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# Legal Technology in Electronic Fines for Traffic Violations as A New Paradigm of Law in the Digital World

Yusuf Gunawan<sup>1</sup>

## Abstract

*Technological developments are currently very fast and must be utilized to work more efficiently and effectively in terms of enforcing traffic violations so as to reduce the number of accidents and increase awareness and discipline in traffic which is currently lacking. This study aims to see how the application of legal technology in electronic fines for traffic violations as a new legal paradigm in today's digital world is related to effectiveness and law enforcement in Indonesia. The method used in this study is normative qualitative, namely the statutory, conceptual and case approaches with data sources namely the field and literature. The formulation of the problem is: 1. How is law enforcement for traffic violations in Indonesia? 2. How is the use of legal technology in electronic fines as a new legal paradigm in the digital world? The conclusions of this study are 1. It is felt that manually enforcing traffic violations can have an impact on reducing the image of the traffic police because there is too much human intervention which is the opposite of the traffic police motto, namely towards an orderly Indonesia and safety is number one. 2. The use of technology must be used as widely as possible so that it is effective and efficient in realizing the motto of the traffic police in all parts of Indonesia. Advice to the traffic police is to provide the best possible facilities and infrastructure in order to improve the image of the traffic police in the community. Obey the traffic rules even though many don't obey and don't follow the wrong ones.*

**Keywords:** *Electronic Ticket, Traffic, Legal Technology, New Paradigm, Police.*

## Introduction

The rapid development of information technology (IT) in various fields cannot be separated from its role in creating, storing, conveying and disseminating information. The use of electronic devices such as televisions, computers, and smartphones has also contributed to making information technology increasingly needed by the wider community.<sup>2</sup>

Overall, IT has many functions and uses that can be used to improve efficiency, productivity and quality of life in various fields. However, it is important to remember that apart from the multiple benefits of IT, if used improperly it can lead to mental health, privacy and security issues.<sup>3</sup>

The application of IT provides benefits in fields such as:<sup>4</sup> Information access is faster and easier; communication is getting more sophisticated, cheap, efficient and reaches all over the world, productivity is more efficient, fast and cheap; the world of education is increasingly limited by place, time and without physical presence (online system); as well as beneficiaries in education, business,

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<sup>1</sup> Lecturer at STIH IBLAM. Email: [essenceiajkt@gmail.com](mailto:essenceiajkt@gmail.com)

<sup>2</sup> <https://graduate.binus.ac.id/2021/01/26/apa-sih-Benefits-technology-formasi-dalam-kehidupan/WHAT-IS-THE-BENEFITS-OF-INFORMATION-TECHNOLOGY-IN-LIFE?>, 26 Jan 2021

<sup>3</sup> <https://www.liputan6.com/hot/read/5187393/12-untung-tik-di-berbagai-dinding-pahami-keuntungan-dan-kekurangannya>

<sup>4</sup> <https://www.liputan6.com/hot/read/5187393/12-untung-tik-di-berbagai-dinding-pahami-keuntungan-dan-kekurangannya>

industry, security, monitoring, transportation, traffic, health, medicine, hospitals, households, law, taxes, accounting, banking, architects, public services, government, army, police and many other fields.

Especially for the police, the use of IT can be seen in the recruitment of police officers new laws, e-tickets (Electronic Fines for Traffic Violations), One-stop Administration Services Office applications, driver's licenses, call center 110, prevention of terrorism and other crimes, as well as monitoring social media regarding the spread of hoax news, displays of ethnic, racial, religious, and inter-group hatred.

The application of e-tickets is a good step taken by the police in realizing public services to be more effective, efficient, transparent and accountable. Prioritizing professional services in order to increase public trust in Police Traffic agencies and increase community participation in law enforcement, especially in the prosecution of traffic violations where the public is the legal subject of a violation on the highway.<sup>5</sup>

E-Tickets is a digitization of the ticketing fines for traffic violations process, by utilizing technology it is hoped that the entire ticketing process will be more efficient. In Article 272 of Law no. 22 of 2009 concerning Road Traffic and Road Transportation, it is stated that to support violation enforcement activities in the field of traffic and road transportation, electronic equipment can be used.

