in Indonesia, namely: (a) higher legal education programs; (b) legal formation programs; and (c) law enforcement programs.²³

In the framework of positive Indonesian law, the development of national law has a legal basis through Law Number 17 of 2007 concerning the National Long-Term Development Plan for 2005-2025 (UU RPJPN). Where in the Regulation it is emphasized that legal development is an integral part of efforts to realize a solid national legal system, based on justice, and guaranteeing legal certainty for all citizens.²⁴

Legal development is directed to support the realization of sustainable economic growth; regulate issues related to the economy, especially the business world and the industrial world; and create investment certainty, especially legal enforcement and protection.

Legal development is also directed at eliminating the possibility of criminal acts of corruption and is able to handle and completely resolve problems related to collusion, corruption, and nepotism (KKN).

Legal development is directed towards the increasingly solid realization of a national legal system based on Pancasila and the 1945 Constitution of the Republic of Indonesia, which includes the development of legal materials, legal structures including legal apparatus, legal facilities and infrastructure; the realization of a society that has high legal awareness and culture in order to realize a state of law; and the creation of a just and democratic society.

If we look closely at the provisions in the RPJPN Law above, we can see that there are 7 (seven) directions for national legal development, namely:

- 1) support the realization of sustainable economic growth;
- 2) regulate issues related to the economy, especially the business world and the industrial world;
- 3) creating investment certainty, especially legal enforcement and protection;

²²Soetandyo Wignjosoebroto, *Paradigm Law, Methods, and the Dynamics of its Problems* (Jakarta: Elsam, 2002), p. 285. See also Wahyu Prijo Djatmiko, "The Paradigm of Responsive National Legal Development in the Perspective of JH Merryman's Theory of Legal Development Strategy", *Jurnal Arena Hukum* Volume 11 Number 2 (2018), pp. 427-428.

²³Bagir Manan, "Returning to the Politics of National Legal Development", *Judicial Review* Number 326 (2013), pp. 15-18.

²⁴Attachment to Law Number 17 of 2007 concerning the National Long-Term Development Plan 2005-2025.

- 4) eliminate the possibility of criminal acts of corruption and be able to handle and completely resolve problems related to collusion, corruption, and nepotism (KKN);
- 5) the realization of a solid national legal system based on Pancasila and the 1945 Constitution of the Republic of Indonesia, which includes the development of legal materials, legal structures including legal apparatus, legal facilities and infrastructure;
- 6) the realization of a society that has high legal awareness and culture in order to realize a state based on law; and
- 7) the creation of a just and democratic society.

Specifically related to electronic traffic surveillance or ETLE, the initiation of ETLE implementation is in line with the direction of the development of Indonesian national law, especially in the direction of the fourth national law development which focuses on efforts to eliminate the possibility of corruption and is able to handle and resolve problems related to collusion, corruption, nepotism (KKN). The implementation of Electronic Traffic Law Enforcement (ETLE) based on digital data through recording with cameras and artificial intelligence-based software is considered capable of reducing direct face-to-face interaction between police officers and traffic violators. This makes an important contribution in preventing the potential for corrupt practices, both from law enforcement officers and the violators themselves.²⁵

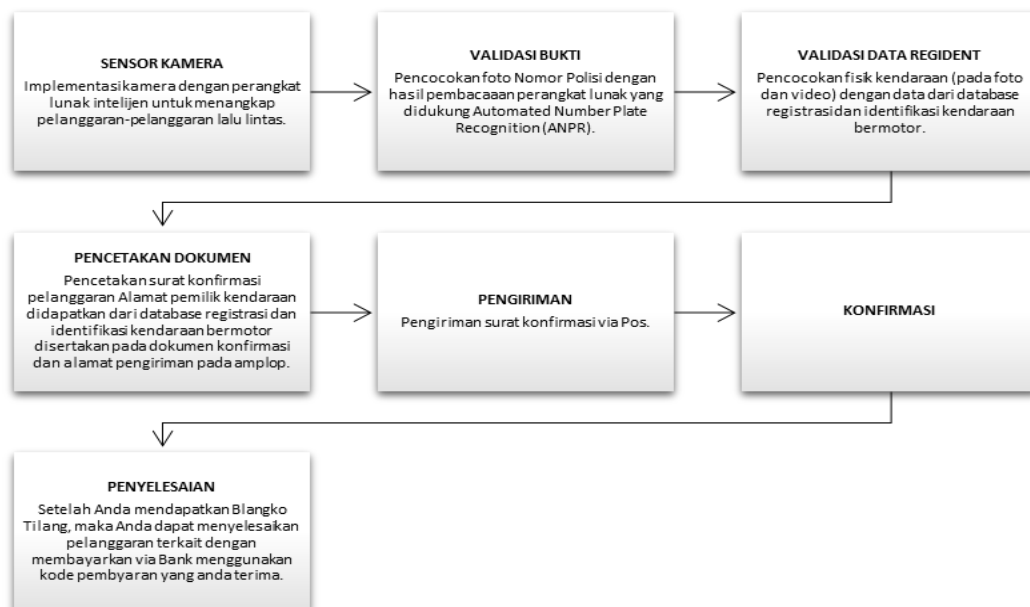
In line with the direction of national legal development, the implementation of ETLE is also in line with the development of Information and Communication Technology (ICT) which is currently causing the industrial revolution 4.0. The technological change factor known as digitalization technology (digitalization/digitalization) is a transition process from analog technology to digital technology and the delivery of information in analog format to binary format, which has enabled all forms of information (voice, data and video) to be delivered across different types of networks.²⁶ Technological changes are driving the creation of new, interactive services, multimedia services, teleshopping, telebanking and interactive games, as well as the development of broadband,

²⁵Nugroho, AS, & Rachmawati, N. (2020). ETLE system and the urgency of digital-based traffic law enforcement. *Journal of Law and Development*, 50(3), 341–358. <https://doi.org/10.21143/jhp.vol50.no3.2563>

²⁶David O'Donnell and Lars Bo Henriksen, "Philosophical Foundations for Critical Evaluation of the Social Impact of ICT", *Journal of Information Technology* Volume 17 Number 2 (2002), p. 95. See also Danrivanto Budhijanto, "The Role of Telecommunication Law on the Implications of Information and Communication Technology Convergence", *Journal of Legal Dynamics* Volume 14 Number 1 (2014), p. 135.

high-speed interactive communication and information systems (information superhighways).²⁷

