

Research Article

Electronic Traffic Law Enforcement in Indonesia

Erwin Aras Genda, Abdul Hakim, Irwan Noor, Endah Setyowati

Department of Public Administration, Brawijaya University, Malang, Indonesia

Abstract.

This study aimed to analyze the implementation of Electronic Traffic Law Enforcement (E-TLE) in the South Sulawesi Regional Police area, Indonesia. The research method used is descriptive with a qualitative approach. Data were collected through interviews with the police, document analysis, and field observations. The results showed that the implementation of E-TLE was quite effective for ticketing traffic violators. The process of sending confirmation letters and paying fines was done quickly. Information transparency is also guaranteed through the application. However, there were still obstacles regarding the availability of Internet network infrastructure and the public's understanding of the E-TLE system. Therefore, it is recommended to increase socialization and infrastructure that support the implementation of E-TLE.

Keywords: E-TLE System, Law Enforcement, Traffic Law

Corresponding Author: Erwin
Aras Genda; email:
erwinaras2003@gmail.com

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1. Introduction

One of the factors that determine the success of a policy in achieving its goals lies in the extent to which the policy is able to be implemented by its implementers. In the policy implementation concept, planning is 20 percent successful, implementation is 60 percent, and the remaining 20 percent is determined by control over the implementation of the policy [1]. Thus, the main and most serious determinant factor is the policy implementation stage, because problems that were not initially discovered or did not appear in the policy formulation process, only emerged when the policy was implemented [2].

In Indonesia, the effectiveness of policy implementation is influenced by coordination and cooperation. That is, the lack or lack of coordination and cooperation is an inhibiting factor that does not implement the policy properly. In addition, the program was not socialized properly because it was not communicated to the public which was the target of the policy. Preliminary research conducted by researchers on the implementation of

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the Electronic Traffic Law Enforcement (e-TLE) policy within the South Sulawesi Regional Police shows that the problem is that not all people can follow the e-TLE procedures provided by the police, especially ordinary people who do not understand regarding the technology of the e-ticket system that is in effect [3]. In addition, in fact, the use of the E-TLE application in the City of South Sulawesi is still relatively minimal compared to the use of manual ticketing, even though e-TLE makes it easier for violators to resolve the legal problems they face with effective bureaucratic reform and legal certainty for fines. received by the offender.

Based on the policy implementation model, the communication factor is mentioned as one of the four factors for the successful implementation of public policy, namely: communication, resources, disposition or attitudes, and bureaucratic structures. Communication relates to how policies are communicated to the public and the attitudes and responses of the parties involved [4]. Resources with regard to the availability of supporting resources, especially human resources related to their competence in implementing public policies. Disposition relates to the willingness of implementers to carry out or have a strong commitment to implementing public policy. Meanwhile, the structure of the bureaucracy relates to the suitability of the bureaucratic organization that is the organizer of public policy implementation.

This study focused on two research questions, (1) How is the implementation of e-TLE in Indonesia? What are the attitudes and responses of the parties involved in implementing the e-TLE policy in Indonesia, and how do they affect policy implementation?

2. Methods

This study uses a descriptive research design, which aims to describe and explain the phenomenon that occurs in the implementation of E-TLE [5]. The informant in this study was implementors of e-TLE and traffic violators who received e-TLE in South Sulawesi. The sample was chosen using the purposive sampling technique which is a sampling method that selects subjects who meet predetermined criteria. The instrument used in this study was interviewed [6]. It was used to obtain more detailed data about respondents' experiences in using the E-TLE system. The data obtained will be analyzed using descriptive qualitative. Descriptive methods will be used to describe the data and make meaning from the case. The validity and reliability of the instruments will be tested using validity and reliability testing techniques. Validity testing will be done using content

validity and construct validity techniques, while reliability testing will be conducted using cross-check information from one to another informant. This study was conducted through the following stages: preparation of tools and materials, data collection, data processing, data analysis, and report writing of research results [7].

3. Results and Discussion

3.1. Policy on e-TLE

The transportation system is crucial in determining the effectiveness of a city, especially in big cities that have many activities and a large population. The transportation system is able to move people and economic activities, which will drive the city, mostly served by public transportation. Currently, there are many cases of traffic violations on the roads committed by road users, which tend to cause accidents and traffic jams on the roads.

