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Effectiveness of the Mobile Electronic Traffic Law Enforcement (ETLE) in Prosecuting Traffic Violations in the Jurisdiction of the East Java Regional Police Force

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ABSTRACT

In today's digital era, the police have implemented the Electronic Traffic Law Enforcement (ETLE) system to address traffic violations. ETLE consists of static ETLE, which uses CCTV cameras at fixed locations, and mobile ETLE, where cameras on police patrol cars detect violations in real-time. Despite this system, traffic violations remain prevalent in East Java's police jurisdiction. This study examines the legal provisions and sanctions associated with mobile ETLE and its implementation in East Java. Using empirical research methods, the study gathers data through observation and interviews, employing statutory and conceptual approaches with both primary and secondary legal materials. Findings reveal that both static and mobile ETLE systems are still ineffective and require further development. Public awareness remains a significant barrier, as many individuals still fail to understand and comply with traffic regulations. Additionally, challenges such as a shortage of police personnel and insufficient public outreach on traffic law compliance contribute to the system's inefficiency.

Keywords: *East Java Regional Police, Electronic Traffic Law Enforcement, Traffic Violations*

INTRODUCTION

The development of civilization in the digital era has changed various aspects of people's lives to be more efficient and practical, including in the field of transportation. One of these developments includes the advancement of vehicular transportation facilities and infrastructure used in everyday life. In the past, land transportation still relied on traditional means, such as pedal bicycles, which were operated by pedaling without the support of machines. However, along with the times and advances in science and technology, the use of pedal bicycles began to be replaced by more efficient modern means of transportation, such as motorbikes, which have been equipped with engines to facilitate mobility.¹

The development of transportation facilities has led to both positive and negative impacts on society. One of the negative impacts is the increasing number of traffic violations, which contribute to the high number of road accidents. These accidents could cause fatalities as well as material losses for drivers and other parties involved. In addition, traffic accidents involve not only adults, but also minors who, ironically, are often given permission by their parents to drive without a driver's license. This issue is a major concern for the authorities, especially for the police force in the traffic unit.

The extent of public legal awareness of traffic regulations is still relatively low. Therefore, strategic measures are necessary to increase the effectiveness of law enforcement and reduce the number of traffic violations. The high number of traffic violations is currently one of the main triggers for the high number of road accidents. To overcome this, it is necessary to improve the attitude and behavior of road users to be more disciplined and careful in traffic. On the other hand, law enforcement officials must also be firm in taking action against traffic violations indiscriminately. Inconsistent law enforcement will lead to ineffective regulations. In this case, Law No. 22/2009 on Road Traffic and Transportation plays an important role in creating traffic order.

The increasing number of traffic violations every year is a new challenge for the police in this digital era. Therefore, innovation is necessary in the law enforcement system that not only provides a deterrent but also educates the public. One form of law enforcement that is applied is the imposition of administrative sanctions (traffic tickets) carried out by the police. However, the manual ticketing system that is still used today is often misused by certain individuals, both civilians and police officers, for personal gain by ignoring the established procedures.

The practice of bribery in the ticketing process has become an open secret. This is the background of the Indonesian National Police, especially in the traffic sector, to implement a technology-based law enforcement system, namely

¹ Rahman Amin, Alfin Pratama, and Iren Manalu, "Efektivitas Penerapan Tilang Elektronik Terhadap Pelanggaran Lalu Lintas Di Wilayah Hukum Polda Metro Jaya," *KRTHA BHAYANGKARA* 14, no. 2 (December 7, 2020): 138–62, <https://doi.org/10.31599/krtha.v14i2.148>.

Electronic Traffic Law Enforcement (ETLE) or better known as e-Tilang. This system is expected to reduce the practice of illegal levies and bribery in the process of prosecuting traffic violations.

E-Tilang is a digital-based traffic monitoring and law enforcement system that uses CCTV (Closed Circuit Television) devices as the main media. Along with technological developments, this system has now been equipped with ETLE Mobile, which allows more flexible enforcement of violations. Therefore, the police are required to comprehend Information Technology (IT) in implementing an electronic ticketing system as has been implemented in various developed countries.

