



## Analysis of The Effectiveness of Electronic Ticketing Lodaya In Enforcing Traffic Violations

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**Abstract.** Rampant traffic violations have spurred the development of information system-based technology by the Indonesian National Police equipped with a network or website as its software or *Electronic Traffic Law Enforcement* (ETLE). Through ETLE Lodaya, people ticketed for traffic violations will be sent a letter. This electronic system is very different from the street's manual ticketing mechanism. This study aims to assess the effectiveness of the ETLE Lodaya system through the mechanism of the Electronic Ticket Lodaya system in the jurisdiction of the Cirebon City Police. The research method used in this writing is qualitative. The data collection technique was conducted by interviewing police members regarding traffic violations at the Cirebon City Police. The results of this study show that the use of Electronic Ticket Lodaya in the Cirebon City Police area has not been effective because of inhibiting factors that affect the effectiveness of the Electronic Ticket system, including the ETLE mechanism, which requires a long process, community disobedience to the rules.

**Keywords:** Effectiveness, E-Ticket, Traffic Violation, ETLE, Police

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### INTRODUCTION

Effectiveness is measured by the extent to which a plan achieves its intended goals (Poerwanti & Suwandayani, 2020). The lack of legal awareness among the public regarding traffic and highway transportation in Indonesia has created an urgent need to enhance the quality and quantity of motorists. The aim is to significantly reduce traffic violations. It's important to note that traffic and highway violations are considered criminal offenses. If an individual or a group commits such an act, the legal process will be enforced in accordance with the existing rules.

The Indonesian National Police (Polri) is a state tool that plays a role in maintaining public security and order, law enforcement, protection, and service to the community in the

context of maintaining internal security. Therefore, the National Police is required to continue to develop to be more professional and closer to the community. In other words, the National Police must develop into a civilian police force. As a civilian police force, the position of the National Police in state organizations has a dominant influence on the proportionate and professional implementation of the police, which is a condition for supporting the realization of good governance.<sup>1</sup>

The problems that arise today are also related to the condition of inconsistency between the application of the law and the sound of written legal regulations that all Indonesian people should obey. Public legal awareness is closely related to legal compliance or legal obedience as well as the effectiveness of the law itself. This means that legal awareness will show whether or not the law has been created, namely with an understanding and compliance with the provisions of the applicable laws and regulations. If legal awareness has been applied, then a harmonious life in the nation and state can be achieved by establishing a law. Traffic violations, which often occur, spurred the development of information system-based technology by the Indonesian National Police, which is equipped with a network or website as its software, or what is called *Electronic Traffic Law Enforcement*.

The National Police officially launched 244 Electronic Traffic Law Enforcement (ETLE) phase I cameras in 12 Regional Police on March 23, 2021. The inauguration was led directly by the National Police Chief General Pol Listyo Sigit Prabowo, together with the Chief Justice of the Supreme Court, Muhammad Syarifuddin, and the Chief Attorney General ST Burhanuddin. ETLE cameras are installed in 12 Regional Police, including, 98 points of the Metro Jaya Police, 21 points of the West Java Police, and 10 points of the Central Java Police. In addition, the Special Region Police of Yogyakarta has 4 points, the East Java Police has 56 points, the Riau Police has 4 points, the Lampung Police has 5 points, the Jambi Police has 8 points, the West Sumatra Police has 10 points, the South Sulawesi Police has 16 points, the North Sulawesi Police has 11 points and the Banten Police has 1 point (Korlantas Polri, March 23, 2021). However, according to the Head of the Sub-Directorate of Enforcement of Violations of the Directorate of Law Enforcement of the National Police Traffic Corps, Kombes Abrianto Pardede, only three Regional Police have

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<sup>1</sup> Adamsyah Nadeak, Ibnu Artadi, Waluyadi, "The Implementation of Police Discretionary Law Enforcement in Resolving Traffic Accidents at the Investigation Level (Study in the Cirebon City Police Area)" no. 1 (2019): 4–21.