The results of using this electronic equipment can be used as evidence in court. What is meant by "electronic equipment" is an incident recorder to store information. Regarding what is written in article 272 of Law no. 22 of 2009 concerning Road Traffic and Road Transportation, further regulated in Government Regulation No. 80 of 2012 concerning Procedures for Inspecting Motorized Vehicles on the Road and Enforcement of Traffic and Road Transportation Violations, which stipulates that the prosecution of Road Traffic and Transportation Violations is based on the results of: (1) Findings in the vehicle inspection process; (2) reports; and/or (3) records of electronic equipment. The application of eTilang is a good step taken by the government in realizing Good Governance so that the public services provided can be more effective, efficient,<sup>6</sup>

Checking, paying, returning overpaid dan records of traffic violations can be recorded in one application in a driving license which can be used by motorized vehicle drivers, especially the police, when considering issuing a driving license: extended, temporarily revoked or permanently revoked for life.

The slogan of the Police carried Police chief, General Listyo Sigit Prabowo, namely Presisi is an acronym for predictive, responsible and fair transparency. Previously, Indonesian Police carried the Promoter slogan which stands for professional, modern and trusted. The slogan was used during the tenure of the National Police Chief, General Tito Karnavian (2016-2019) until Idham Azis (2019-2021).<sup>7</sup>

## Formulation of the Problem

1. How is law enforcement for traffic violations in Indonesia?
2. How is the use of legal technology in electronic fines as a new legal paradigm in the digital world?

<sup>5</sup>Setiyanto, Gunarto, & Wahyuningsih, SE (2017). The Effectiveness of Implementing E-Ticket Fines for Traffic Violators Based on Law Number 22 of 2009 concerning Road Traffic and Transportation (Study at Rembang Police). *Khaira Ummah Law Journal*, Vol.12 No.4, pp. 742-766.

<sup>6</sup>The Effectiveness of Implementing the E-Tilang Program in Realizing Traffic Law Enforcement Bakri1,2, Muhammad Syarif Nuh & Baharuddin Badaru1, *Journal of Lex Theory (JLT)*, Vol.1, No. 1, June 2020, file:///C:/Users/user/Downloads/46-Article%20Text-159-1-10-20200617.pdf

<sup>7</sup><https://nasional.tempo.co/read/1629061/slogan-polri-presisi-diusung-kapolri-listyo-sigit-prabowo-berharap-bukan-sekadar-jargon>

## Research Methodology

The method used in this study is normative qualitative, namely the statutory, conceptual and case approaches with data sources namely the field and literature.

## Discussion

Traffic Corps is a key implementing element Indonesian republic police at the Headquarters level it is led by the Head of the Indonesian Police Traffic Corps whose responsibility is below Police chief. tasked with fostering and carrying out the traffic function which includes public education, law enforcement on traffic issues, traffic problem assessment, registration and identification of drivers and motorized vehicles, as well as conducting highway patrols.<sup>8</sup>

Existence The Traffic Corps has existed since the Dutch colonial era. The Dutch East Indies government deemed it necessary to have a forum to keep pace with the increasing traffic developments. So that on May 15, 1915 a traffic organ called Voer Wesen was born, and was updated to become Verkeespolitie, which means Traffic Police in the original Dutch language.<sup>9</sup>

Entering the Japanese colonial era, the role of the Traffic Corps underwent a slight gradation. Various security and security duties taken on by the Japanese military made the Traffic Corps carried out by the Kempetai (a designation for the Japanese Military Police).<sup>10</sup>

Although it went up and down through the Japanese colonial era and the Independence period, the existence of the Traffic Corps was confirmed on September 22, 1955. The Head of the State Police Service issued Order No. 20 / XVI / 1955 dated September 22, 1955, concerning the Establishment of the Road Traffic Section, under the Chief of Police Country.<sup>11</sup>

## Electronic Tickets

The Police of the Republic of Indonesia innovate in relation to serving the community. National Police Chief Gen. Tito Karnavian launched three online applications at once: e-ticket, driving license online and Indonesian Police one-stop administration services office.<sup>12</sup> In order to reduce the number of traffic violations that result in traffic accidents and a culture of orderly traffic with current conditions in the sense of technological developments based on the President's instructions, the Chief of Police of the Republic of Indonesia who is faced with the problem of the criminal law system in Indonesia which places fines in the series of criminal systems hereby maximizing public service through Electronic Tickets in early 2016 simultaneously throughout Indonesia.<sup>13</sup>