To replace manual tickets that are considered inefficient because they still use blanks or physical tickets, a new policy in the form of electronic tickets is being implemented. In this system, drivers who violate traffic rules will be detected through an application connected to the police system. Once identified, the violator will receive a notification in the form of a message containing a digital ticket along with a confirmation code and a ticket fine payment instruction.

The implementation of the ETLE system was implemented nationally in 2021. In order to support this policy, the East Java Police Traffic Directorate has operated 12 ETLE Mobile units, which are placed in various regions in East Java Province, namely at Gresik, Jember, Madiun Kota, Trenggalek, Kediri, Magetan, Jombang, Mojokerto, Madiun, Bojonegoro, Malang Kota, and the East Java Regional Police Traffic Directorate.²

With the ETLE Mobile system, both the police and road users benefit because the ticketing process becomes more concise and efficient compared to manual tickets which tend to be complicated and take a lot of time. However, the implementation of ETLE also has shortcomings, especially in terms of evidence of recorded violations, where vehicles can only be identified by police numbers. After a violation occurs, a confirmation letter will be sent to the vehicle owner according to the recorded data. This can hamper the effectiveness of electronic ticketing, especially if the vehicle has been transferred but the ownership documents have not been updated, making the law enforcement process longer and less optimal. Therefore, this research aims to examine the legal provisions related to ETLE Mobile as well as the legal sanctions imposed on traffic violators in the implementation of this system in the East Java Police region.

² Billy Patoppoi, "Denda ETLE Mobile Polda Jatim Dalam Lima Bulan Mencapai Rp1,1 Miliar," *suarasurabaya.net*, 2022, <https://www.suarasurabaya.net/kelanakota/2022/denda-etle-mobile-polda-jatim-dalam-lima-bulan-mencapai-rp11-miliar/>.

LITERATURE REVIEW

Traffic Concepts and Regulations in Indonesia

The movement of vehicles, people and animals on the road is referred to as traffic. In order to control this movement, human skills and awareness in using common sense are required. If a person drives a vehicle without awareness or in an unhealthy condition, this can endanger themselves and other road users.³

Based on Article 1 Paragraph 1 of Law No. 22/2009 on Road Traffic and Transportation (LLAJ), traffic is a unified system consisting of vehicles moving on roads, road users, and their management. Subekti states that traffic includes all uses of public roads with a conveyance. In supporting the country's development, the potential of traffic must be developed in order to create safety and order in traffic. Therefore, in order to encourage economic growth and public welfare, it is expected that efforts to increase traffic awareness can reduce the number of violations and accidents that are still high.

The purpose of traffic management has been explained in Article 3 of Law No. 22/2009 on Road Traffic and Transportation (LLAJ), which is to realize safe, smooth, and efficient traffic through the use of transportation modes that can improve the Indonesian economy, improve the welfare of the community, strengthen national unity and integrity, and uphold the dignity of the state. The implementation of traffic also aims to facilitate community mobility in carrying out daily activities, whether by land, sea or air.

According to Article 1 point 12 of Law 22/2009, roads are defined as all parts of the road, including appurtenant buildings and equipment, which are used for public traffic and can be on the surface of the ground, above the surface of the water, or underground.⁴ One of the main factors causing traffic accidents is inadequate road conditions. Therefore, experts design network systems and build road infrastructure equipped with additional facilities to regulate traffic flow and improve road user safety. These include road markings, lane dividers, traffic lights, guard rails, and other traffic engineering features that help create a safer and more orderly transportation environment.

An offense is an act that has only recently been recognized by the public as a form of criminal offense. This definition is based on provisions in the law that refer to criminal acts as offenses and threaten them with criminal sanctions. One example is the act of parking a two-wheeled vehicle on the right side of the road. In contrast to the opinion of Wirjono Prodjodikoro, who defines offense as an act that violates provisions related to the law.

³ Daniela Gincio-Fodor, "Violation by Vehicle Drivers of Road Traffic Rules through Aggressive Behavior," in *Statul, Securitatea Şi Drepturile Omului În Era Digitală: Materialele Conferinţei Ştiinţifico-Practice Internaţionale* (Moldova State University, 2024), 444–50, <https://doi.org/10.59295/ssdoed2024.47>.