The initiation of the implementation of Electronic Traffic Law Enforcement (ETLE) is a form of adaptation to the development of information and communication technology (ICT) in strengthening the law enforcement system in the field of road traffic. This transformation represents a shift from a conventional approach that relies on direct and visible enforcement methods by police officers to a digital-based approach, where traffic violations are identified through camera recordings integrated with artificial intelligence-based software. This mechanism allows the law enforcement process to be carried out more objectively, accurately, and efficiently. Schematically, the implementation of ETLE is as follows:²⁸



Based on the above review, it can be concluded that the implementation of ETLE is one form of road traffic law development in Indonesia in the digital era because ETLE transforms the road traffic law enforcement process which was originally carried out manually and partially by Polri members to digital and comprehensive because it involves data in other sectors within the scope of Polri. Thus, road traffic law enforcement is not solely the scope and responsibility

²⁷Stephen M. McJohn, "A New Tool for Analyzing Intellectual Property", *Northwestern Journal of Technology and Intellectual Property* Volume 5 Number 1 (2006), p. 101. See also Danrivanto Budhijanto, *Op.cit.*, p. 136.

²⁸Traffic Directorate of Polda Metro Jaya, "How ETLE Works", Traffic Directorate of Polda Metro Jaya, <https://etle-pmj.info/> (accessed April 27, 2021).

of the law enforcement sub-function, but is related to data owned by the registration and identification sub-function, both drivers and motorized vehicles.

Before analyzing road traffic supervision on the implementation of ETLE, it is necessary to provide a complete understanding of what is meant by ETLE. The motivation in initiating ETLE is actually inseparable from the spirit of road traffic law enforcement, namely:²⁹

- 1) to prevent accidents from happening, to prevent traffic jams from happening, to prevent other traffic problems from happening;
- 2) to protect, serve and serve other road users from violations of the law, so that traffic remains smooth, safe and secure;
- 3) to build an orderly culture, because traffic is a reflection of the nation's culture;
- 4) to realize legal certainty in enforcing road traffic law; and
- 5) to make ETLE a means of education for the community.

Based on the five motivations above, it can be concluded that traffic is the lifeblood of life, so it is required to be safe, orderly and smooth.³⁰

ETLE is defined as an effective law enforcement system in the field of traffic, using electronic technology in the form of ANPR (Automatic Number Plate Recognition) cameras, which can automatically detect Motor Vehicle Number Plates, record, and store evidence of violations so that they can be used as evidence when taking action.³¹ Based on the definition above, the purpose of the existence of ETLE is as an effective road traffic law enforcement system using electronic technology support to obtain evidence of road traffic law violations.

As far as the Author's research, until now there has been no legislation that specifically regulates ETLE as a legal nomenclature, so the definition above is only a guideline in understanding ETLE and not an imperative definition because it does not have binding legal force obtained from a particular law. In Indonesian positive law, the legal terminology of Traffic and Road Transportation Violation Action is introduced, namely a series of actions carried out by investigators of the Republic of Indonesia National Police or Civil Servant Investigators in the field of Traffic and Road Transportation against Traffic and Road Transportation

²⁹REQnews Editorial Team, "Chrysnanda DL: Those Who Obstruct Us Are Disobedient!", REQnews, <https://www.reqnews.com/interview/72/chrysnanda-dl-yang-menghambat-itu-durhaka> (accessed June 27, 2021).

³⁰Ibid.

³¹Traffic Directorate of Polda Metro Jaya, "Electronic Traffic Law Enforcement" (presentation by the Traffic Directorate of Polda Metro Jaya, Jakarta, July 2018).

violations.³² Thus, ETLE gains legitimacy as part of the Action on Traffic and Road Transportation Violations.

However, in positive law in Indonesia, especially Indonesian road traffic law, there are 2 (two) regulations relating to the existence of ETLE as a new mechanism in enforcing road traffic law, namely:

- 1) Law Number 22 of 2009 concerning Road Traffic and Transportation (LLAJ Law); and
- 2) Government Regulation Number 80 of 2012 concerning Procedures for Inspection of Motor Vehicles on the Road and Action against Traffic and Road Transportation Violations (PP 80/2012).

Electronic traffic law enforcement (ETLE) has been implemented in Cirebon City since May 2021 in the trial phase. This system utilizes surveillance cameras (Closed Circuit Television or CCTV) managed by the local Transportation Agency. In its implementation, ETLE uses Automatic Number Plate Recognition (ANPR) technology, which is an automatic motor vehicle identification method that is a mainstay in the modern transportation system. As previously explained, the implementation of ETLE aims to suppress the practice of extortion by unscrupulous officers and improve traffic order. The center for operating and monitoring this electronic ticketing system is at the Cirebon City Patwal Post.

The presence of this optical device reduces the workload of police officers in the field. They no longer need to monitor drivers who violate traffic regulations. CCTV also makes surveillance more effective, because it can be operated 24 hours a day.³³

The mechanism for implementing electronic traffic monitoring in the Cirebon City Police area using the ETLE system based on Article 1 paragraph (2) of the Regulation of the Supreme Court of the Republic of Indonesia Number 12 of 2016 is as follows:³⁴

1) CCTV Installation Stages

CCTV (Closed Circuit Television) is a digital video camera device that functions to send image signals to a monitor screen in a certain room or location. This system is designed to monitor the situation and condition of a place in real-time, so that

³²Article 1 number 2 of Government Regulation Number 80 of 2012 concerning Procedures for Inspection of Motor Vehicles on the Road and Action against Traffic and Road Transportation Violations.

³³<https://tirto.id/efektifkah-cctv-untuk-tilang-pelanggar-lalu-lintas-cZX7>, accessed on June 25, 2021.

³⁴Results of an interview with the Head of Traffic Police of Cirebon City Police, Commissioner M. Ardi Wibowo, June 10, 2024.

it can prevent crime or become evidence of a criminal event that occurs. In general, CCTV is widely used for surveillance of public areas such as banks, hotels, military warehouses, factories, and warehouses.