Law enforcement of fines which is carried out along with the times in the digital era must be carried out holistically and prosecution of violations must be electronic based and non-conventional. All data is inputted in the Box Office, Application and network which are collected by one big data server and synchronized and integrated with SIM, STNK, TNKB, Bank and all authorized stakeholders in cases of

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<sup>8</sup>[https://id.wikipedia.org/wiki/Korps\\_Lalu\\_Lantas\\_Kepolisian\\_Negara\\_Republik\\_Indonesia](https://id.wikipedia.org/wiki/Korps_Lalu_Lantas_Kepolisian_Negara_Republik_Indonesia)

<sup>9</sup>Ibid

<sup>10</sup>Ibid

<sup>11</sup>Ibid

<sup>12</sup>Launching of e-Tilang, National Police Chief: Legal Breakthrough to Facilitate Society" in full <https://news.detik.com/berita/d-3372780/launching-e-tilang-kapolri-terobosan-Hukum-demi-memudahkan-Masyarakat>

<sup>13</sup>APPLICATION OF ELECTRONIC TIMES AND ITS EFFECT ON VIOLATION OF ARTICLE 359 KUHP IN THE CITY OF SEMARANG. Anggit Dwi Astuti, Ismunarno, Recidive Volume 9 No. 1, January - April 2020, file:///C:/Users/user/Downloads/47386-122599-1-SM.pdf

traffic violations. This system is connected to driver data (safety driving center) and motorized vehicle data (electronic registration and identification).

This ticketing system with electronic applications, in other words, is called an electronic ticket or e-ticket. Prior to the implementation of e-tickets at the end of 2016, police officers still used old ticketing tickets which were partial, conventional and manual in nature. So that the potential for deviations is too large which can result Corruption and Collusion. The partial, conventional and manual enforcement of speeding tickets does not have a maximum impact on building civilization, instead it even becomes barbarity. So it's only natural that people still give a negative assessment of the National Police Institution. With the e-Tilang system that has been implemented, according to in his research was quite effective in suppressing extortion and brokers both from the internal police and other stakeholders/actors (prosecutors and courts) involved in the implementation/implementation of the e-Tilang system. In addition to increasing the effectiveness of the process, it also creates transparency and accountability for law enforcement officers in terms of paying e-Tilang fines.

The practice of implementing the e-Tilang system has basically been carried out in all Polda (33 Polda) ranks during 2017, but in reality the practice of implementing this e-Tilang can be said to be still not as expected or in other words not optimal. Based on data on handling traffic ticket cases from the Attorney General's Office for the period January 2017 to September 2017 (Letter of the Attorney General of the Republic of Indonesia No: B-019/A/Ejp/01/2018 dated January 24, 2018, regarding settlement of traffic violations/tickets) those carried out using the e-Tilang system application have only been implemented in around 17% of all ticket cases decided by the Court.

Details of case data that were decided by the Court were 2,965,073 cases, followed up with the e-Tilang application in 500,575 cases (17%). This means that as many as 2,464,498 cases (83%) are still being carried out manually. The high manual enforcement of traffic violations can open space for extortion practices by unscrupulous members of the actors/policy actors, so that the aim of the e-Tilang system to be more effective and time efficient and to minimize corrupt behavior is not achieved.<sup>14</sup>

Problems surrounding traffic law enforcement are a classic problem that has only become a national issue after the formation of the Presidential Regulation of the Republic of Indonesia Number 87 of 2016 concerning the Clean Up Task Force for Illegal Levies. In this regulation, the philosophical basis for establishing this Presidential Decree is based on the fact that the practice of extortion has damaged the foundations of social, national and state life, so efforts to eradicate it are needed in a firm, integrated, effective, efficient manner, and capable of causing a deterrent effect and as an effort to eradicate extortion. it is necessary to form a task force to clean up illegal levies.<sup>15</sup>

Law enforcement for diving traffic is considered to be one of the sectors with indications of rampant extortion. Therefore, as a follow-up to the issuance of the Presidential Decree on sweeping extortion, the Indonesian National Police made improvements to traffic disciplinary violations through the e-ticket program.<sup>16</sup>

