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Law Enforcement of Traffic Violations Using Electronic Traffic Law Enforcement (E-TLE) Based on Law No. 22 Of 2009 on Road Traffic and Transportation (In The Jurisdiction of Karawang Regency)

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ABSTRACT

The primary objective of this research is to analyze the implementation of E-TLE in Karawang Regency, identify the challenges encountered, and propose solutions to improve its effectiveness in reducing traffic violations and enhancing road user discipline. This study evaluates the implementation of Electronic Traffic Law Enforcement (E-TLE) in Karawang Regency, focusing on the obstacles and solutions in enforcing traffic regulations. E-TLE is an electronic-based law enforcement tool aimed at improving driving discipline and reducing extortion during traffic violation enforcement. The research uses a normative method, analyzing secondary data to draw conclusions about the impact of E-TLE on reducing traffic violations and improving community compliance. The challenges identified include the high costs of required infrastructure, non-compliance by some road users, and a tendency for better orderliness only when police officers are physically present. The study suggests that the Police should collaborate with local governments to provide necessary infrastructure, increase public awareness through socialization efforts, and continue to deploy officers at strategic locations to ensure enforcement effectiveness.

Keywords: law enforcement, traffic violations, electronic traffic law enforcement

INTRODUCTION

Accidents and congestion are still a special concern in Indonesia, one of which is in Karawang Regency. Apart from these two problems, safety is also a special concern globally and nationally. Several efforts to reduce the expected accident fatality rate to zero accident and zero-fatality are with the Decade of Action for Road Safety 2021-2030 (Sakti & Haniyah, 2024). To support the success of the global plan, the Guidelines for the National General Plan for Road Safety (RUNK) were prepared in Presidential Regulation Number 1 of 2022. Traffic safety is important in transportation in Indonesia. Based on Law Number 22 of 2009 concerning Road Traffic and Transportation, traffic and road transportation safety is a condition that avoids the risk of accidents during traffic caused by humans, vehicles, roads, and/or the environment. However, various efforts made by the government to reduce the number of accidents did not go as desired (Baihaqi, Fauzi, & Indra, 2024).

One of the factors for the high number of traffic accidents is the lack of public awareness when driving, such as not paying attention to and complying with existing traffic regulations, as well as a lack of mental readiness when driving a vehicle or driving in a tired state. The driver's unpreparedness while driving can increase the risk of accidents that endanger the safety of other road users (Sinulingga, Marlina, & Mustamam, 2021). In addition to the causes of traffic accidents that have been explained above, the driver age factor also affects the occurrence of traffic accidents on the highway. A fact that is often seen in daily life is that there are still many drivers who are not mentally ready. The drivers overtook each other without

thinking about safety, either for themselves or others. Accidents on the highway can basically be avoided if road users are disciplined, polite, and respectful when driving a vehicle (Halid, 2024).

The development and enforcement of traffic rules on the road requires a clear legal regulation and policy, and can include all enforcement actions for violations that occur, so that the violation can be carried out firmly and preventive efforts can be made before the violation occurs (Syuib, 2023). In general, issues related to traffic violations often occur in various regions in Indonesia, this can be evidenced by the signs of the number of traffic accidents that often increase every year. The development of transportation has progressed in very fast traffic, where this condition is a reflection of increasingly advanced technological advances (Pratama, 2020).

Various types of violations are the focus in the implementation of ETLE. If you look at the actual sanctions contained in the LLAJ Law applied in the enforcement of ETLE, it is enough to make someone think twice about violating traffic (Wicaksono & Dwilaksana, 2020). Moreover, in the implementation of this ETLE, the fines imposed are the maximum fine of each violation. The imposition of fines has of course been notified in advance by the officer when the violator confirms the traffic violation that has been committed (Gunawan, 2023).