In addition to being used for security purposes, CCTV is also used as a tool to support the performance of police officers, especially in ensuring smooth traffic and detecting traffic violations. Indirectly, the use of CCTV also contributes to the aspect of public education, namely in shaping the social behavior of road users through giving warnings or appeals, to the application of strict sanctions in the form of fines for violators of traffic rules.

a. CCTV is installed in various places for drivers who violate the CCTV. The installation of CCTV in the Cirebon City jurisdiction is 6 CCTV Camera Units installed at the Alun-alun Kejaksaan intersection, the Karanggetas (Asia) Street intersection, the Cipto Mangunkusumo (Latpri) Street intersection, the Gunungsari intersection, and the Perumnas intersection. In addition, there is also the Krucuk Jalan Siliwangi intersection. The way CCTV works at red lights was initially to check and monitor traffic conditions (busy, smooth or dense), but currently CCTV also works as a surveillance camera for road users, especially motorized vehicle users who violate traffic regulations, such as not wearing helmets, overloading and motorized vehicle users who stop outside the lane, such as motorized vehicle users who stop at zebra crossings that should be used by pedestrians to cross the road. In addition, there are 21 electronic ticketing camera points (E-TLE) that will be installed in various locations, including the Sumber City Forest area, the Palimanan, Weru, Lemahabang, and Astanajapura intersections.³⁵

b. Patrol officers using Kopek (cameras placed on traffic police helmets to monitor the highway. There are five CCTVs available which are operated for several accident-prone areas, namely at the Alun-alun Kejaksaan intersection, the Jalan Karanggetas (Asia) intersection, the Jalan Cipto Mangunkusumo (Latpri) intersection, the Gunungsari intersection, and the Perumnas intersection.³⁶

The police stated that they had conducted direct socialization to the public for one month before the CCTV installation was carried out. In addition, the Transportation Agency also informed that they had conducted socialization through social media and routine appeals using loudspeakers installed around the CCTV location every morning and evening. The socialization aims to inform road users that a CCTV surveillance system has been installed at every red light. The implementation of CCTV is expected to support efforts to monitor traffic violations by the police and encourage increased awareness and compliance with

³⁵Location, cit.

³⁶Location, cit.

traffic behavior of road users in order to create order, comfort, and security together in the traffic system.

2) Offender Data Recording Stage

If an ATCS officer finds a motorized vehicle user violating, the officer will speak through a loudspeaker installed near the CCTV by stating the type of motorcycle and the license plate number of the violator and then give an appeal to the violator in the form of a warning according to the violation. Then it will be followed up with the action of taking the key by the traffic police who are on duty at the TKP (Crime Scene), even to the point of issuing a ticket.

Currently, CCTV ticketing has begun to be implemented, ticketing actions monitored by the ATCS transportation service through surveillance cameras (CCTV) to assist the police in maintaining security and supervising the orderly behavior of road users. First, the CCTV surveillance officers at ATCS will see, monitor and examine road users who commit traffic violations. If someone is found to have committed a violation, the ATCS officers will clarify the image in the recording and then cut the image until the police number (motorcycle plate number) of the vehicle is clearly visible, then the cut image becomes evidence that is given to the police and then checked at the Samsat to find out the identity of the driver. After the address is known, the police will come and give a ticket.

According to the Head of Traffic Police of Cirebon City Police, Commissioner M. Ardi Wibowo³⁷ explained that the most frequent violations from the results of electronic traffic monitoring were that motorcyclists often did not wear helmets, other violations found were playing with cellphones while driving, not turning on lights at night, not using seat belts for four-wheeled vehicles and going against the flow of traffic.³⁸

Traffic violators data can be recorded with the type of violation and the violator's license plate according to the address listed on the STNK. Based on data from the Cirebon City Police Traffic Unit, the number of traffic violation cases is as follows:³⁹

Indicator	Unit	Condition of the Year				
		2020	2021	2022	2023	2024
Number of traffic violation cases	Time	550	786	667	614	646

3) SRC Identification Stage

³⁷Location, cit.

³⁸Location, cit.

³⁹Location, cit.

Furthermore, the data of the violators is identified through the SRC (Smart Resident Center) located at the Cirebon Patwal post. Things that are done at the identification stage through the SRC include:

- a. Violators caught on camera are then processed by officers by looking at the vehicle number plate;
- b. Once the vehicle number plate is visible, data on the ownership of the number plate will appear;
- c. Next, the officer will make a confirmation letter to the driver who committed the violation.

4) Mail Delivery Stage.

The letter of evidence of violation that has been identified through SRC, then sent by the police through the post office to the address of the alleged traffic violator. The word alleged here can be interpreted as possibly the vehicle used when committing the violation has changed ownership, such as having been sold and not yet transferred. This transfer of ownership can be from the first party to the second party, or the second party to the third party and so on.

5) Letter Delivery Stage.

The confirmation letter is sent by the police officer via POST. The POST officer then delivers the police's proof of violation letter to the alleged violator according to the address listed in the STNK.

6) Confirmation Stage

After receiving a letter from the police, the alleged traffic violator can confirm with the police officer no later than 4 days after the letter is received by the alleged violator.

7) Clarification Stage

If the alleged traffic violator does not confirm to the police officer, the officer will block the STNK. The confirmation method is used so that the alleged violator can clarify who is the subject of the violation including if the vehicle has been sold to another party and has not undergone the name change process.

8) Stages of Issuing Traffic Tickets and BRIVA Codes

After confirming, traffic violators will be given a ticket and a BRIVA code as a virtual code to pay the ticket at BRI bank or violators can attend the trial held at the Cirebon District Court according to the date stated in the ticket.

9) STNK Blocking Stage

If the traffic violator does not make payment according to the date stated in the ticket, the police officer will automatically block the STNK in the name of the owner. By blocking the STNK in the name of the owner, the legal consequences are that the STNK is not valid and must be renewed.

10) Traffic Fine Payment Stages

If the traffic violator will pay the annual tax of his vehicle, then the violator must pay the fine first and fill in personal data, vehicle number, cellphone number and email. This can also be used as a reference if the name and address listed in the STNK of the previous owner of the vehicle that was sold are not known to who owns the vehicle now. The amount of the fine payment is according to the level of the violator's mistake, for example if there is a violator who commits a violation of not wearing a helmet, then a fine of Rp. 50,000.00 will be imposed.