implemented the ETLE system, namely the Metro Jaya Police, the DIY Police, and the East Java Police. The rest are still socializing and educating the public about the enactment of ETLE.<sup>2</sup>

## LITERATURE REVIEW

*Electronic Traffic Law Enforcement, or ETLE, is a technology for recording violations in electronic traffic. This implementation improves order, security, and safety of motorists while on the road. ETLE, or electronic ticketing, guarantees the same law enforcement for all stakeholders.* Furthermore, the Metro Jaya Police also issued an ETLE *Mobile* or running electronic ticket (IDN TIMES, April 29, 2024). ETLE in the Cirebon area of the new city was enforced on June 9, 2021. In Cirebon City, said Habibi, ETLE cameras are installed at six points and monitoring cameras at 10 points. The six points that have been installed with ETLE are the BTN Krucuk T-junction, Siliwangi intersection, Asia intersection, Latpri Cipto intersection, Gunungsari intersection, and Rajawali Perumnas intersection (Korlantas Polri, May 27, 2021). However, in its development, the Cirebon City Police Area uses the Lodaya ETLE, which has been in effect since December 1, 2022, not ETLE, which uses surveillance cameras. Head of the Cirebon City Police, AKP Triyono Raharja explained that ETLE Lodaya or E Tilang is a 100-day program of the National Police Chief which is the application of technology in the enforcement of traffic regulations by working after validating violations based on the ETLE Lodaya camera, the officer will print a blank violation and send it to the violator's address according to the data of the motor vehicle number plate (TNKB), Violators will receive a letter of violation, violators can confirm via scanning the barcode or come directly to the Cirebon City Police. Residents are given 14 days to confirm the violation. If the vehicle is not confirmed within the term, the vehicle will be blocked by Samsat (about Cirebon, November 29, 2022).

In principle, the urgency of implementing ETLE in Cirebon City Police tickets to detect traffic violations transparently. Through the ETLE system, transparency regarding what violations have been committed by violators and the fines that will be given are listed in the E-Ticket letter. Violators will be punished according to what has been done and detected by the ETLE camera. The implementation of ETLE in traffic violations is still found to have

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<sup>2</sup> Puja Noverdi Saputra, "Electronic Traffic Law Enforcement (ETLE) and Its Problems," *Quick Info* 13, no. 7 (2021): 1–6, <http://berkas.dpr.go.id/>.

several problems, one of which is the mechanism of the finery process, which takes a long time, namely 14 days (BRIPKA Anton Susanto)

The problems that occur in the community with the long ETLE Lodaya refinement process make the community not obey the rules that have been set, which will have an impact on the blocking of STNK by the police. Suppose the violator does not carry out the sanction as mentioned. In that case, the Vehicle Number Registration Letter (STNK) will be temporarily blocked until the violator makes payment before the extension of the STNK. If the violator still does not pay until the STNK is extended, it will be billed at the time of the STNK extension (Carmudi.co.id, April 4, 2021). Provisions regarding the blocking of STNK are contained in the Regulation of the National Police Chief Number. 5 of 2012 concerning the Blocking of Motor Vehicle Resident in Article 115 paragraph (5) which states that STNK based on electronic data If the violator does not carry out the sanction as mentioned, then the Vehicle Number Registration Letter (STNK) will be temporarily blocked until the violator makes payment before the extension of the STNK. If the violator still does not pay until the STNK is extended, it will be billed at the time of the STNK extension (Carmudi.co.id, April 4, 2021). Provisions regarding the blocking of STNK are contained in the Regulation of the National Police Chief Number. 5 of 2012 concerning the Blocking of Motor Vehicle Resident in Article 115 paragraph (5), which states that STNK based on electronic data committing traffic violations can be blocked. During the blocking period, the vehicle owner is considered not to have a valid letter based on the law because the STNK is considered dead.