No.	Types of Violations	Article	Penalty
1	Breaking through traffic lights	Article 287 paragraph (1)	2 months imprisonment or a maximum fine of IDR 500 thousand
2	Using a cellphone while driving	Article 283	3 months imprisonment or a maximum fine of IDR 750 thousand
3	Not wearing a seatbelt	Article 106 paragraph (6)	Maximum imprisonment of 1 month or a maximum fine of IDR 250 thousand
4	Not wearing an SNI helmet	Article 106 paragraph (8)	Maximum imprisonment of 1 month or a maximum fine of IDR 250 thousand
5	Violating traffic signs & signs	Article 287 paragraph (1)	2 months imprisonment or a maximum fine of IDR 500 thousand
6	Riding more than one	h of one 292 jo 106 verses (9)	1 month imprisonment or a maximum fine of IDR 500 thousand

Forms of efforts to support the prevention of traffic accidents can be in the form of efforts to increase control supervision through digital-based technology engineering, installation and road infrastructure, as well as vehicle identification engineering control, as well as special supervision for transportation and highway transportation. These efforts will also of course include the development of technology and modernization of supporting facilities for the management of transportation and other infrastructure in accordance with the provisions and mandate of Article 222 paragraph (3) of Law Number 22 of 2009 concerning Traffic and Road Transportation (Faktawan, 2021).

Policy products in terms of electronic-based law enforcement and the function of enforcing laws and regulations in the field of traffic and roads are Electronic Traffic Law Enforcement (E-TLE). E-TLE is a system built to build a culture of traffic order which in its implementation begins with the law enforcement process itself and in order to reduce the number of traffic violations, especially against motorists who violate speed limits, careless parking and load limit violations in the jurisdiction of Karawang Regency (Firmansyah, 2021).

Based on the background description mentioned above, the problems in this study are regarding the obstacles and solutions to the implementation of Electronic Traffic Law Enforcement (E-TLE) against traffic violations in the jurisdiction of Karawang Regency.

As Indonesia continues to develop and urbanize, the increase in traffic volume has created significant challenges in ensuring road safety and enforcing traffic laws. Traffic violations, including running red lights, speeding, and failing to wear seatbelts, have become common, leading to frequent accidents and fatalities. To address these issues, the government has introduced Electronic Traffic Law Enforcement (e-TLE) as part of a broader effort to modernize traffic law enforcement. E-TLE leverages technology to automate the process of ticketing traffic violators, providing a more efficient and transparent system.

In Karawang Regency, the adoption of e-TLE is seen as a potential solution to the escalating traffic violations and accidents. However, the implementation of this technology has faced several obstacles, including inadequate infrastructure, public non-compliance, and cultural factors that undermine the effectiveness of law enforcement. For e-TLE to be successful, these challenges must be addressed, and solutions must be found to ensure that the system operates efficiently across the region.

The integration of e-TLE into local traffic management requires a thorough understanding of the technical, legal, and social barriers to its effective implementation. This research seeks to evaluate the current state of e-TLE in Karawang Regency, analyze the specific challenges faced by law enforcement, and propose solutions to enhance its impact on road safety. By examining both the technical and cultural aspects of e-TLE implementation, this study provides a comprehensive view of how this system can be optimized for better results.

Ultimately, this research aims to contribute to the development of a more efficient, transparent, and effective traffic enforcement system in Karawang Regency, which can be a model for other regions facing similar challenges in implementing electronic-based law enforcement technologies.

According to Baihaqi et al. (2024), the implementation of Electronic Traffic Law Enforcement (e-TLE) in Indonesia is an essential step in modernizing traffic law enforcement and improving road safety. They emphasize that e-TLE helps reduce manual errors and increases efficiency in processing violations. Similarly, Gunawan (2023) highlights that the e-TLE system is effective in preventing corruption by reducing human interaction in the ticketing process, making law enforcement more transparent and accountable. These studies underline the significance of technological advancements in enhancing traffic safety and law enforcement in Indonesia.

The urgency of this research arises from the increasing traffic violations and accidents in Karawang Regency, which have led to significant public safety concerns. The implementation of e-TLE aims to improve traffic discipline, reduce the administrative burden of manual ticketing, and ensure transparency in law enforcement. Given the rapid growth of urbanization and vehicle numbers in Karawang, the e-TLE system is crucial for streamlining the ticketing process and enforcing road safety regulations efficiently. This research will provide insights into overcoming the current obstacles in e-TLE implementation to enhance its effectiveness.

While previous studies have analyzed the effectiveness of e-TLE in large cities like Jakarta or Surabaya, there is limited research on its implementation in smaller regencies like Karawang, where infrastructure and cultural factors might present unique challenges. Most studies focus on the technical and legal aspects, but few address the practical challenges faced in regions with diverse demographic characteristics and infrastructure constraints. This research aims to fill this gap by evaluating the specific obstacles and solutions related to the implementation of e-TLE in Karawang Regency.