Based on the description above, it can be understood that the implementation of electronic traffic supervision as an effort to reduce traffic violations in the Cirebon City Police area has not been effective. Because after the CCTV program was installed as a surveillance camera and a warning camera for traffic violators on the highway, the number of traffic violations at red lights in the jurisdiction of the Cirebon City Police is still high. This is indicated by the number of traffic violations in Cirebon City. According to the Head of the Cirebon City Police Traffic Unit, AKP Ngadiman, throughout 2024 there were 1,105 traffic violations in Cirebon City. The number of accidents in the Cirebon City area occurred in several areas, throughout January-July 2024, there were 52 accidents in Gempol District and 40 accidents in Depok District and in July in Gempol District there were 9 accidents and in Depok District there were 3 accidents.⁴⁰

3.2. Obstacles and Solutions to the Implementation of Electronic Traffic Supervision in an Effort to Reduce Traffic Violations at the Cirebon Police

The obstacles faced by officers in implementing electronic traffic supervision are:⁴¹

1) Inadequate facilities.

In the implementation of traffic supervision by Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City, there are obstacles in the form of infrastructure in the implementation that is not optimal. In the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City, it was recorded that there were only 5 CCTV units that were in good condition. Therefore, seen from the facilities and infrastructure that are not optimal, the

⁴⁰Interview with AKP Ngadiman as former Head of Traffic Unit of Cirebon City Police, December 20, 2024.

⁴¹Results of an interview with the Head of Traffic Police of Cirebon City Police, Commissioner M. Ardi Wibowo, June 10, 2024.

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 which are operated for several areas of Cirebon City, namely the Alun-alun Kejaksaan intersection, the Karanggetas Street intersection (Asia), the Cipto Mangunkusumo Street intersection (Latpri), the Gunungsari intersection, and the Perumnas intersection, the Krucuk Jalan Siliwangi intersection, and the Palimanan four-way intersection. Considering the many points prone to traffic accidents, it is not possible with 6 CCTV units and 5 Kopek units operated for 7 areas in Cirebon City.

There are obstacles in the implementation of supervision by Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City in the form of facilities and infrastructure that are less than optimal, for this reason efforts can be made to overcome this by expanding the operational area by using CCTV in various installed areas, not just 1 CCTV unit, an effort is made to install CCTV in each area to then be used optimally.

2) The Violator's Vehicle Has Changed Ownership.

In addition to the constraints of less than optimal facilities and infrastructure, in the implementation of supervision by Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City there are constraints where the violating vehicle that was driven at the time of the violation, has changed ownership or been traded, so when a confirmation letter was sent by the police officer according to the address listed in the STNK, it was not found. And the new vehicle owner did not know that his vehicle's STNK had been blocked by officers.

In relation to the obstacles in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City in the form of the violating vehicle having changed ownership or being sold, in this case efforts can be made to overcome this by notifying the new owner that the vehicle in the name of the STNK has committed a traffic violation. This notification is submitted to the new owner when making annual motor vehicle tax payments. This was confirmed by Sandy Nuswanto when paying taxes at the Cirebon Samsat on Jl. Pemuda Raya no. 44 Sunyaragi, Kesambi, Cirebon.

3) Violators' Vehicles Have Not Been Registered.

In addition to the constraints of less optimal facilities and infrastructure, vehicles that have changed ownership or have been traded, there are other constraints in the implementation of Electronic Traffic Law Enforcement supervision in the jurisdiction of Cirebon City, namely that the violating vehicle has not been transferred to a new owner. If the violating vehicle has not been transferred to a new owner, this causes the process of sending a confirmation letter to the traffic violators who are the new vehicle owners not to be delivered, because the police will send a confirmation letter of violation to the STNK. While the maximum

period for confirmation is 4 days after the letter is sent to the violators. After 4 days of no confirmation, a blocking will be carried out, which means that the new vehicle owner in this case does not know that the vehicle he just bought has been blocked by officers.

In connection with the obstacles in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City in the form of vehicles that violate traffic laws have not been transferred to the name, in this case efforts can be made to overcome this by requiring new vehicle owners to transfer the name of the motor vehicle. Notification is made when the new vehicle owner pays the annual motor vehicle tax. The new motor vehicle owner will then be notified to fill in personal data, vehicle number, cellphone number and email, as a substitute for information if the new STNK bearer has not been transferred to the name.

4) Illegal Vehicles

The next obstacle in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City is illegal vehicles. Illegal vehicles are vehicles that do not have valid documents. Illegal vehicles can be identified from their vehicle license plates. When the violator commits a traffic violation, CCTV can record the license plate, which will then be identified through the SRC. If it cannot be identified, it means that the vehicle is not registered, and the vehicle is declared illegal.

In connection with the obstacles in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City in the form of illegal vehicles or vehicles that do not have complete legal documents, in this case efforts can be made to overcome this by conducting raids on the highway. In this operation, the completeness of motor vehicle ownership documents will be checked.

5) Violators Do Not Confirm to Officers.

The next obstacle to implementing Electronic Traffic Law Enforcement supervision in the jurisdiction of Cirebon City is that violators do not confirm with officers. When violators commit traffic violations, most of the violators who have been sent a confirmation letter do not immediately confirm with officers, either via SMS or WhatsApp, or come directly to the Simpang Lima patrol post. The delay in confirmation of violators is because many people still do not know about the existence of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City. This was confirmed by a statement from one of the traffic violators, Mr. Mugi Marjoko, who stated that, "At first I was shocked and didn't know, I got a letter from the post office which was from the police, it turned out that the letter contained evidence of the violations I had committed, my mirror was only

installed, I think this is better than being chased by the police, usually asking for peace on the spot or extortion. "⁴²

Lawrence M. Friedman's Legal System Theory states that law consists of structural, substantive and cultural components.⁴³

a. The structural component is the institution created by the legal system with various functions in order to support the operation of the system. This component is possible to see how the legal system provides services for the processing of legal materials regularly.

b. Substantive components, namely as output from the legal system, in the form of regulations, decisions used by both the regulating and regulated parties.

c. Cultural components, which consist of values, attitudes, perceptions, customs, ways of doing, ways of thinking, opinions that influence the working of the law by Lawrence M. Friedman are called legal culture. This legal culture functions as a bridge connecting legal regulations with the legal behavior of all citizens.

Based on Lawrence M. Friedman's Legal System Theory above, the obstacles faced in electronic traffic monitoring are as follows:

1) Law Enforcement Factors

Law Enforcement Factors are parties that form or implement the law. One of the keys to success in law enforcement is the mentality or personality of the law enforcers themselves. In the context of law enforcement by every law enforcement agency, justice and truth must be stated, felt, seen and actualized.⁴⁴In 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. 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.