⁴ Pemerintah Pusat Indonesia, "Undang-Undang (UU) Nomor 22 Tahun 2009 Tentang Lalu Lintas Dan Angkutan Jalan" (2009).

In crime studies, offenses are also considered part of criminal acts (legal definition of crime). In criminal law, criminal acts are categorized into two, namely *mala in se* and *mala prohibita*. *Mala in se* refers to an act that is considered a violation of the law because it contradicts the norms and customs in society, as stipulated in the law. Meanwhile, *mala prohibita* is an act that is declared an offense by law alone, without taking into account the prevailing moral or customary elements. As expressed by Moeljatno, an act can only be called an offense once it is determined as an act against the law. In conclusion, an act can be categorized as an offense if it has been regulated in the applicable statutory provisions. If there are no rules governing it, then the act cannot be called an offense.

Article 1 point 24 of Law No. 22/2009 defines a traffic accident as an event that occurs on the road unexpectedly and unintentionally, involving vehicles, both with and without other road users, and results in casualties or material losses.⁵ Furthermore, traffic accidents are defined by transportation expert F. D. Hobbs as incidents for which the time and location of occurrence cannot be predicted.⁶ Accidents are not only associated with trauma, injury, or disability, but can also lead to death.

The impact of traffic accidents as stated in Government Regulation No. 43 of 1993 can be classified based on the condition of the victims into three categories, namely:

1. Deceased victims, i.e. accident victims who are declared incapacitated or died as a result of a traffic accident within a maximum period of 30 days after the incident.
2. Seriously injured victims are accident victims who suffer serious injuries that cause permanent disability or require hospitalization for at least 30 days after the incident. A condition is categorized as disability if a part of the victim's body is missing or cannot function permanently.
3. Victims of minor injuries, namely accident victims who suffer injuries that do not require hospitalization and only require treatment for a period of less than 30 days.⁷

Police Functions and ETLE Implementation in Traffic Law Enforcement

Initially, the term "police" originated from the Greek word *politeia*, which refers to the entire system of government of a nation or city. The term was used by Van Vollenhoven to refer to various governmental bodies that hold the authority and responsibility to carry out supervision and, when necessary, enforce compliance to ensure that the governed act or refrain from acting in accordance

⁵ Indonesia.

⁶ Kadek Aditya Yasa Putra, "Penanganan Terhadap Kecelakaan Lalu Lintas Di Kota Probolinggo," *Jurnal Sosiologi Dialektika* 14, no. 1 (May 20, 2020): 59, <https://doi.org/10.20473/jsd.v14i1.2019.59-67>.

⁷ Pemerintah Pusat Indonesia, "Peraturan Pemerintah (PP) Nomor 43 Tahun 1993 Tentang Prasarana Dan Lalu Lintas Jalan" (1993).

with the established regulations. According to Black's Law Dictionary, national police have several main duties as part of the government, which include maintaining public security, order, and tranquility, as well as preventing and addressing criminal actions.

The police is an institution that has functions and duties as regulated by law. Kelik Pramudya explains that the police play a role in the state government, particularly in maintaining public security and order, enforcing the law, and carrying out protection, nurturing, and service duties to the community.

ETLE (Electronic Traffic Law Enforcement) is a system focused on law enforcement in the field of traffic using technology, specifically ANPR (Automatic Number Plate Recognition) cameras. This technology automatically identifies vehicle license plates, records, and stores evidence of violations, which can then be used as a basis for enforcement actions.

To date, there is no specific law that regulates ETLE. However, this system can be analyzed through Law No. 22 of 2009 and Government Regulation No. 80 of 2012, which discuss procedures for motor vehicle inspections on roads and the enforcement of traffic violations and road transportation. According to Article 1, paragraph 2, police investigators and civil servants in the field of traffic are authorized to enforce violations. Therefore, ETLE obtains its validity as part of the law enforcement mechanism in traffic matters.

RESEARCH METHODOLOGY

This research adopts the empirical method, which is research conducted systematically, controlled, and critically with the main source of field data, such as interviews and observations. The approach used includes a statutory approach, which is carried out by examining various legal regulations relevant to the research topic.⁸ In addition, a conceptual approach is also used, which is an approach based on legal doctrine and theory to build arguments in analyzing legal issues.