**Table 1. Previous Research**

| <b>It</b> | <b>Researcher Name and Journal Title</b>                                                                                                                                                | <b>Research Methods</b>                                                                                                                                                                                                                                               | <b>Research Results</b>                                                                                                                                                                                          | <b>Differentiator</b>                                                                                                                                                                                     |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.        | The Effectiveness Of The Use Of E-Ticketing Applications In The Payment Of Ticket Fines In The West Java Regional Police In 2018-2020, Nisa Oktaviani, Rahayu Kusumadewi, Engkus (2022) | This study uses a qualitative approach with a case study type of research. The qualitative approach is the determination of the meaning of a phenomenon from the participant's view. The data collection techniques used to obtain data in this study are in the form | The research on using the E-Tilang application to pay ticket fines in the West Java Regional Police has been well realized because it can reduce illegal collection. However, some shortcomings still need to be | Previous research focused on using the E-Tilang application to pay fines. This is considered optimal because it reduces illegal collection. Meanwhile, this study focuses on the mechanism of ETLE Lodaya |

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|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                                                                                                                                                                                 | of observations, interviews, documentation, and audiovisual materials.                                                                                                                                                                                                         | considered so that the E-Tilang application can be said to be optimally effective.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | and whether it is effective or not.                                                                                                                                                                                                                                                            |
| 2. | Effectiveness Of Prosecuting Traffic Violations Using E-Ticketing (Case Study Of The Bandung Police Traffic Unit) Taufik Hidayat, Abdul Haris Semendawai, Habloel Mawadi (2022) | In legal research, legal facts that apply in society are also examined, which requires knowledge to be observed and proven openly. This type of empirical juridical research approach was used as a reference for problems based on electronic ticket law enforcement (E-TLE). | <p>The results of the study show that E-Tilang The obstacles faced during the implementation of the E-Tilang application in resolving traffic violation cases are still very numerous, including:</p> <p>a. Coordination between the Police, District Court, and Prosecutor's Office has not been optimal.</p> <p>State and Bank Rakyat Indonesia (BRI) as an agency directly related to the E-Ticket program.</p> <p>b. Lack of socialization to the community.</p> <p>c. Lack of public concern to learn and find out about the E-Ticket program.</p> | In previous research, there were three factors in the obstacle of e-ticketing: lack of coordination, lack of socialization, and lack of community concern. Meanwhile, in this study, there are three obstacles to ETLE, including the ETLE mechanism, community factors, and cultural factors. |
| 3. | Efektivitas Electronic Traffic Law Enforcement, Vita Mayastinasari,                                                                                                             | This study uses a <i>mixed-method research approach</i> to analyze the implementation of                                                                                                                                                                                       | ETLE is a law enforcement system in the field of traffic that is based on                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The ETLE explained in the previous study is ETLE in the form of CCTV                                                                                                                                                                                                                           |

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|--|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Benyamin Lufpi, (2022) | ETLE from the perspective of equipment, technology, <i>database</i> , data integration, <i>back office</i> , officer qualifications, implementation instruments, control, and evaluation of ETLE. The research informants are personnel in the environment: the Directorate of Traffic, the Police (Heads of Units), BRI, the Prosecutor's Office, and the Transportation Office. Data collection was carried out by distributing questionnaires, and interviews. | information technology to crack down on traffic violators. The implementation of ETLE is a breakthrough made by the police to minimize parties who extort when prosecuting traffic violations, and to increase discipline | technology which is directly controlled by the police headquarters. Meanwhile, the ETLE discussed in this study is ETLE Lodaya, in the form of an application used by police officers to crack down on traffic violators. |
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### Problem Formulation

From the background of the above problem, the author can limit the problem as follows:

1. What is ETLE Lodaya's enforcement mechanism for resolving traffic violations in the jurisdiction of the Cirebon City Police?
2. What are the inhibiting factors in ETLE Lodaya?