2) Facilities and Infrastructure Factors

In the implementation of traffic supervision by Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City, there are obstacles in the form of facilities and infrastructure in the implementation that are not optimal. In the implementation of Electronic Traffic Law Enforcement in the jurisdiction of

⁴²Interview with Mugi Marjoko on June 10, 2024, address Jl.

⁴³Esmi Warassih, *Legal Institutions: A Sociological Study*, (Semarang: Diponegoro University Publishing Agency, 2011), p. 28.

⁴⁴Soerjono Soekanto. 2008. "Factors Influencing Law Enforcement". Jakarta. PT. Raja Grafindo Persada. Pg.8

Cirebon City, it was recorded that there was only 1 CCTV unit. Therefore, seen from the facilities and infrastructure that are not optimal, the implementation is also not optimal. In addition, patrol officers using *Kopek* (cameras placed on traffic police helmets to monitor highways. The number of *Kopek* available is only 6 units operated for six sub-districts in Cirebon City, namely Onggorawe, Sayung District, Batu Village, Karangtengah District, Buyaran Market, Gajah District, Karanganyar District and the southern route, namely Mranggen-Karangawen. Considering that the area of Cirebon City reaches 1,976 km² and with a population of 1,351,000 people, it is impossible with 1 CCTV unit and 6 units operated for six areas in Cirebon, namely Onggorawe, Sayung District, Batu Village, Karangtengah District, Buyaran Market, Gajah District, Karanganyar District and the southern route, namely Mranggen-Karangawen.

In addition, based on CCTV in the jurisdiction of the Cirebon City Police, there are several unclear road markings so that law enforcement officers cannot take electronic ticketing action. It should be noted that the CCTV used is a duplicate of the CCTV located at the Cirebon City Police center.

3) Community Factors

Bad social behavior in traffic is one of the problems that has been rampant in Indonesia since the past until now. Traffic behavior that is considered a problem or violation in traffic is seen as the incompatibility of the way road users travel with general conditions or ideally a traffic condition contained in Traffic Law Number 22 of 2009, which states: Traffic order and road transportation is a traffic condition that occurs regularly in accordance with the rights and obligations of each road user.

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 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. This was revealed by the Head of Traffic Police of Cirebon City Police, Commissioner M. Ardi Wibowo, that

the community factors that are obstacles in conducting electronic traffic supervision are as follows:⁴⁵

a. The Violator's Vehicle Has Changed Ownership.

In addition to the constraints of less than optimal facilities and infrastructure, in the implementation of supervision by Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City, there are also constraints in the form of violators' vehicles that were driven at the time of the violation, have changed ownership or been traded, so when a confirmation letter was sent by the police officer according to the address listed in the STNK, it was not found. And the new vehicle owner did not know that his vehicle's STNK had been blocked by officers.

In relation to the obstacles in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon City in the form of the violating vehicle having changed ownership or being sold, in this case efforts can be made to overcome this by notifying the new owner that the vehicle in the name of the STNK has committed a traffic violation. This notification is submitted to the new owner when making annual motor vehicle tax payments. This was confirmed by Sandy Nuswanto when paying taxes at the Cirebon Samsat.

b. Violator Vehicle Has Not Been Changed Name.

In addition to the constraints of less than optimal facilities and infrastructure, vehicles that have changed ownership or have been traded, there are other constraints in the implementation of supervision by Electronic Traffic Law Enforcement in the jurisdiction of Cirebon Regency, namely that the violating vehicle has not been transferred to a new owner. If the violating vehicle has not been transferred to a new owner, this causes the process of sending a confirmation letter to the traffic violators who are the new vehicle owners not to be delivered, because the police officers will send a confirmation letter of violation to the STNK name. While the maximum period for confirmation is 4 days after the letter is sent to the violators. After 4 days of no confirmation, a blocking will be carried out. This means that the new vehicle owner in this case does not know that the vehicle he just bought has been blocked by officers.

In connection with the obstacles in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon Regency in the form of vehicles that violate traffic laws have not been transferred to the name, in this case efforts can be made to overcome this by requiring new vehicle owners to transfer the name of the motor vehicle. Notification is made when the new vehicle owner pays the annual motor vehicle tax. The new motor vehicle owner will then be notified to fill in personal data, vehicle number, cellphone number and email, as

⁴⁵Results of an interview with the Head of Traffic Police of Cirebon City Police, Commissioner M. Ardi Wibowo, June 10, 2024.

a substitute for information if the new STNK bearer has not been transferred to the name.

c. **Illegal Vehicles**

The next obstacle in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon Regency is illegal vehicles. Illegal vehicles are vehicles that do not have valid documents. Illegal vehicles can be identified from their vehicle license plates. When the violator commits a traffic violation, CCTV can record the license plate, which will then be identified through the SRC. If it cannot be identified, it means that the vehicle is not registered, and the vehicle is declared illegal.

In connection with the obstacles in the implementation of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon Regency in the form of illegal vehicles or vehicles that do not have complete legal documents, in this case efforts can be made to overcome this by conducting raids on the highway. In this operation, the completeness of motor vehicle ownership documents will be checked.

d. **Violators Do Not Confirm to Officers.**

The next obstacle to implementing Electronic Traffic Law Enforcement supervision in the jurisdiction of Cirebon Regency is that violators do not confirm with officers. When violators commit traffic violations, most of the violators who have been sent a confirmation letter do not immediately confirm with officers, either via SMS or WhatsApp, or come directly to the Simpang Lima patrol post. The delay in confirmation of violators is because many people still do not know about the existence of Electronic Traffic Law Enforcement in the jurisdiction of Cirebon Regency. This was confirmed by a statement from one of the traffic violators, Mr. Mugi Marjoko, who stated that, "At first I was shocked and didn't know, I got a letter from the post office which was from the police, it turned out that the letter contained evidence of the violations I had committed, my mirror was only installed, I think this is better than being chased by the police, usually asking for peace on the spot or extortion." ⁴⁶

3.3. The Ideal Form of Supervision Implementation in the Future in an Effort to Reduce Traffic Violations in the Cirebon Police Area

Satjipto Rahardjo with Progressive Legal Theory. The word Progressive is a word derived from a foreign language (English) whose origin is progress which means progress. Progressive Law means law that is progressive. The term progressive law was introduced by Satjipto Rahardjo, which is based on the basic assumption that law is for humans. Satjipto Rahardjo is concerned about the low

⁴⁶Interview with Mugi Marjoko on June 10, 2021, Latanza Cluster Housing address.

contribution of legal science in enlightening the Indonesian nation, in overcoming crises, including crises in the legal field itself.