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<sup>14</sup>Traffic Law Enforcement Through the e-Tilang System Agung Asmara College of Police Science e-mail: asmara.babel@gmail.com A Wahyurudhanto College of Police Science e-mail: wrudhanto@gmail.com Sutrisno, Journal of Police Science | Volume 13 | Number 3 | December 2019

<sup>15</sup>The Effectiveness of Implementing the E-Tilang Program in Realizing Traffic Law Enforcement Bakri1,2, Muhammad Syarif Nuh & Baharuddin Badaru1, Journal of Lex Theory (JLT), Vol.1, No. 1, June 2020, file:///C:/Users/user/Downloads/46-Article%20Text-159-1-10-20200617.pdf

<sup>16</sup>Setiyanto, S., Gunarto, G., & Wahyuningsih, SE (2017). The Effectiveness of Implementing E-Ticket Fines for Traffic Offenders Based on Law Number 22 of 2009 concerning Road Traffic and Transportation (Study at Rembang Police). Khaira Ummah Law Journal, 12(4), 742-766.

## Driver Compliance and Safety

Traffic compliance is a form of obedience to traffic rules. These rules are used to guide road users to comply with the rules so that they have a positive impact on road users and reduce events such as traffic accidents.

Revealed that the factors that influence individuals on traffic compliance are: a. Compliant individuals are caused by the fear of sanctions given by police officers when they violate traffic rules. b. Self-awareness of traffic safety among road users. This means that individuals are aware that obeying traffic rules is an important thing to do. c. Mutual respect between road users to create order in traffic. d. There is a fine program and its effectiveness<sup>17</sup>.

Data from the Police Traffic Corps shows that there has been a significant increase in the number of traffic accidents in 2022 with 137,851 cases, compared to 2021 which recorded 103,645 cases and 2020 with 100,028 cases. More than 70% of these traffic accidents involve two-wheeled motorized vehicles.<sup>18</sup>

Based on data from the National Police Information Center (Pusiknas), there are 2.12 million violation traffic in Indonesia in 2021. This number is divided into 879,962 serious violations, 269,996 moderate violations, and 965,286 minor violations. Based on the area, the most traffic violations occurred in Jakarta, namely 419,061 cases. This number is equivalent to 20% of the total national traffic violations.

East Java is in second place with 372,692 traffic violations last year. Then, there were 284,456 traffic violations that occurred in West Java. A total of 264,179 traffic violations occurred in Central Java. Then, traffic violations that occurred in Banten and South Sumatra were 82,932 cases and 62,074 cases respectively. Meanwhile, the fewest traffic violations were in West Papua, namely 613 cases. Above it is North Kalimantan with 3,372 cases of traffic violations.<sup>19</sup>

The number of land traffic accidents in Indonesia will reach 103,645 cases in 2021. This number has increased by 3.62% compared to the previous year's 100,028 cases.<sup>20</sup>

The Ministry of Transportation (Kemenhub) reports that the number of land traffic accidents in Indonesia will reach 103,645 cases in 2021. This number has increased by 3.62% compared to the previous year's 100,028 cases. This condition occurred in line with the improvement in people's mobility last year. Throughout 2020, the flow of vehicle traffic has decreased given the social restrictions imposed to suppress the Covid-19 pandemic.

Meanwhile, as many as 25,266 people died in accidents that occurred in 2021. This number also increased by 7.38% compared to the previous year, when 23,529 people died. The number of vehicles that had an accident was 21,463 units. Motorcycles are the vehicles that have the most accidents, namely 73%. Its position was followed by freight transport by 12%. Furthermore, the material losses suffered from the various accidents reached IDR 246 billion. Its value increased by 24.24% from 2020 which amounted to IDR 198 billion.<sup>21</sup>