This study introduces a novel approach by examining the challenges of implementing e-TLE in a regency setting, specifically Karawang, and proposing solutions tailored to the region's unique circumstances. Unlike previous studies focused on larger cities, this research

considers local governance collaboration, community behavior, and infrastructure limitations, offering a more localized perspective on e-TLE implementation. The study also highlights how cultural factors influence the effectiveness of electronic traffic law enforcement and suggests strategies to overcome these challenges.

The primary objective of this research is to analyze the implementation of e-TLE in Karawang Regency, identify the challenges, and propose practical solutions to improve its effectiveness in reducing traffic violations and enhancing road safety. The study aims to provide actionable recommendations for local authorities and law enforcement agencies to optimize the e-TLE system, ensuring better compliance with traffic laws. The benefits of this research include providing policymakers with data-driven insights to refine e-TLE implementation, fostering collaboration between local governments and police, and promoting public awareness to improve traffic discipline. Ultimately, this research aims to contribute to safer roads and a more efficient traffic law enforcement system in Karawang Regency.

METHOD

Research on the implementation of Electronic Traffic Law Enforcement (E-TLE) on traffic violations in the jurisdiction of Karawang Regency, using normative legal research methods (literature) by collecting secondary data such as laws and regulations, books, journals and articles on traffic violations and legal policies as well as Electronic Traffic Law Enforcement (E-TLE). This secondary data is analyzed qualitatively to reach conclusions in this study.

RESULTS AND DISCUSSION

Electronic Traffic Law Enforcement (E-TLE)

Proof of Violation or abbreviated as Ticket is a fine imposed by the Police on road users who violate the rules. Road users or those who drive motor vehicles often violate the regulations that have been set by traffic laws. The ticket is expected to be able to handle traffic problems. Traffic tickets are the main tool used in taking action against violators of certain road traffic regulations (Junef, 2014).

Electronic ticketing or better known as *Electronic Traffic Law Enforcement* (ETLE) is a technology-based ticketing application launched in December 2016 by the National Police of the Republic of Indonesia (POLRI). While more fundamentally, it is interpreted that a ticket is a fine imposed by the police on road users who violate the rules. Road users often violate the regulations that have been stipulated by Law Number 22 of 2009 concerning Road Traffic and Transportation (Wahyu & Tukiman, 2022).

Based on the Attachment to the Decree of the Head of the Police Traffic Corps Number: KEP/12/2016 concerning Standard Operational Procedures (SOP) for the Enforcement of Traffic and Road Transportation Violations with Manual and Electronic Ticket Systems, it is stated that, the ETilang Application is an android-based program that is used by officers together with a web application by the Tilang Administration Section (Banim) to record ticketing data digitally and provide online non-payment to banks that Appointed.

Electronic Traffic *Law Enforcement* (e-TLE) is a digitization of the ticketing process, by utilizing technology and it is hoped that the entire ticketing process will be more efficient and also effective in helping the police in administrative management. The application is controlled by two parties, the first is the police and the second is the prosecutor's office. The Electronic Traffic *Law Enforcement* (e-TLE) application has been launched and started to be used by the police on December 16, 2016. With this electronic ticketing system, it is hoped that the ticketing process, which was once considered complicated, convoluted and takes a lot of time

through the trial, will no longer exist. In addition, electronic tickets are also expected to reduce acts of corruption/pungli by law enforcement officials who are not responsible to violators.

Prior to the e-TLE mechanism, traffic users who violated the rules were subject to sanctions commonly called tickets or evidence of violations. The mechanism of this ticket is different from the e-TLE mechanism. In the Traffic Ticket system, when a traffic user is proven to have committed a mistake or violation, the police officer will take several actions, the ticket mechanism for the red form is as follows:

a. The National Police took action using a red form.
b. The determination of the hearing date must pay attention to the provisions of the court.
c. Explain when and where the offender should attend the hearing.
d. If the violator is not present, the National Police must call 2 (two) times and make an arrest for the third time.
e. The return of evidence awaits the completion of the trial and after the violator pays the fine to the Registrar.

Obstacles and Solutions for the Implementation of *Electronic Traffic Law Enforcement* (e-TLE) Against Traffic Violations in the Jurisdiction of Karawang Regency

Advances in information and communication technology, many countries, including Indonesia, have implemented e-ticketing systems to increase efficiency in traffic law enforcement. Before the existence of e-ticketing, the ticketing process was done manually, which consumed a lot of time and resources. The use of technology in traffic law enforcement is essential to achieve road safety goals and efficiency in law enforcement systems. The e-ticketing program is usually developed and implemented by local governments or agencies responsible for traffic and transportation.