Progressive law is understood as a legal approach that emphasizes rapid and fundamental changes in legal theory and practice, by making significant breakthroughs. This paradigm is based on the principle that law is created for humans, not the other way around. Law does not stand for itself, but rather to uphold the values of humanity, dignity, welfare, and human happiness.⁴⁷

Satjipto Rahardjo stated that progressive law is a radical movement in organizing the legal system, including making changes to laws and regulations if necessary, so that the law can be more functional and responsive to the needs of society.⁴⁸ Progressive law encourages the liberation of legal thought patterns and actions from the rigidity of formalism, and prioritizes substantial aspects that serve the interests of humanity as a whole.⁴⁹

Furthermore, Satjipto juxtaposes the development of legal thought with the dynamics of social sciences that are undergoing fundamental changes. He emphasizes the importance of a holistic approach in legal science, where all parts of the legal system are seen as interrelated and forming a complete unity. This view provides a visionary awareness that the legal structure should not be understood separately, but rather in the interconnectedness and unity of its social functions.⁵⁰

Progressive law means law that cares about humanity so that it is not merely dogmatic. Specifically, progressive law can be called pro-people law and just law. The concept of progressive law is that law does not exist for its own sake, but for a purpose that is outside of itself. Therefore, progressive law leaves behind the tradition of analytical jurisprudence or *rechtsdogmatiek*. These schools only look into the law and discuss and conduct internal analysis, especially law as a regulatory structure that is considered systematic and logical. Progressive law is responsive in nature, where in this responsiveness the law will always be linked to goals outside the textual narrative of the law itself.⁵¹

Legal progressivism teaches that law is not a king, but a tool to describe the basis of humanity that functions to provide grace to the world and humanity. The assumptions underlying legal progressivism are first that law exists for humans and not for itself, second that law is always in the status of law in the making and is not final, third that law is an institution with human morals.

⁴⁷Satjipto Rahardjo, *Progressive Law: Law that Liberates* (Jakarta: Kompas, 2009), p. 5.

⁴⁸*Ibid.*, p. 7.

⁴⁹Satjipto Rahardjo, *Legal Science* (Bandung: Citra Aditya Bakti, 2000), p. 120.

⁵⁰*Ibid.*, p. 121.

⁵¹Achmad Roestandi, *Response to Legal Philosophy*, Bandung: Armico, 1992, p.12

The difference between dogmatic legal science and legal theory is that positive/dogmatic legal science discusses legal issues with reference to applicable positive legal regulations, so that it is very "as is" (*das Sein*), but on the other hand, legal theory does not analyze law with reference to applicable positive/dogmatic law. Legal theory refers to its theoretical propositions through in-depth reasoning, so that in contrast to positive legal science, legal theory sees law more as "what it should be" (*das Sollen*). In other words, what legal science seeks is the validity of a legal rule and legal action, while legal theory seeks more truth and the achievement of justice from a rule or legal principle.

In addition to being based on the theory of Progressive Law, the ideal form of implementing traffic supervision in the future to reduce traffic violations in the Cirebon City Police area is based on the values contained in each principle of Pancasila, including the following:

1) Belief in the one and only God

Principle 1: Belief in the existence of Almighty God with His perfect attributes. Devotion to Almighty God by carrying out all His commands, and at the same time avoiding all His prohibitions, Divinity comes from the word God is the creator of all that exists and all creatures. The Almighty/The Almighty, has no partner; one in His essence, one in His attributes, one in His actions. So, the concept of Almighty God reflects the belief in the existence of God as the creator of the universe and all its contents. In the context of the Unitary State of the Republic of Indonesia (NKRI), it has been emphasized that Indonesia is not a religious state and also not a secular state. Indonesia cannot be categorized as a religious state because it does not use certain religious teachings as the basis for its positive law. On the other hand, Indonesia is also not a secular state that strictly separates religious affairs and state affairs. Within the framework of being a religious state, the NKRI prioritizes the need for the formulation of positive laws that are consensual, accepted by all elements of the nation, including state administrators who come from diverse religious backgrounds. The state has an obligation to provide protection to all recognized religions, and at the same time is not permitted to interfere in matters of belief or faith of any religion.

2) The Principles of Just and Civilized Humanity

Precept 2: Recognition of human dignity reflects respect for human existence as God's most noble creation. Humanity, derived from the word "human", indicates the existence of a creature endowed with reason, and has the ability to think, feel, will, and create. This potential makes humans have a noble position. Through their reason, humans build civilization, and through their conscience, humans recognize and internalize the applicable values and norms.

The principle of justice is understood as an action and decision-making that is based on objective norms, without the influence of subjectivity, arbitrary attitudes, or authoritarianism. Meanwhile, the term "civilized" comes from the word "adab", which refers to the culture that has grown and developed in human civilization for centuries. Thus, being civilized means having a noble culture, upholding politeness, morality, and morality, which is manifested in the awareness of human attitudes and actions in relation to cultural norms, towards oneself, others, the environment, and God Almighty.

In addition to these values, the Unitary State of the Republic of Indonesia (NKRI) is also known as a country that upholds human rights (HAM). NKRI places law as the main instrument in ensuring justice and as a manifestation of a civilized state. The state is committed to enforcing the law fairly based on the principle of the supremacy of law, and strives to create a clean, integrated, and authoritative government. On the other hand, the development of science and technology (IPTEK) is also directed to remain based on the values of civility that originate from creativity, feeling, will, and work, for the benefit of the nation, without giving rise to a tendency towards primordialism in cultural life.

3) Principle of Indonesian Unity

Principle 3: Putting the unity, unity, interests, and safety of the nation and state above personal and group interests. Having a sense of love for the homeland and nation and being willing to sacrifice for the interests of the nation and state. Unity, derived from the word one, whole not divided, contains the unification of various diverse regional patterns into one national whole, also the unity of all elements of the Unitary State of the Republic of Indonesia in realizing the real unity of unity covering territory, natural resources, and human resources in a complete unity. In addition, national unity inhabits the entire territory of Indonesia, united towards a free cultured nation life within the framework of the independent and sovereign Unitary State of the Republic of Indonesia, towards the formation of a civil society.

4) Democracy Led by the Wisdom of Deliberation/Representation

Principle 4: State sovereignty is in the hands of the people. Indonesian people as citizens and citizens have the same position, rights and obligations.