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<sup>17</sup> Rahmani, 2013

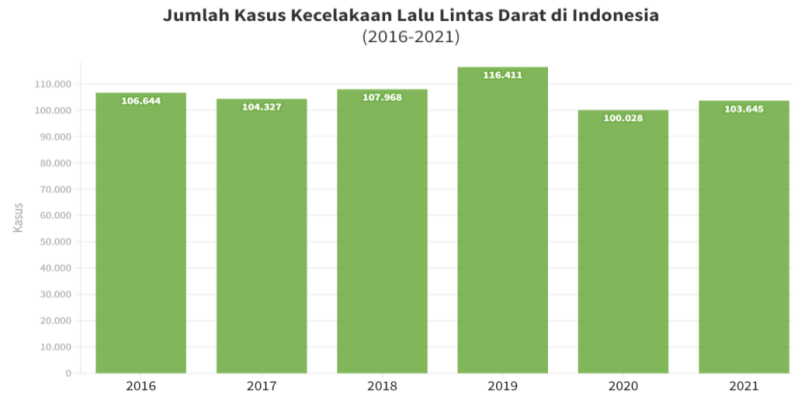
<sup>18</sup>[http://transportasi.co/tingginya\\_angka\\_kecelakaan\\_roda\\_dua\\_technology\\_abs\\_bagi\\_keselamatan\\_berkendara\\_7534.htm](http://transportasi.co/tingginya_angka_kecelakaan_roda_dua_technology_abs_bagi_keselamatan_berkendara_7534.htm)

<sup>19</sup><https://dataindonesia.id/varia/detail/polri-catat-212-juta-pelanggaran-lalu-tangan-pada-2021>

<sup>20</sup><https://dataindonesia.id/sector-riil/detail/nomor-kecelakaan-lalu-tangan-meningkat-jadi-103645-pada-2021>

<sup>21</sup><https://dataindonesia.id/sector-riil/detail/nomor-kecelakaan-lalu-tangan-meningkat-jadi-103645-pada-2021>

## Number of Land Traffic Accident Cases in Indonesia (2016-2021)<sup>22</sup>



The increase in the number of motorized vehicle ownership is directly proportional to the number of accidents and traffic violations, especially in two-wheeled motorized vehicles.<sup>23</sup> The following table shows sales of motorized vehicles throughout Indonesia:

No	Provinsi	Tahun	Jumlah Kendaraan Bermotor - Mobil	Jumlah Kendaraan Bermotor - Bus	Jumlah Kendaraan	Jumlah Kendaraan Bermotor - Sepeda Motor	Jumlah Kendaraan Bermotor - Jumlah
1	Aceh	2022	174 357	1 192	70 339	2 199 349	2 445 237
		2021	166 601	1 129	67 996	2 086 599	2 322 325
		2020	160 334	1 048	65 785	1 978 138	2 205 305
		2019	158 406	1 034	65 359	1 933 053	2 157 852
		2018	150 947	838	62 980	1 819 468	2 034 233
2	Sumatera	2022	1 429 070	16 756	751 831	11 845 080	14 042 737
		2021	1 352 449	16 487	727 282	11 337 823	13 434 041
		2020	1 290 540	16 144	704 112	10 849 863	12 860 659
		2019	1 270 241	16 050	698 191	10 659 037	12 643 519
		2018	1 205 837	15 447	677 278	10 183 138	12 081 700
3	Riau	2022	380 031	5 257	213 214	3 617 512	4 216 014
		2021	354 651	5 204	202 038	3 431 855	3 993 748
		2020	334 144	5 136	191 490	3 253 261	3 784 031
		2019	327 669	5 096	188 744	3 185 951	3 707 460
		2018	309 317	4 881	180 241	3 024 639	3 519 078
4	Jambi	2022	182 405	35 085	140 912	2 212 623	2 571 025
		2021	171 178	35 048	135 609	2 099 801	2 441 636
		2020	162 107	35 001	130 604	1 991 271	2 318 983
		2019	159 007	34 998	129 763	1 949 188	2 272 956
		2018	150 403	34 918	125 630	1 846 359	2 157 310
5	Bengkulu	2022	111 205	847	51 324	968 268	1 131 644
		2021	107 540	842	49 347	925 394	1 083 123
		2020	104 579	836	47 481	884 151	1 037 047
		2019	103 400	825	47 066	867 559	1 018 850
		2018	99 776	791	45 482	831 683	977 732
6	Lampung	2022	300 216	3 046	185 084	3 435 735	3 924 081
		2021	286 139	3 019	178 707	3 330 518	3 798 383
		2020	247 765	2 984	172 688	3 229 304	3 679 741
		2019	271 216	2 974	171 030	3 187 035	3 632 255
		2018	257 972	2 888	163 821	3 058 479	3 483 160
7	Kepulauan Bangka Belitung	2022	85 430	1 196	46 879	1 019 620	1 153 125
		2021	81 599	1 186	45 495	971 047	1 099 327
		2020	78 504	1 173	44 189	924 322	1 048 188
		2019	77 559	1 169	43 946	917 129	1 039 803
		2018	73 935	1 145	42 657	880 343	998 080
8	Kepulauan Riau	2022	156 687	2 153	28 454	937 213	1 124 507
		2021	148 035	2 137	27 381	891 379	1 068 932
		2020	141 044	2 117	26 368	847 289	1 016 818
		2019	138 167	2 109	26 063	826 662	993 001
		2018	127 057	1 992	25 081	771 041	925 171
9	DKI Jakarta	2022	3 766 059	37 180	748 395	17 304 447	21 856 081
		2021	3 544 491	36 339	713 059	16 711 638	21 005 527
		2020	3 365 467	35 266	679 708	16 141 380	20 221 821
		2019	3 310 426	34 905	669 724	15 868 191	19 883 246
		2018	3 082 616	33 419	631 156	15 037 359	18 784 550