By utilizing technology, it is hoped that the entire ticketing process will be more efficient and also effective in helping the police in administrative management. The application is categorized into two users, the first is the police and the second is the prosecutor's office. On the police side, the system will run on a tablet computer with the Android operating system while on the prosecutor's side, the system will run in the form of a website, as an executor like a manual trial process (Narullita, 2024).

The implementation of e-TLE has a strong legal basis, namely Article 5 of Law Number 11 of 2008 as amended into Law Number 19 of 2016 concerning Information and Electronic Transactions and Law Number 22 of 2009 concerning Road Traffic and Transportation. The e-Tilang mechanism is to use an application that has been downloaded and *sign in* according to the user and password owned. The mechanism for implementing e-Tilang carried out in the Karawang Regency area is:

a. The police took action against drivers who violated traffic. Then the police entered the ticket data on the e-Tilang application. Violators must provide the correct data, in the form of ID card numbers, vehicle police numbers, and especially mobile phone numbers, because the next process requires a valid mobile phone number. At this stage, the police also determine the article violated by the driver.
b. After being recorded, the violator gets a notification of the ticket payment number. This notification in the form of SMS informs the ticket payment number and also the maximum fine payment nominal in accordance with the article violated. Payments can be made at any banking network.
c. After paying, the violator can take the confiscated evidence, which can be in the form of a driver's license, vehicle registration, or vehicle, by showing proof of payment.
d. If they do not want to attend, violators do not need to come to the trial because they can be represented by officers. As a consequence, if they do not come, the violator cannot defend himself in court. Violators are welcome to come to the trial to defend themselves if they feel innocent.

e. Violators will then get an SMS notification containing information on the verdict and the amount of the fine. There is also the amount of money left from the maximum fine that has been paid previously.
f. The rest of the ticket fine can be collected at the bank by showing an SMS from Korlantas or it can also be transferred to the violator's account.

As for the electronic ticket payment mechanism or eTLE, it is carried out according to the BRIVA number (BRI *Virtual Account*) listed so that for each violator the nominal number listed in BRIVA is different. There are some violators who misunderstand the BRIVA number they get, they think that the number they get is the ticket account number, so they are confused when making the payment process.

Ticket fine payments can be made in various ways, namely through BRI tellers, BRI ATMs, BRI mobile banking, BRI internet banking, through BRI EBC to also use ATMs from other banks. The method is quite easy, namely:

a. How to pay BRIVA through a BRI teller
   1) Take the teller transaction queue number and fill in the deposit slip
   2) Fill in the Ops-02 deposit slip, for cash transactions and or Ops-01 deposit slips, for transactions
   3) Submit the deposit slip and the money to be deposited to the BRI Teller
   4) BRI Teller will validate the transaction e. Keep the validated Deposit Slip as a valid proof of payment
   5) The deposit slip is handed over to the enforcer to be exchanged for confiscated evidence
b. How to pay via BRI ATMs
   1) Enter your BRI Debit Card and PIN
   2) Select the Other Transactions > Other > Payment menu > BRIVA
   3) Enter the 15-digit BRIVA number for ticket payment

According to the author's tracing in the Karawang Regency area, the number of traffic accidents was 7,935 in 2023, and the figure was 12.66 percent from the previous year or 2022, which reached 9,038, while the number of violations in 2023 was 2,809, a decrease of 65 percent compared to 2022 of 3,775.

The policy of installing e-TLE has been carried out in crowded spots, and in urban centers, where community mobility is very high every day. For the installation of e-TLE, it is carried out in Karawang Regency areas such as the Galuh Mas area, then at the Red Light of the Regional Government, including on Jalan Tuparev, where these locations are the highest centers of community mobility every day.

This study describes several obstacles in the implementation of *electronic traffic law enforcement* (e-TLE) against traffic violations in the jurisdiction of Karawang Regency using Soerjono Soekanto's law enforcement theory, namely: (Saputra, 2021)

Legal factors

There are no provisions of Law Number 22 of 2009 concerning Road Traffic and Transportation that specifically regulates e-TLE. Basically, e-TLE is only a change in the mechanism in law enforcement of traffic violations, so the provisions for sanctions and violations are sufficient in Law Number 22 of 2009 concerning Road Traffic and Transportation. Regarding evidence in the enforcement of e-TLE law, it is regulated in Article 5 of Law Number 11 of 2008 as amended into Law Number 19 of 2016 concerning Information and Electronic Transactions which states that printed materials from electronic information and/or electronic documents are valid evidence.