"People" comes from the word "people", which refers to a group of individuals who live in a certain area. In this context, people reflect the principle that the highest sovereignty is in the hands of the people, politically known as the principle of popular sovereignty or democracy, namely a system of government that places the people as the holders of the highest power.

The concept of "wisdom" reflects the use of common sense and rational considerations that always prioritize national interests, national unity and

integrity, and the welfare of the people. This is carried out consciously, honestly, and responsibly, driven by good intentions and sensitivity of conscience.

Meanwhile, "deliberation" is a typical method in Indonesian political culture, namely a decision-making mechanism based on the will of the people through deliberation, in order to reach consensus or unanimous agreement. Meanwhile, "representation" refers to a system or procedure that allows the people to participate in state life indirectly, namely through representative bodies.

In this way, the people in the Unitary State of the Republic of Indonesia carry out their sovereign functions through deliberations led by leaders who are wise, professional and fully responsible both to God Almighty and to the people they represent.

5) The Principles of Social Justice for All Indonesian People

Principle 5: Realizing justice in social and state life, especially covering the fields of ideology, politics, economics, social, culture, and national defense and security. Balance between rights and obligations and respecting the rights of others. Social justice can be interpreted as the principle of justice that is applied comprehensively in social life, covering both material and spiritual dimensions. This principle applies to all Indonesian people, regardless of where they live, both within the territory of the Unitary State of the Republic of Indonesia (NKRI) and abroad. Therefore, every Indonesian citizen has the right to receive fair and proportional treatment in various fields of life, such as law, politics, social, economic, and culture.

If we examine it comprehensively, the five principles in Pancasila as the foundation of the state as well as the nation's ideology reflect fundamental values that are comprehensive and integral. Each principle has a close relationship between one principle and another, forming an inseparable philosophical unity. As the philosophical basis of the state, Pancasila contains the meaning that the existence of the Indonesian state must be in harmony with the deepest essence of the values of Divinity, humanity, unity, democracy, and justice.

Conceptually, it can be concluded that the five principles of Pancasila are hierarchical and mutually inspire each other. The principles that are in a higher order provide a normative basis for the principles below them, while the following principles are concrete manifestations of the values contained in the previous principles. Thus, Pancasila is not only the basis of the state, but also functions as an ethical and philosophical guide for national and state life.

Based on the description above, the implementation of electronic traffic supervision in the jurisdiction of Cirebon City can be considered an important step, considering the many problems in traffic law enforcement, such as the

practice of illegal levies, peaceful settlements on the spot, problems with traffic tickets in court, and accountability for fine payments. This policy is expected to encourage traffic users to be more careful when driving and ensure that all traffic equipment is fulfilled according to the provisions.

As a state of law (*rechtstaat*), in formulating a policy, the government has an important role as one of the main elements in the formation of the state, in addition to society and territorial areas. Based on the theory of social contract theory, the formation of a state begins with the agreement of society to form a legitimate government. Thus, society that was previously not bound by the state structure becomes a citizen who is subject to the legal and governmental system formed through mutual agreement. The society is willing to be governed and regulated by the government in the country. The government has the following duties:

- a) Upholding sovereignty and laws;
- b) Administering and running the State;
- c) Enforcing state and territorial integrity and unity
- d) Developing national sovereignty.

Holistically, from the four tasks of the government in order to carry out the task of organizing the welfare of the people. in fact the existence of administrative law will emerge as an instrument to supervise the use of government power as well as a solution in providing legal protection for citizens and government officials. Therefore, even in developing countries, administrative law gets a good bargaining position in the constitution.

In the future, the implementation of an electronic-based traffic monitoring system in Indonesia will cover four main aspects, namely: (1) Community Participation; (2) Transparency; (3) Accountability and (4) Effective and Efficient.

1) Community Participation

Community Participation, which is often also called community participation or participation, is defined as the existence of motivation and active and organized community involvement in all stages of policy, from the preparation, planning, implementation to evaluation stages. Participation is the basic principle in implementation therefore it is necessary to determine indicators in the implementation of government activities that can be used as a reference for the government in carrying out its duties. In the implementation of electronic traffic monitoring, community participation can be said to be quite good, this can be seen from the indicators which include:

- a. There is decision making based on mutual consensus; Decision making on traffic control policies is based on mutual agreement, because it does not only involve one institution, namely the police, prosecutor's office, court and bank as a place to store traffic fines.
- b. Increasing the quantity and quality of input (criticism and suggestions); When the program was launched, many inputs were put forward by the Indonesian people, many of whom welcomed the implementation of the etilang program and many of the people also hoped that this system could simplify the processing of fines because of the reduction in bureaucracy so that the process was not complicated;
- c. The change in public attitudes to be more concerned about etilang services, law enforcement on every violation that commits the same violation will get the same fine and punishment without discrimination. So that the implementation of traffic supervision can increase public awareness of safety so that later customers in traffic can be reduced.

2) Transparency

Transparency is a principle that guarantees access or freedom for everyone to obtain information about the implementation of government, namely information about policies, the process of making and implementing them, and the results achieved. The principle of government transparency can at least be measured through a number of indicators as follows:

- a. There is ready and easy access to information, freely obtained and on time;

In the implementation of the electronic traffic monitoring system (e-Tilang), access to information is one of the main advantages. Information related to traffic violations can be accessed easily and quickly through applications that have been developed and standardized by the system, in accordance with the policies of authorized agencies, including the Indonesian National Police. The e-Tilang application is freely available and can be downloaded by all levels of society through the available digital platform. Thus, the public can obtain information on violations in a timely, transparent, and accountable manner.;

- b. Increasing public knowledge and insight into the implementation of government;

With the implementation of electronic traffic monitoring programs, public knowledge and insight into the implementation of government, especially in terms of traffic law enforcement, tends to increase. The public finds it easier to understand various types of traffic violations, the amount of fines imposed, and can access the results of court decisions more transparently. This also

contributes to increasing public legal literacy and can strengthen public accountability and trust in law enforcement institutions.

c. Increasing public trust in the government with the ease of information obtained by the public will later increase public trust in the government, of course this is also supported by the openness of information which is very guaranteed because all information regarding traffic violations will be in the application and has been standardized according to the policies of the relevant agencies.