<sup>22</sup>"Number of Traffic Accidents to Increase to 103,645 in 2021". <https://dataindonesia.id/sector-riil/detail/nomor-kecelakaan-lalu-tangan-meningkat-jadi-103645-pada-2021>

<sup>23</sup><https://www.merdeka.com/uang/kecelakaan-sepeda-motor-di-indonesia-terus-meningkat.html>



10	Jawa	2022	7 305 067	92 797	1 825 181	51 598 173	60 821 218
		2021	7 080 919	91 533	1 757 840	49 521 782	58 452 074
		2020	6 899 811	89 921	1 694 282	47 524 379	56 208 393
		2019	6 835 637	89 205	1 673 915	46 561 520	55 160 277
		2018	6 585 172	85 133	1 602 442	43 984 510	52 257 257
11	DI Yogyakarta	2022	378 599	3 836	64 660	2 661 870	3 108 965
		2021	368 188	3 802	62 329	2 572 810	3 007 129
		2020	359 776	3 759	60 129	2 487 138	2 910 802
		2019	356 506	3 678	59 361	2 441 874	2 861 419
		2018	344 084	3 386	56 549	2 321 234	2 725 253
12	Banten	2022	264 447	3 615	87 934	2 514 383	2 870 379
		2021	247 020	3 573	82 260	2 371 748	2 704 601
		2020	232 939	3 519	76 905	2 234 539	2 547 902
		2019	227 547	3 466	75 374	2 161 809	2 488 196
		2018	209 212	3 254	70 098	1 991 810	2 274 374
13	Bali	2022	474 878	9 417	157 894	3 928 946	4 571 135
		2021	466 300	9 405	154 802	3 862 637	4 493 144
		2020	459 369	9 390	151 884	3 798 850	4 419 493
		2019	455 933	9 345	150 787	3 742 000	4 358 125
		2018	435 965	9 163	145 927	3 540 179	4 131 234
14	Nusa Tenggara	2022	164 357	6 415	129 732	2 713 490	3 013 994
		2021	159 319	6 343	124 237	2 581 433	2 871 332
		2020	155 248	6 251	119 051	2 454 400	2 734 950
		2019	153 772	6 249	117 536	2 396 551	2 674 108
		2018	148 036	6 140	111 259	2 236 942	2 502 377
15	Kalimantan	2022	827 349	13 055	537 261	9 473 437	10 851 102
		2021	773 189	12 663	510 039	9 017 454	10 313 345
		2020	729 429	12 161	484 346	8 578 818	9 804 754
		2019	714 904	12 005	478 299	8 404 542	9 609 740
		2018	679 208	11 502	460 641	8 054 673	9 251 024
16	Sulawesi	2022	1 017 658	7 184	390 273	7 075 994	8 491 109
		2021	955 732	6 979	366 670	6 676 379	8 005 760
		2020	905 696	6 756	344 392	6 291 965	7 548 809
		2019	891 700	6 397	338 512	6 162 691	7 399 300
		2018	844 596	6 133	318 922	5 791 541	6 961 192
17	Gorontalo	2022	38 460	345	28 227	426 195	493 227
		2021	35 981	340	26 639	396 839	459 799
		2020	33 978	333	25 140	368 600	428 051
		2019	33 282	333	24 675	360 575	418 865
		2018	30 660	318	22 767	332 702	386 447
18	Maluku	2022	47 219	467	14 477	306 212	347 035
		2021	24 674	460	13 749	286 360	325 243
		2020	23 700	451	13 062	267 263	304 476
		2019	23 383	451	12 845	260 557	297 236
		2018	22 029	426	12 185	239 996	274 635
19	Papua	2022	36 858	373	18 352	319 982	375 565
		2021	35 601	359	17 458	303 320	356 738
		2020	34 585	341	16 614	287 292	338 832
		2019	34 329	341	16 446	282 377	333 493
		2018	33 043	313	15 507	262 442	311 305