### METHOD

This research uses qualitative methods, as well as through interviews with officers. Several primary data were obtained at the research site, namely the jurisdiction of the Cirebon City Police. The data collection technique is carried out by conducting interviews with police members in the field of traffic violations in the Cirebon City Police, as well as based on the number of existing traffic violation data. The research data collection instruments used are using primary and secondary data. Primary data and secondary data are used in the writing of this article. Primary data is data that the author obtains/obtains directly through respondents with interviews with parties related to the research problem. Primary data in this study will be the main source of data. The primary data sources of this study are

data from traffic cases and text sources that are highly accurate from the research.<sup>3</sup> In collecting primary data in this study, namely through interviews with respondents, the technique used to collect secondary data is through conducting library *research* or documentary studies. The data obtained during interviews with respondents and legal materials are studied and analyzed to provide an overview of the research topic so as to help the author make a correct conclusion.

## DISCUSSION

In this section, the author describes the results of the research and the discussion of the problem based on the results of the research which can then be described as follows:

### Enforcement Mechanism of ETLE Lodaya

Officers take action against traffic violations in the field using the ETLE LODAYA application.

1. Officers at the ETLE BACK OFFICE will validate and verify captured violations to create a notification letter.
2. PT will send the notification letter, and the delivery service will also send the POS to the violator.
3. Violators are given 7 X 24 hours to confirm the violation by answering emails, visiting the website, or coming directly to the ETLE post at the SATLANTAS CIREBON KOTA POLICE OFFICE
4. Violators who have been confirmed will be given a ticket by the officer at the ETLE post as a condition for obtaining a BRIVA code to pay the ticket fine
5. After the violator confirms and gets the BRIVA code, then the violator pays the ticket fine at the BRI bank using the BRIVA code given by the officer of the ETLE SATLANTAS POST CIREBON KOTA POLICE (BRIPKA Anton Susanto)

The enforcement mechanism of ETLE LODAYA is to record traffic violators with some scattered high-resolution cameras. Then, the photo evidence is stored as evidence of violations. Furthermore, the ETLE system will send a ticket letter to the violator's address based on the data according to the violator's vehicle license plate. Electronic ticketing has been regulated by Law No. 22 of 2009 concerning Road Transportation Traffic (LLAJ).<sup>4</sup>

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<sup>3</sup> Dicki Andika Martha and Endang Sutrisno, "Syntax Literate :," *Implementation of Police Discretion in Solving Traffic Crimes Study at the Kuningan Resort Police*, no. 8 (2018): 27–38.

<sup>4</sup> Bakti Adi Prayogo, "Analysis of Violation Indicators in the Sidoarjo Police Electronic System," *Sivis Pacem* 1, no. 2 (2023): 222–52.

Article 272, paragraph (1) of the LLAJ Law states, "To support activities to enforce violations in the field of Traffic and Road Transportation, electronic equipment can be used". Paragraph (2) states, "The results of the use of electronic equipment as referred to in paragraph (1) can be used as evidence in court." Technically, the procedure is regulated in Government Regulation (PP) No.80 of 2012 concerning Procedures for Inspection of Motor Vehicles on the Road and Enforcement of Traffic and Road Transportation. The ticket submission procedure is regulated in Article 28, paragraphs (1-4) of GR 80/2012. Enforcement of LLAJ Violations on the results of electronic equipment recordings as referred to in Article 23 letter c, Police Officers or Civil Servant Investigators (PPNS) in the Traffic and Road Transportation field can issue a Ticket Letter. The ticket letter must be attached with evidence of electronic law enforcement device recordings and submitted to the violator as a notice and summons to appear in court hearings. If the violator is unable to comply with the summons to appear in the court hearing, the violator can deposit the fine money through a bank appointed by the Government. Considering that the electronic ticketing process also involves the court, the Supreme Court (MA) issued Supreme Court Regulation (Perma) No.12 of 2016 concerning Procedures for Resolving Traffic Violation Cases. In this Perma, the mechanism for the trial of electronic ticket enforcement by the police is also regulated.<sup>5</sup>