The sources of legal materials in this research consist of primary and secondary materials. Primary materials were obtained directly from field research through observation and interviews with informants at the East Java Regional Police. Meanwhile, secondary materials are obtained from literature review, including official documents, books, journals, theses, and laws and regulations related to the topic of this research.

Data was collected gradually from written sources and interviews, then classified based on the research problem. Analysis was carried out through observation by directly observing the object of research using prepared

⁸ Dr. Yahman Yahman, "UNDERSTANDING LAW ENFORCEMENT IN THE PERSPECTIVE OF EXPEDIENCY AND JUSTICE," *IUS POSITUM: Journal of Law Theory and Enforcement*, February 7, 2024, 26–34, <https://doi.org/10.56943/jlte.v3i1.468>.

instruments. Interviews were conducted to obtain information from respondents based on a list of questions that had been prepared. Documentation was used as notes and clarification of field data to support research analysis. This research focuses on data obtained from the East Java Regional Police, which is located at Ahmad Yani Street No. 116, Gayungan, Wonocolo District, Surabaya City.

RESULT AND DISCUSSION

Legal Provisions of Electronic Traffic Law Enforcement (ETLE) Mobile in Traffic Violation Enforcement in the East Java Regional Police Area

ETLE is a digital system designed to reduce traffic accidents, enhance rider safety, create order in traffic, and smooth traffic flow. In addition, this system also functions as a form of police service and protection in the field of traffic for the community.⁹

As part of the modernization of law enforcement, the police in the traffic sector continue to adapt to developments in digital technology. It is expected that the presence of ETLE will build public trust in the police, particularly in addressing rumors of bribery between officers and traffic violators, as well as preventing abuse of authority in enforcement actions.

The implementation of ETLE is legally grounded in various regulations. In general, this system is regulated in Law No. 22 of 2009 on Road Traffic and Transportation (LLAJ), specifically in Article 249 paragraph (3) and Article 272 paragraphs (1) and (2), which state that electronic devices can be used as evidence in court for traffic violations. This confirms that ETLE is part of the modern law enforcement system in motor vehicle inspections.

Article 272 of Law 22/2009 also emphasizes that the electronic devices used in the ETLE system must be integrated with the Regional Traffic Management Centre (RTMC) data center to support traffic violation enforcement. Furthermore, provisions related to ETLE are implicitly included in Article 14 paragraph (3) of Government Regulation No. 80 of 2012, which states that traffic inspections can be carried out at any time on violations captured or recorded by electronic devices. Article 23 of the same regulation further governs the use of electronic recordings as the basis for ticketing enforcement.

Evidence of violations in the ETLE system is considered valid in the field of traffic and road transportation, according to the format specified. This definition is outlined in Article 1, paragraph 4 of Government Regulation No. 80 of 2012. This violation evidence functions as a notification to the violator to attend a court hearing and serves as proof of confiscation of items seized due to the traffic violation. Items that can be confiscated by the police include driver's

⁹ Ade Harsa Suryanegara, "Minimalisasi Pelanggaran Lalu Lintas Melalui Sistem ETLE (Electronic Traffic Law Enforcement) Oleh Satlantas Polresta Banyumas," *As-Syar'i: Jurnal Bimbingan & Konseling Keluarga* 6, no. 1 (November 30, 2023): 786–800, <https://doi.org/10.47467/as.v6i1.5613>.

licenses (SIM), vehicle registration certificates (STNK), police clearance certificates (SKCK), or motor vehicles.

Evidence in the form of screenshots or violation recordings obtained through ETLE cameras or other electronic devices is regulated in Law No. 11 of 2008 on Information and Electronic Transactions (ITE), as amended by Law No. 19 of 2016. This law affirms that electronic information or documents have legal standing as valid evidence, both formally and materially.

Article 1, paragraph (1) of Law 19/2016 explains that electronic information includes various forms of digital data, including photos, emails, telegrams, marks, symbols, letters, and others. Therefore, electronic information, electronic documents, and their printed copies can be used as valid evidence in legal processes.