Motor vehicle sales table

Source:

[https://www.bps.go.id/indikator/indikator/view\\_data\\_pub/0000/api\\_pub/V2w4dFkwdFNLNU5mSE95Und2UDRMQT09/da\\_10/1](https://www.bps.go.id/indikator/indikator/view_data_pub/0000/api_pub/V2w4dFkwdFNLNU5mSE95Und2UDRMQT09/da_10/1)

## Utilization Of Technology in Traffic Violations

The use of technology does not escape the laws that govern it. As a developing country, Indonesia greatly utilizes technology, one of which is in the field of transportation. Developed countries that take advantage of technology in the field of transportation also apply that Australia at the time the enactment of motor vehicle laws may be understood not as a simple reaction to the use of motorized vehicles, but there has been a complex exchange of public awareness, the personality of certain politicians, the use of British standards, the car industry and an incarnation of a public culture in which technology is used as a variable for progress and aspires to mass transportation; but all of them still need the best respect for laws and regulations.<sup>24</sup>

Fourth, another resource that is quite important in determining the success of a policy implementation is authority. According to states that: Authority is authority (authority) or legitimacy for implementers in carrying out policies that are applied politically.

Application of the e-ticket system in accordance with statutory regulations. Among them: 1) Law of the Republic of Indonesia Number 8 of 1981, Criminal Procedure Code; 2) Law of the Republic of Indonesia Number 2 of 2002, Indonesian National Police; 3) Law of the Republic of Indonesia Number 38 of 2004,

Roads; 4) Law of the Republic of Indonesia Number 22 of 2009, Road Traffic and Transportation; 5) Law Number 25 of 2009, Public Service; 6) Government Regulation of the Republic of Indonesia Number 15 of 2005, Toll Roads; 7) Government Regulation of the Republic of Indonesia Number 58 of 2010, Amendment to Government Regulation Number 27 of 1983 concerning Implementation of the Criminal Procedure Code; 8) Decree of the President of the Republic of Indonesia Number 52 of 2010, Organization and Working Procedures of the Indonesian National Police; 9) Republic of Indonesia Supreme Court Regulation No. 12 of 2016, Procedures for Settlement of Past Violations Cases.

### **Profit E Ticket**

Some of the advantages of using e-tickets are as follows:

1. Fast, saving (time, effort), hassle-free: when traffic violators receive proof of a ticket, they can immediately pay the fine that is stated on the ticket.<sup>25</sup>
2. The attached evidence is in the form of footage from CCTV so it is accurate, there is no need for a long debate.<sup>26</sup>
3. Fair because all those who violate traffic will get a ticket, there is no compromise and no extortion.<sup>27</sup>
4. Creating a deterrent effect on traffic violations because the fine given is the maximum fine charged.<sup>28</sup>
5. Discipline of road users has increased due to the absence of traffic police but the presence of CCTV which is always watching and the end result is reduced traffic accidents.
6. Existing CCTV can be used to monitor the surrounding atmosphere so that if a crime occurs it can be identified more quickly and can also monitor conditions and situations within the range of the CCTV so that it can make the community safe and secure.
7. Eliminating public hatred for the police, especially the traffic police, because in carrying out their duties they side with the authorities and institutions that have power, while ordinary people seem to be under pressure.