### **Implementation of ETLE Lodaya in Cirebon City**

The implementation of E-TLE Lodaya is highly expected to have a positive influence in deficient public legal awareness of traffic. Public compliance with traffic rules is expected to increase further to achieve mutual safety. This is based on the fact that the indicator of the success of a law can be seen from how much society will obey the law. The implementation of ETLE Lodaya in Cirebon City itself is carried out to minimize public deviations in the field in the law enforcement process in the form of fines and increase public awareness of traffic orders. If associated with pre-emptive law enforcement to prevent an increase in the number of traffic violators, both the use of mobile phones and other types of traffic violations. Pre-emptively providing a solution by implementing the electronic ticketing system (ETLE) and providing good values so that they are embedded in every community to carry out good norms, namely obedience and orderliness in traffic. In this case, the Cirebon City Police participated in implementing the ETLE electronic ticketing

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<sup>5</sup> College and Police Science, "Traffic Law Enforcement Through the E-Ticket System Agung Asmara A Wahyurudhanto Sutrisno," *Journal of Police Science* | 13 (2019): 187–202.

system in Cirebon City. They conducted socialization to know and follow the rules to create safe, orderly and prosperous conditions.

The results of the study show that the Lodaya ETLE program is part of the Cirebon City Police's role in law enforcement by monitoring people's driving behavior from the Lodaya ETLE device in order to improve the security and safety of public traffic. After implementing ETLE Lodaya at the Cirebon City Police, the Cirebon City Police still enforce conventional or manual tickets. However, manual ticketing is only enforced for traffic violations not detected by the Lodaya ETLE device. So if, in the field, if the officer sees a traffic violation that is not detected by the Lodaya ETLE system, a manual ticket will be enforced.

Data on violations of Porles Cirebon City

Table 2. Number of Violations 2024

| MOON     | 10 TYPES OF VIOLATIONS |               |       |         |        |        |           |         |       |      | SUM |
|----------|------------------------|---------------|-------|---------|--------|--------|-----------|---------|-------|------|-----|
|          | HELMET                 | DRINK DRIVING | SPEED | PARKING | CHARGE | GUN HP | SEAT BELT | KNALPOT | BLOOD | WALL |     |
| JANUARY  | 36                     | 0             | 0     | 2       | 0      | 0      | 13        | 14      | 0     | 0    | 65  |
| FEBRUARY | 47                     | 0             | 0     | 1       | 0      | 0      | 29        | 0       | 0     | 0    | 77  |
| MARET    | 56                     | 0             | 0     | 1       | 0      | 0      | 34        | 2       | 0     | 0    | 93  |
| APRIL    | 46                     | 0             | 0     | 3       | 0      | 0      | 27        | 1       | 0     | 0    | 77  |
| SUM      | 185                    | 0             | 0     | 7       | 0      | 0      | 103       | 17      | 0     | 0    | 312 |
|          | ETLE Violations        |               |       |         |        |        |           |         |       |      |     |
|          | Non ETLE Violations    |               |       |         |        |        |           |         |       |      |     |

After enforcing traffic violations with the electronic ticketing mechanism through ETLE Lodaya, Cirebon City Police officers recorded as many as 312 violations in the first 4 months of 2024. In terms of the number of violations, it can be seen that almost all traffic violations that occur are obtained from ETLE

Inhibiting factors in ETLE LODAYA

Obstacles to enforcing ETLE are found in mechanisms, communities, and cultural factors. The mechanism factor in the implementation of ETLE is that it takes a long time, so the community is disobedient. Next is the community factor. It can be said that the community is the most crucial factor in the implementation of this ETLE. The problem is that many Indonesian people do not obey the rules. Even to circumvent ETLE, vehicle license plates are closed, so they cannot be recorded. Next is the cultural factor. The culture

of the Indonesian people is afraid and obedient if there is a police force; of course, it is a problem. Usually, drivers will not violate traffic when there is a police guard or patrol (Ice Oktaviani, 2019: 21). Therefore, traffic violations are feared to increase if there are no police assigned on the road.