The legal basis for the implementation of the E-TLE system is Article 5 of Law Number 11 of 2008 concerning Information and Electronic Transactions (ITE) together with Law Number 19 of 2016 concerning amendments to Law Number 11 of 2008 concerning ITE, and Article 272 of Law Number 22 of 2009 concerning Road Traffic and Transportation [8]. These laws regulate, among other things, that "Violators are subject to Article 287 regarding violations of road markings and traffic signal devices. Road markings are regulated in Article 287 paragraph 1, punishable by imprisonment of up to 2 months or a fine of up to Rp 500,000. Meanwhile, violations related to traffic signal devices, they are regulated in Article 287 paragraph 2, which states: "punishable by imprisonment of up to 2 months or a fine of up to Rp 500,000."

The police, as part of the government institution, as stipulated in Law Number 2 of 2002 concerning the National Police of the Republic of Indonesia, need to provide services to the community as stated in Article 13 point c, which reads: "provide protection, security, and service to the community, in addition to their duties as law enforcement to ensure security, order, and the enforcement of the law". In this context, there are seven priority programs of the Indonesian National Police Chief (Kapolri), namely: (1) realizing excellent human resources; (2) strengthening security and public order; (3) strengthening professional and fair law enforcement; (4) strengthening media management; (5) strengthening police synergy; (6) institutional arrangement; and (7) strengthening supervision.

Looking at the Kapolri program above, especially in terms of strengthening supervision in traffic, the Indonesian Republic Law on Traffic and Transportation explains that the Traffic and Transportation Information and Communication System is a collection of interconnected subsystems through the integration, processing, storage, and distribution of data related to the implementation of Traffic and Transportation. Through Law No. 22 of 2009 on Traffic and Transportation, the Police replaced the previous law, namely Law No. 14 of 1992, seeing that traffic and transportation have a strategic role in supporting national integration as part of efforts to advance public welfare. Furthermore, it is explained in the body of the law that the goals to be achieved by this law are: first, to create safe, orderly, smooth, and integrated traffic and transportation services with other transportation modes in order to promote the national economy, advance public welfare, strengthen national unity and unity, as well as uphold the dignity of the nation; second, to create traffic ethics and national culture; and third, to achieve law enforcement and legal certainty for the community [9].

3.2. Implementation of e-TLE in South Sulawesi

One way to reduce violations is by imposing administrative sanctions in the form of issuing evidence of violations (traffic tickets) by the police. However, what has been happening is that the traffic ticket system is often abused by civilians and police officers to compromise with each other to achieve their own interests without following the applicable procedures. As a result, every violation committed by the public is only recorded in the ticket and listed in the Ticket Administration Division for later punishment. This only goes as far as the final recording level, so when the same person commits another violation, there is no significant increase in punishment. The traffic ticket system should be managed well so that every implementation can deter traffic violators. Therefore, the information system for every violation by road users should be the basis for the next stage of violation enforcement. This means that information about violations committed by each person should always be identified by every police officer who issues a traffic ticket.

To achieve a relevant traffic ticketing process, there needs to be an information system supported by network-based software or a website that allows the dissemination of information to every police officer in real time. The preferred software is an application program that can store information on every traffic violation committed by the public in

a database. When the same violation is repeated by the same person, this application program or information system will review the previous violation, and the displayed violation data will become the basis for further enforcement. Therefore, violators will not receive the same level of sanctions but can be dealt with at a higher level, providing a deterrent effect. This program application has been implemented in the field by the South Sulawesi Regional Police, known as E-TLE (Electronic Traffic Law Enforcement).

Motorists caught by the E-TLE camera will be verified by back-office personnel at the Traffic Management Center (TMC) of the South Sulawesi Regional Police to ensure the validity of the vehicle's identity and the type of violation committed. Next, the officer will send a confirmation letter to the owner's address through PT Pos or via email and the violator's mobile number. This process will be carried out for three days after the violation occurred, and the confirmation letter will include a photo of the evidence of the violation.

After receiving a confirmation letter, vehicle owners are required to confirm receipt through the website www.ettle-pmj.info or via the Android E-TLE-PMJ application. Vehicle owners can also send the confirmation form to the E-TLE post in the Law Enforcement Sub-Directorate (Subdit Gakkum), Directorate of Traffic (Ditlantas) South Sulawesi Police. Violators are given five days to confirm. Through this confirmation method, vehicle owners can clarify who the violator is, including if the vehicle has been sold to another party and the transfer of ownership has not been completed.

The aim of this policy is to streamline bureaucracy and accelerate services to the public. This is regulated in PERMA No. 12 of 2016, which includes Article 4, stating that in traffic violation cases decided by the court, the violator may be tried in absentia. Furthermore, Article 184 of the Criminal Procedure Code No. 81 mentions that evidence includes letters and expert testimony, and in the Information and Electronic Transactions Law (UU ITE), there is an extension of evidence to include electronic documentation or photos.