In addition to the legal basis for ETLE, there are also principles that regulate criminal liability in the application of this system. ETLE relies on camera recordings that detect vehicle license plates to identify violators. However, in practice, there is a possibility that the driver committing the violation is not the actual owner of the vehicle used. This creates an issue when the identity of the violator does not match the data in the vehicle's registration certificate (STNK). Therefore, the application of the ETLE system must be based on relevant legal principles.

One principle applied in the ETLE system is the principle of vicarious liability. This principle places legal responsibility on one person for the actions of another. In the context of ETLE, the vehicle owner can be held liable for a traffic violation committed by another party using their vehicle. This occurs because the ETLE system can only identify vehicles based on the data listed in the STNK. Therefore, the vehicle owner is responsible and obligated to ensure compliance with traffic regulations.

However, based on the principle of *geen straf zonder schuld* (no punishment without fault), the use of another person's identity during a violation may, normatively and in practice, exempt someone from criminal liability because they do not fulfill the required fault element. In this context, the criminal element is not met if the vehicle owner is not the person who directly committed the traffic violation.

Thus, according to the *geen straf zonder schuld* principle, the person who should be held responsible for the violation is the driver who operated the vehicle at the time of the violation. If the vehicle has been sold and used by another person without a name transfer process, the responsibility remains with the driver, not the registered vehicle owner, because the violation was committed by the person controlling the vehicle directly.

The mechanism or operation of the ETLE system for violations involving vehicles registered in another person's name is essentially the same as the regular ETLE system. First, the ETLE device automatically detects and records the traffic

violation, displays the violator on the monitor, and sends the evidence recording to the ETLE back office. Second, officers identify the vehicle data using the Electronic Registration & Identification (ERI) system as the data source for the vehicle. Third, officers send a confirmation letter to the violator via postal service or allow direct checks through the website <https://etle-jatim.info/id/check-data> by entering the vehicle's license plate number, chassis number, and engine number. After receiving the confirmation letter, the vehicle owner is required to confirm the ownership of the vehicle and identify the driver at the time of the violation. Fourth, the vehicle owner confirms through the website or directly at the Polda Jatim Subdit Gakkum office.

Violators have a maximum of 8 days from the violation to confirm. The previous vehicle owner can report the sale of the vehicle to the Samsat where the vehicle is registered. Therefore, if the vehicle is used to violate traffic rules, the new owner must first resolve the fine. Finally, after confirmation, the officer will issue the fine, which can be paid through BRIVA (BRI Virtual Account) for all violations verified as part of law enforcement.

To support the implementation of ETLE, both static and mobile, attention must be given to facilities, infrastructure, and human resources involved, including cooperation between relevant agencies. Agencies involved in the ETLE system include the Department of Transportation, the Court, the Prosecutor's Office, and Banks. Regarding facilities and infrastructure, key elements needed include ETLE cameras, computers, printers, fiber optic networks, and internet connections. Additionally, server rooms or back offices are required, utilizing RTMC (Regional Traffic Management Center) facilities and ETLE posts.

In the implementation of the ETLE system, both static and mobile, there are several advantages, including:

1. Reducing fraudulent practices between law enforcement officers and traffic violators.
2. Accelerating the ticketing process as it does not require manual ticket forms, making it more efficient and practical.
3. Reducing traffic congestion as officers no longer need to stop vehicles abruptly on the road.
4. Facilitating data collection in motor vehicle violation enforcement.
5. Automatically recording violator identities in the electronic system.
6. Connecting ticketing data directly to the back office of Polda and to the court for determining the fine amount.
7. Allowing violators to know the fine amount directly via SMS or email.
8. Simplifying fine payments through the nearest bank or ATM.
9. Enabling officers to attach violation evidence in the form of ETLE recordings as considerations in court hearings.
10. Providing real-time information and increasing awareness and traffic discipline.

From the above description, it can be concluded that ETLE provides many benefits and brings significant changes to the traffic system. In principle, ETLE aims to establish a culture of orderly traffic while avoiding potential issues between the public and police officers.