3) Accountability

The principle of accountability requires that every implementation of tasks and the final results of government and development activities must be able and must be accounted for as well as possible to the community and related parties in accordance with the regulations. Indicators in accountability include:

a. There is conformity between implementation and implementation procedures;

In implementing the traffic monitoring program, the police have carried out activities in accordance with existing procedures, but many people still do not know about the mechanism of its implementation. This is because there is still minimal socialization given to the community in the Cirebon area, so there needs to be socialization carried out optimally so that the community knows about the mechanism of traffic supervision correctly.

b. There are sanctions imposed for every error or negligence in carrying out activities;

In the e-Tilang system, the amount of the fine imposed has been determined with certainty and cannot be negotiated, because there is no longer any direct face-to-face interaction between the violator and the police. This can effectively eliminate the potential for illegal levies. The determination of the nominal fine has been adjusted to the type of violation committed, as regulated in the applicable laws and regulations.

The main foundation of the e-Tilang system is the mechanism for depositing fines through banks, which aims to instill awareness in the community that every violation of the law must be resolved procedurally and responsibly, namely by depositing traffic fines with official institutions, not to individuals or unauthorized parties. Thus, it is hoped that the community will be more responsible and law-abiding in traffic.

The preparation of accountability reports on state administration activities to the public must be carried out in accordance with the provisions of applicable laws and regulations. However, the reporting mechanism and dissemination of

information related to electronic traffic monitoring activities are considered to be less than optimal. This is due to the lack of socialization from the authorities and because this system is still classified as a relatively new public service, so that public understanding of the procedures and benefits has not been fully formed.

c. Reduced cases of corruption, collusion and nepotism. The implementation of an electronic traffic monitoring system is expected to minimize the occurrence of deviations by law enforcement officers, especially in the process of enforcement in the field, the prosecution stage, and the trial process. Through a more transparent and technology-based mechanism, the opportunity for corruption practices can be minimized, thus creating a cleaner and more accountable law enforcement system.

4) Effective and Efficient

Effectiveness can be interpreted as achieving goals appropriately, namely the ability to choose the most appropriate alternative to achieve the expected results. A program or policy is said to be effective if the output produced makes a significant contribution to achieving the goals that have been set. In this context, the implementation of the electronic ticketing system (e-Tilang) in Indonesia is an effective step in taking action against traffic violations more accurately, transparently, and measurably.

However, the effectiveness of e-Tilang still faces several challenges. One of them is the level of digital literacy in society which is not evenly distributed. Many residents, especially in certain areas, do not fully understand the e-Tilang system. This shows the need for increased socialization of the e-Tilang system that is massive and even so that this system can be accepted and utilized optimally by all levels of society.

In addition, considering that the implementation of e-Tilang is still relatively new and most of it is still in the trial stage, there is no comprehensive evaluation that can be used as a basis for objective assessment of effectiveness. Therefore, continuous monitoring and evaluation are needed to perfect this service mechanism to be more responsive to the needs of the community.

Nevertheless, the use of information and communication technology in the e-Ticket system remains an efficient strategic choice, because it is able to cut administrative procedures, reduce direct interactions that have the potential to lead to extortion practices, and increase accountability for traffic law enforcement.

a. The weaknesses of the E-Ticket system are:

1) Unintegrated data. The problem of vehicle data integration that presents different vehicle data makes the implementation of E-ticketing less than optimal. Vehicle database improvements need to be done immediately so that the integrated data is the latest valid data.

2) Lack of socialization. The lack of socialization regarding E-ticketing has made the public not fully aware of the E-ticketing program. Socialization is needed so that the public knows the correct E-ticketing mechanism and can feel its benefits.

b. The reconstruction of the implementation of E-Tilang regulations based on Pancasila values forces violators to be able to pay fines according to the amount of the fine determined at that time and the repair of the vehicle database is immediately carried out so that the integrated data is the latest valid data and the lack of socialization regarding E-tilang makes the public not fully aware of the E-Tilang program, and the correct E-tilang mechanism can feel its benefits for the community, thus the E-tilang mechanism that is felt by the community is in accordance with the values of humane justice.

The implementation of electronic traffic control has been implemented in several cities in Indonesia such as Jakarta, Semarang, Surabaya and Makassar and other cities, this is in line with comparisons in several other countries that have also implemented electronic traffic control. Here is a list of countries that have implemented electronic traffic control:

1) United States of America

Since the implementation of electronic traffic control, the United States has succeeded in catching many violators with various forms of traffic violations. Since it was first implemented in 2009, the scope of the implementation of this policy has been evenly distributed in 400 cities across the states.

2) English

Related to this policy, the UK has installed thousands of CCTVs all over the country. Of that number, the relevant authorities are able to monitor 14 million cars per day. What is special is that the local authorities have activated 20 types of CCTV to support the pace of this policy. Each CCTV has different specifications and functions.

3) South Korea

When measuring the success of implementing this policy among Asian countries, South Korea seems to be one of the most successful. The reason is, tens of thousands of CCTVs distributed by local authorities have been able to reduce street crime rates and increase public traffic awareness.

4) Japan

In Japan, a country known for its high discipline, the implementation of this policy is carried out very seriously. Since 2014, thousands of CCTVs have been installed by local authorities. Not only on highways and vital areas. Local authorities even placed CCTVs in small alleys. Interestingly, from this policy, we can see that the discipline of the Japanese people is truly real. Evidently, from the implementation of this policy, the Japanese government was only able to collect Rp 221 million from fines for violators.

5) Singapore

Indonesia's neighboring country, Singapore, also has quite good achievements related to the implementation of this policy. In 2012, local authorities installed 6,500 CCTVs throughout the region. During that time, local authorities managed to catch 1,900 criminals with the help of CCTV.

4. Conclusion

The implementation of electronic traffic monitoring in an effort to reduce traffic violations in the Cirebon Police area has not been effective. Because after installing the CCTV program as a surveillance camera and a warning camera against traffic violators on the highway, the number of traffic violations at red lights in the Cirebon Police jurisdiction is still high, Base on Lawrence M. Friedman's Legal System Theory above, electronic traffic monitoring includes. Officers often experience problems in inputting violators' data into the application, which causes difficulties in tracking violators if there is an identity error. The number of supporting devices such as CCTV is only one unit, and helmet cameras (Kopek) are only five units for seven surveillance points, so surveillance is not yet optimal. Bad traffic behavior is still a major problem, marked by low public awareness of traffic rules. The implementation of electronic traffic monitoring in Indonesia in the future has four points, namely Community Participation; Transparency; Accountability, Effective and Efficient.

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