The E-TLE system will replace the manual ticketing system that uses paper tickets, where violators will be recorded through an application owned by police personnel. The electronic ticket, commonly known as e-Ticket, is a digitalization of the ticketing process, utilizing information technology, which is expected to be an innovation that can assist the police in the management of law enforcement and the payment of traffic violation fines. Through the e-Ticket system, violators only need to pay the fine for the violated section through their own bank account [10].

E-TLE is an electronic system that uses a mobile application to process online payment transactions for traffic violation fines that are entrusted to BRI. This eliminates the need for individuals who violate traffic regulations to manually visit the Public Prosecutor's Office to pay the fine, thus making it easier and faster for them to settle traffic violation cases without having to attend court hearings. With the implementation of E-TLE, the public can pay fines through the bank. However, not all members of the public may be able to follow the procedures set forth by the police for E-TLE.

The implementation of E-TLE is aimed at encouraging the public to comply with traffic regulations, thus promoting a culture of traffic safety. E-TLE has a faster service delivery than conventional traffic fines. The advantage of the system is that it is highly practical and fast. The implementation of the electronic ticketing system (E-TLE) is intended to facilitate speed, ease, openness of the ticketing process, or as a replacement for the ticketing process on the spot. Some benefits of the E-TLE system for traffic violators include transparency of public officials' actions in government operations, community empowerment, where the public is expected to pass on the knowledge of traffic regulations to those around them to avoid violating them. Authorities will be more responsive, and will respond quickly and more responsively to public complaints regarding traffic and justice issues, ensuring that every traffic violator who commits the same offense receives the same fine or punishment without discrimination [10].

E-TLE is currently implemented by the South Sulawesi Regional Police using an innovative information technology-based service that utilizes advanced Closed Circuit Television (CCTV) camera recordings as a data source. The camera can directly capture images or capture vehicles that violate traffic rules. In relation to the implementation of E-TLE, the police institution has received an award from the Ministry of Administrative and Bureaucratic Reform as an appreciation for various public service innovations initiated by the police. E-TLE is implemented as an effort to shorten the way traffic violations are enforced by using applications on the officer's smartphone online, which are connected to a back-office with an integrated database between the police, prosecution, court, and bank so that services to the public can be provided in a professional, modern, trustworthy, transparent and accountable manner [11].

The implementation of E-TLE is an effective choice to achieve the goal of imposing traffic violations on traffic law violators. The CCTV cameras are installed at street intersections. The captured images are directly monitored at the Traffic Management Center (TMC) of the South Sulawesi Regional Police. When the vehicle registration data

matches with the vehicle type and color that can be seen from the image, the data can be confirmed as valid and a confirmation letter will be issued. Then, the confirmation letter will be sent to the vehicle owner to ensure that the driver who committed the violation is either the owner or someone else.

The process of analysis until sending the confirmation letter to the vehicle owner is done within a three-day period. After that, the violator is given seven days to respond to the confirmation letter. Clarification from the owner can be done in two ways, through the website or there is an application on Google Play Store. If neither can be accessed, then it can be done manually by sending an attachment coupon in the letter that can be sent to the officer. The coupon is equipped with a photo of the driver committing the violation caught on CCTV. After that, the vehicle owner is given seven days to pay the ticket fine through the bank. The violator will be given a week to settle the violation fine, and if it is not paid after a week, the police will block the violator's vehicle registration, so that paying the tax cannot be done before the ticket fine is settled.

In the implementation of E-TLE, information transparency is highly guaranteed because all information about traffic violation actions will be available in the application and has been standardized by the system according to the policies of the relevant agencies, including the police [12]. The amount of fines imposed is also certain and there is no bargaining with police officers because there is no face-to-face interaction with them (usually referred to as corruption) since the criteria for the number of fines according to the violation committed have been established.

4. Conclusion

we can conclude that the E-TLE system (Electronic Traffic Law Enforcement) is an effective option for enforcing traffic regulations and issuing traffic fines. The system uses CCTV cameras installed at intersections to capture images of traffic violators, which are then monitored in real time at the Traffic Management Center. The data obtained is then cross-checked against vehicle registration data to ensure accuracy before a confirmation letter is issued to the vehicle owner. The confirmation letter can be clarified via a website or application, and if necessary, a physical letter can be sent with a photo of the violation attached. The system ensures transparency and fairness by standardizing fines based on the severity of the violation, eliminating the possibility

of bribery or corruption. Overall, the E-TLE system helps to improve traffic safety and reduce traffic violations.

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