Furthermore, in Article 184 of the Criminal Procedure Code which regulates legal evidence, namely the testimony of witnesses, experts, defendants, letters, and instructions. The capture results of this e-TLE are in the position of clue evidence. There should be no problems

in law enforcement factors. Because e-TLE is an activity that is carried out electronically, it will reduce the possibility of officers committing fraudulent acts.

Infrastructure factors

In the implementation of e-TLE, sophisticated tools in the form of ticket cameras and mobile ticket cameras and other sophisticated tools are needed to support the enforcement of e-TLE in large numbers. This of course requires a very large amount of funds, because Indonesia has a very large area. Its enforcement must be carried out evenly throughout the region.

Community factors.

It can be said that the community is the most important factor in the implementation of this e-TLE. The problem is that many Indonesian people do not obey the rules. Even to circumvent the e-TLE, the vehicle license plate is closed so that it cannot be recorded. If someone closes the license plate of the vehicle, the police in the field will chase it There is a possibility that in the future the public will be lazy in paying taxes if it is known that they have committed violations. This is because the bills that will inevitably accumulate in the payment of the tax make people object to paying taxes. The community also in terms of buying used vehicles does not immediately change the name of the vehicle. It is possible that in the case of sending a letter of proof of infringement, the intended address is not the address of the violator. This will certainly hinder the enforcement of e-TLE.

According to Andalas University transportation observer, Yossafra, the most difficult thing about the implementation of e-TLE is the falsification of the police number used by motorists, because operators can only detect the police number of the vehicle, the color of the vehicle, and the type of vehicle.

Cultural factors

The culture of Indonesian society is only afraid and obedient if there is a police, of course, it is a problem. Usually drivers will not violate traffic when there is a police guard or patrol (Oktaviani, 2019). Therefore, traffic violations are feared to increase if there are no police assigned on the road.

From the above problems, the solutions offered in overcoming the problems of obstacles to the implementation of e-TLE in the Karawang Regency area, including:

a. In the case of limited infrastructure facilities that require a large budget, the National Police can work with local governments to provide infrastructure facilities in the enforcement of e-TLE. However, before that, each National Police had to calculate in detail the needs needed in their jurisdiction.
b. In terms of public disobedience to the rules, the National Police must intensively hold socialization regarding e-TLE. If needed, socialization can also be carried out through print and electronic media so that the public understands and understands the enforcement of e-TLE. As is known, "the socialization of e-TLE kambali is socialized by the Karawang Police Satlantas to the entire community, including residents on Jl. Surotokunto, West Adiarsa Village, Karawang." Regarding the culture of the people who are only compliant when they see the police, this may be eliminated slowly along with the implementation of e-TLE. However, there must still be police on the road to anticipate traffic violations.

The e-TLE system has a great importance in dealing with traffic violations in Indonesia. Previously, ticket handling was carried out manually which was vulnerable to corruption and illegal levies. In addition, the ticketing process also takes a long time, so traffic violations are often not followed up quickly and appropriately. With the presence of the e-TLE system, the process of prosecuting traffic violations becomes faster, more efficient, and more transparent. The ticketing officer can record the violation electronically and send the information directly to the court. In this way, the process of handling tickets can be accelerated and administrative costs can also be reduced.

CONCLUSION

The conclusion in this study, regarding the implementation of e-TLE is an innovation carried out by the police to reduce extortion when cracking down on traffic violations and to improve driving discipline in the community. The challenge in e-TLE lies in the large number of facilities and infrastructure needed, which requires significant costs, people who do not comply with regulations, and a community culture that tends to be more orderly when there are police officers on site. The solution to this problem is that the National Police can collaborate with local governments in providing e-TLE facilities and infrastructure, the National Police must actively socialize about e-TLE, and the placement of officers on guard is still needed to prevent traffic violations. Commission III of the House of Representatives of the Republic of Indonesia can supervise the implementation of e-TLE and encourage related institutions/agencies to collaborate in the implementation of e-TLE. In addition, Commission III can ask the National Police to be more active in socializing the implementation of e-TLE to the public.

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