The implementation of the ETLE system is also expected to support the development of the smart city concept in improving public safety concerning road usage and help minimize traffic accidents and crimes on the roads. The smart city concept itself consists of six interconnected dimensions: smart government, smart environment, smart people, smart mobility, smart living, and smart economy.

In addition to its advantages, ETLE also has several shortcomings, including:

1. It cannot detect the use of fake license plates.
2. It cannot check the completeness of driver's documents.
3. It cannot record violations related to the use of noisy exhaust systems.
4. There is potential for errors in enforcement (incorrect ticketing), especially if the vehicle is a used purchase without a name transfer.
5. It cannot detect license plates that are not clearly readable, such as those that are dirty or damaged.¹⁰

Due to these shortcomings, there are violations that cannot be detected by the ETLE system. Therefore, manual ticketing enforcement is still required for certain types of violations, such as using noisy exhausts, not carrying a driver's license (SIM), or the vehicle registration document (STNK).

Legal Sanctions for Traffic Violators in the Implementation of Electronic Traffic Law Enforcement Mobile in the East Java Regional Police Area

In Law No. 22 of 2009 on Road Traffic and Transportation (LLAJ), there are several types of traffic violations and their corresponding legal sanctions that can be detected by ETLE, both static and mobile, including:

1. Running a red light (Article 287, paragraph (1))
Sanction: Imprisonment for up to 2 months or a fine of up to IDR 500,000
2. Using a mobile phone or gadget while driving (Article 283)
Sanction: Imprisonment or a fine of up to IDR 750,000
3. Not wearing a seatbelt for car drivers (Article 106, paragraph (6))
Sanction: Imprisonment for up to 1 month or a fine of up to IDR 250,000
4. Not wearing a Standard National Indonesian helmet (SNI) for motorcyclists (Article 106, paragraph (8))

¹⁰ Ady Anugrahi, "Ada Sejumlah Kelemahan ETLE Saat Ini, Masih Diperlukan Tilang Manual?," Otosia.com, 2022, <https://www.otosia.com/berita/read/5151912/ada-sejumlah-kelemahan-etle-saat-ini-masih-diperlukan-tilang-manual>.

Sanction: Imprisonment for up to 1 month or a fine of up to IDR 250,000

5. Violating traffic signs or road markings (Article 287, paragraph (1))
Sanction: Imprisonment for up to 2 months or a fine of up to IDR 500,000
6. Carrying more than one passenger on a two-wheeled vehicle (Article 292 in conjunction with Article 106, paragraph (9))
Sanction: Imprisonment for up to 1 month or a fine of up to IDR 500,000.

The Road Traffic and Transportation Law (LLAJ) has regulated various types of violations and their corresponding sanctions, aimed at deterring traffic offenders. Any violator detected by the ETLE system will receive a notification via a letter sent to their home address through postal services. Additionally, the violator can independently check the status of their violation through the official ETLE Jatim website at <https://etlejatim.info/id/check-data> by entering the vehicle's license plate number, chassis number, and engine number.

After receiving the confirmation letter, the violator must confirm the violation committed. If the violator does not pay the imposed fine, the vehicle registration document (STNK) will be temporarily blocked until the fine is paid before the STNK renewal. If the violator still does not pay the fine, payment will be required during the next STNK renewal process.

In the implementation of ETLE, the fines imposed on traffic violators are the maximum fines as stipulated in the applicable regulations. The blocking of STNK in the ETLE system is also regulated in the Regulation of the Head of the Indonesian National Police (Perkap) No. 5/2012 on Motor Vehicle Registration and Identification, as stated in Article 115, paragraphs (3) and (5).

Every year, various factors influence the occurrence of traffic violations. These factors are primarily related to the public's mindset, which tends to prefer instant solutions, the loss of moral and ethical values in traffic behavior, and a lack of awareness about road discipline. Additionally, the lack of mutual respect and consideration among road users also contributes to the increase in violations. Over time, the awareness of the importance of orderliness on the roads has diminished, ultimately leading to an increase in the number of violations. All these factors are interconnected in a cause-and-effect relationship that exacerbates the traffic situation.¹¹

To address traffic violations using both Static ETLE and Mobile ETLE systems, and to create a deterrent effect for offenders, law enforcement officers apply three main strategies:

¹¹ Khobat Dewa Ruci, Sutanto Soehodho, and R. Jachrizal Sumabrata, "Study of Factors Influencing Traffic Violations in Jakarta: Perspective of the Theory of Planned Behavior (TPB) in the Implementation of Electronic Traffic Law Enforcement (ETLE)," *Smart City* 4, no. 2 (2024), <https://doi.org/10.56940/sc.v4.i2.2>.