### **Obstacles to the Implementation of E-Tickets**

Even though the implementation of e-tickets is good and achieves the ultimate goal, namely creating discipline and obeying traffic signs for road users and the number of accidents can be reduced. However, there are several obstacles in the implementation of the e-ticket, namely:

1. Facilities and infrastructure, because this technology requires a large amount of money due to the need to install CCTV and other equipment in large numbers so that not all regional police apply e-tickets and not all places are installed with CCTV and there is a sophisticated internet connection to send pictures and/or videos from the scene to the operator.
2. Human resources, large human resources are needed in monitoring until the ticket evidence is sent and the final result of the implementation of the e-ticket.
3. Not all regions in Indonesia have access to fast internet facilities and so there are several locations in various regions that cannot carry out e-tickets so the traffic police still use manual ticketing in addition to e-tickets (blended tickets).
4. Limitations of Bank ATMs that make offenders feel far within the reach of paying traffic violation fines and limitations of EDC as a means of paying fines on the spot.<sup>29</sup>

<sup>25</sup>file:///C:/Users/user/Downloads/adminjkh,+1.+Lutfina+Zunia.pdf

<sup>26</sup>Sri Endah Wahyuningsih, Muchamad Iksan Journal, The Benefits of the E-Traffic Ticketing (E-Tilang) System in the Settlement of Traffic Violation in Indonesia <https://www.atlantis-pess.com/proceedings/icils-19/125922712>

<sup>27</sup> <http://eprints.unram.ac.id/9712/1/JURNAL%20JULIADI%20%28D1A014149%29.pdf> IMPLEMENTATION OF ELECTRONIC TICKETS (E-TILANG) AGAINST TRAFFIC VIOLATIONS (STUDY AT SATLANTAS POLRES MATARAM), JULIADI,

<sup>28</sup><https://resmilitaris.net/menu-script/index.php/resmilitaris/article/view/2904>

<sup>29</sup> file:///C:/Users/user/Downloads/adminjkh,+1.+Lutfina+Zunia.pdf Vol. 5 No. 2, August 2019 ISSN : 2407-4276 (Online) Journal of Legal Communication (JKH) Ganesha University of Education 1 EFFECTIVENESS OF USE OF E-TILANG ON TRAFFIC VIOLATION AT



## Blended Ticket

The police have issued new manual ticketing rules for 2023. This rule is being issued in line with the reintroduction of manual ticketing in a number of areas after previously being banned for quite some time. enforcement). To find out more, see the information on the new 2023 manual fine rules along with the following list of target violations: The new manual ticketing rules for 2023 have been issued by the Traffic Corps (Korlantas) of the Indonesian National Police via a telegram (ST) numbered ST/1044/V/HUK.6.2/2023 dated 16 May 2023. This is related to the implementation of the enforcement of traffic violations.<sup>30</sup>

"The enforcement (manual ticketing) will be carried out by a special team that already has a warrant and is certified as a traffic violation enforcement officer," said Head of Public Relations Division of the National Police, Inspector General Sandi Nugroho, in a written statement, Friday (19/5/2023). The telegram regarding the manual ticket was signed by the Head of the Traffic Corps (Kakorlantas) of the National Police, Inspector General Firman Shantyabudi. It was stated that manual ticketing was only carried out by certain officers to suppress violations.<sup>31</sup>

## Closing

## Conclusion

The conclusions of this study are:

1. It is felt that manually enforcing traffic violations can have an impact on reducing the image of the traffic police because there is too much human intervention which is the opposite of the traffic police's motto, Towards Orderly, United Indonesia, Number One Safety.
2. The use of technology must be used as widely as possible so that it is effective and efficient in realizing the motto of the traffic police in all parts of Indonesia.

## Suggestion

1. To the traffic police is to provide the best possible facilities and infrastructure in order to improve the image of the traffic police in the community.
2. In implementing manual fines, technology such as smartphones is still used so that direct contact with the public can be minimized so that there is no compromise with anyone who violates traffic and minimizes extortion.

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MAGELANG POLRES Lutfina Zunia Apriliana Study Program Master of Law, Faculty of Law, Diponegoro University, Semarang e-mail: finaapriliana@gmail.com Nyoman Putra Jaya Association

<sup>30</sup>New 2023 Manual Ticket Rules and List of Violation Targets" in full <https://news.detik.com/berita/d-6728301/aturan-baru-tilang-manual-2023-dan-register-sasaran-pelanggarannya>.

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