### **Mechanism Factors**

The e-ticketing application service mechanism that has been carried out is not by Article 4 letter (b) of the Regulation of the Head of the Traffic Regulation Corps of the National Police of the Republic of Indonesia Number 6 of 2018, namely efficiency and effectiveness, namely the ETLE procedure must be carried out, it is hoped that it will have an impact on reducing traffic violations, but the fact is that the e-ticketing procedure makes it difficult to prosecute violations because it has to go through two times of work in the identity registration stage of the violator, This is because the instructions for the implementation of the procedures for resolving traffic violations are required to bring a ticket sheet which is blank No. 14 statement, the suspect's statement, the violator that he has committed a specific road traffic violation, and a signature column. This is why it is necessary to fill out blanks so that with the bureaucracy that burdens police officers, there is a lack of motivation to socialize and use the e-ticketing application to crack down on traffic violations.<sup>6</sup>

A reasonably tricky implementation can be a factor that hinders the implementation of the ticket action and will not always be an immediate concern because of the long delivery of letters and sanctions that are not felt by violators, which are different from conventional tickets.

### **Community Factors**

Next is the community factor. It can be said that the community is the most critical factor in the implementation of this ETLE. The problem is that many Indonesian people do not obey the rules. Even to circumvent ETLE, vehicle license plates are closed so they cannot be recorded. The Director of the Metro Jaya Police, Kombes Sambodo Purnomo Yogo, reminded the public not to deceive ETLE. If someone closes the vehicle's license plate, the police in the field will chase it (Republika.co.id, March 24, 2021).

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<sup>6</sup> Lutfina Zunia Apriliana, "The Effectiveness of the Use of E-Ticketing for Traffic Violations at the Magelang Police," *Journal of Legal Communication (JKH)* 5, no. 2 (2019): 1, <https://doi.org/10.23887/jkh.v5i2.17595>.

In addition to this problem, there is a possibility that people will be lazy in paying taxes if they are known to have committed violations. This is because the bills that will inevitably accumulate in the tax payment make people object to paying taxes. In terms of buying used vehicles, the community also does not immediately change the vehicle's name. 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 undoubtedly hinder the enforcement of ETLE. According to Andalas University transportation observer Yossafra, the most difficult thing about the implementation of ETLE is the falsification of the police number used by the driver because the operator can only detect the police number of the vehicle, the color of the vehicle, and the type of vehicle.<sup>7</sup>

### **Cultural Factors**

Next is the cultural factor. The culture of Indonesian society itself is that they will be afraid and obedient if there are police officers on the road; of course, this is a problem because drivers will not violate traffic or other violations in driving when there are police officers on guard or patrol (Ice Oktaviani, 2019). However, the public will ignore the driving regulations if there are no police officers on guard or patrol. Therefore, traffic violations are feared to increase if no police are assigned to the road.

### **CONCLUSION**

The effectiveness of ETLE Lodaya at the Cirebon Police is not yet effective. This is based on the research results and data obtained by the Cirebon City Police. ETLE Lodaya itself has not been fully implemented because there are several obstacles, including mechanism factors that are still not by the rules, especially in Article 4 letter (b) of the Regulation of the Head of the Traffic Regulation Corps of the National Police of the Republic of Indonesia Number 6 of 2018, namely efficiency and effectiveness, namely the e-ticket procedure must be implemented, which is expected to have an impact on reducing traffic violations. Next is the community factor, where the community here is critical to affect the effectiveness of ETLE Lodaya, but the cause is that many Indonesian people do not obey the rules. Where all means will be used to cover up traffic violations, for example, covering vehicle license plates so that officers' cameras do not detect them; this causes ETLE Lodaya to be ineffective. The last is this cultural factor, which is very difficult to change because this culture has become a habit. In addition to the three obstacles above, ETLE Lodaya has not

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<sup>7</sup> Tinggi and Police, "Traffic Law Enforcement Through the E-Ticket System Agung Asmara A Wahyurudhanto Sutrisno."

been effective because it takes a long time, and the community's compliance to pay fines is deficient. Because some of the above are considerations manual tickets or conventional tickets are more effective than using Electronic tickets or ETLE Lodaya.

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