1. Preemptive Strategy (Moral)

The preemptive strategy is the initial step taken by the police, especially traffic police (Polantas), to prevent violations from occurring. This strategy focuses on the moral values and norms related to driving behavior. Its goal is to eliminate the intent to violate rules, even when the opportunity arises.

This preemptive effort is carried out through socialization and educational outreach regarding road safety to the public. The socialization can be provided to organized community groups, such as students in schools located in remote areas or villages. Additionally, education is also provided to unorganized groups, such as bus drivers, truck drivers, motorcycle taxi drivers, and pedicab drivers. The outreach is conveyed through various media, including print media, social media, pamphlets, billboards, and banners, all of which serve to remind the public of the importance of adhering to traffic regulations.

2. Preventive Strategy

In addition to the preemptive strategy, a preventive strategy is also applied to address traffic violations in the jurisdiction of the East Java Regional Police (Polda Jatim). This strategy involves patrols based on a hunting system, wherein officers patrol the highways to monitor and prevent violations.

The implementation of this strategy is supported by the legal foundation outlined in Article 14, paragraph (1), letter a of Law No. 2/2002, which states that the police are responsible for regulating and securing the highways.

3. Repressive Strategy (Enforcement)

The repressive strategy is the enforcement action taken after a violation has occurred. This enforcement consists of issuing traffic tickets to violators.

Officers may take two forms of enforcement actions:

- a. Sympathetic warnings , given for obvious violations, with the expectation that the violator understands and accepts their mistake.
- b. Ticketing for violations that pose a potential risk of traffic accidents (laka lantas), such as failing to wear a helmet, driving against traffic, or speeding.

The goal of implementing this strategy is to reduce the number of traffic accidents and lower the fatality rates among victims caused by traffic violations.

CONCLUSION

The implementation of ETLE, both static and mobile, is currently a new policy that is considered efficient and practical in detecting traffic violations. However, the implementation of ETLE in the East Java Police jurisdiction is still in the development stage, thus its effectiveness cannot be said to be optimal. At this stage, evaluation and improvement in ETLE services will continue to be carried out to improve the quality of the system in the future.

The ETLE system has advantages and disadvantages. One of the advantages is its ability to reduce fraudulent practices that may occur between law enforcement officers and traffic violators, thus improving the image of the police. In addition, this system also speeds up the ticketing process as it does not require manual ticket blanks, making it more efficient and practical.

However, the ETLE system also has certain shortcomings, especially in detecting invisible violations. These include the inability to detect the use of fake license plates and check the complete driver's license. As a result, many people underestimate the rules of driving and even replace license plates with fake ones to avoid tickets.

In addition, the implementation of mobile ETLE faces several obstacles, such as limited personnel which makes the implementation less than optimal, the limited number of ETLE cameras and mobile ETLE units which are only spread at several points in East Java Province thus unable to detect all traffic violations, and the lack of public awareness in complying with driving rules and understanding electronic ticketing procedures. Another obstacle that is also faced is obstacles in sending ticket confirmation letters, as there are many drivers who do not change their name after buying a motorized vehicle, resulting in confirmation letters sent via postal services not reaching the address concerned.

In order to address traffic violations, traffic police apply three main strategies, namely preemptive, preventive, and repressive strategies. The preemptive strategy is carried out by instilling moral values and traffic ethics to the community through socialization and education. The preventive strategy is realized in the form of regular mobile patrols to prevent violations. Meanwhile, repressive strategies are carried out through law enforcement actions in the form of sympathetic warnings and ticketing of traffic violators. With the implementation of these strategies, it is expected that the effectiveness of ETLE can increase and be able to provide a deterrent effect for traffic violators.

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