



## Implementation of the Kapolri Telegram No. ST/2264/X/HUM.3.4.5/2022 against law enforcement of traffic violations an empirical study in Ditlantas Polda DIY

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### Abstract

*The issuance of the circular letter of the Chief of Police Number: ST / 2264 / X / HUM.3.4.5 / 2022 dated October 18, 2022 affects the enforcement of traffic laws through ETLE. This is because the circular letter of the Chief of Police does not allow police members to do manual ticketing to violators even though there are only 4 types of violations through ETLE. Other violations should not be done manually. This research is classified as a type of descriptive research that has the characteristic data in the form of words and images. Descriptive research is research directed at describing symptoms, facts, or events in a special and accurate manner regarding the properties of a particular population or area. The method used in this study is a qualitative research method. Implementation of the Police Chief's Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 dated October 18, 2022 against law enforcement of traffic violations. In ditlantas Polda DIY, if it is implemented in order to carry out law enforcement for traffic offenders, it is still difficult to implement. This is because E-Tilang Sanctions can only be applied to 10 (ten) types of traffic violations, even though there are types of violations that are not included in that type, namely the obligation to have and carry a driving completeness letter in the form of a driver's license and STNK that cannot be detected by ETLE. Efforts to bring order to motorists who do not yet have a driver's license cannot be made. Likewise, efforts to reduce the crime rate in the form of motor vehicle theft due to the absence of stnk are also difficult to do. Factors inhibiting the implementation of the Police Chief's Telegram Letter Number: ST / 2264 / X / HUM.3.4.5 / 2022 dated October 18, 2022 against law enforcement of traffic violations in the Ditlantas Polda DIY are: Cultural and community factors, Factors of facilities and facilities, Factors of law enforcement apparatus, Legal factor.*

**Keywords:** *Implementation, Telegram Letter, Chief of Police, ETLE*

### A. Introduction

The Directorate of Traffic Control (*Ditlantas*) Center of Metro Jaya State Police has stated that invisible violation is still become a weakness in Electronic Traffic Law Enforcement (ETLE). “Every system must have weakness, some violations that are not recorded by ETLE’s camera,” said Head of Traffic Accident Division of Directorate of Traffic Control Center (*Ditlantas*) of Metro Jaya State Police, Police Commissioner Edy Purwanto as cited from *Antara*, Friday, 11<sup>th</sup> November 2022.

Edi stated the kind of violations that happen at this time cannot be detected by ETLE’s system are not bringing or having completeness of documents which are Driver’s License (*SIM*) and Vehicle Registration Certificate (*STNK*). Other violation that cannot be detected by ETLE’s camera is noisy exhaust, it needs direct enforcement. Even so Metro Jaya State Police will still be doing manual traffic ticket to the traffic violations that has possibility cause accidents which are noisy exhaust, illegal racing, and irresponsible driving.

Previously, National Police Chief General Listyo Sigit Prabowo instructed the Traffic Corps Police Chief to optimize static and mobile ETLE and reduced manual traffic ticket to avoid illegal extortion. That instruction contained in National Police’s Telegram Mail Number: ST/2264/X/HUM.3.4.5. /2022 on the 18<sup>th</sup> October 2022, which signed by The Chief of the Indonesian National Police Traffic Corps, Inspector General Firman

Shantyabudi. That is followed up by The Directorate of Traffic Control Center (*Ditlantas*) of Metro Jaya State Police by withdrawing all traffic ticket books from the ranks of traffic police to be one of the measures head to discontinuation manual traffic ticket.

The Directorate of Traffic Control Center (*Ditlantas*) of Metro Jaya State Police will get fully start using Electronic Traffic Law Enforcement (ETLE). This day, Metro Jaya State Police still relying on 57 static ETLE camera spots to take actions against traffic violators in Jakarta. That number will be reinforced with 10 more spots of ETLE mobile camera which installed on patrol vehicles which are scheduled to be operational in December 2022.

According to Edy Purwanto, head of the Traffic Accident Section of the Sub-directorate of Law Development and Enforcement of the Traffic Directorate of Regional Police (*Polda*) of Metro Jaya, one of the factors causing traffic violations is a lack of public awareness in traffic. "Secondly, there is still a culture of people being orderly when officers are present." Third, since manual ticketing was not implemented, road users, particularly those who violate, now dare to violate even when officers are present. Furthermore, violators are more courageous in admitting mistakes in front of officers. Traffic awareness appears to be becoming increasingly neglected. The fourth issue is that violators dare to take off their driver's licenses when passing through ETLE-monitored areas. This condition is an attempt to avoid electronic tickets so that vehicle data is not tracked, while it is aware that ETLE has something to do with the system, so if there is no monitoring, it will definitely not be detected and confirmed.

The efforts that are still being made to enforce traffic rules, including appeals and socialization, as well as fostering public awareness in an organized or unorganized manner. Then, conduct traffic regulation and patrol activities, as well as verbal and written actions. According to Edy, the number of ETLE tickets is still small. Through the ETLE system, the Regional Police (*Polda*) of Metro Jaya Traffic Directorate has ticketed over 100,000 drivers. This figure is based on data from January to October 2022. However, electronic tickets are still far less enforced than manual tickets. "There are currently 548,841 manual tickets from January to October." As many as 100,965 for ETLE. In percentage terms, manuals increased by up to 84.46 percent from January to October. ETLE has as much as 15.54 percent. There were 8,467 ETLE violations in October 2022. Still less than the 49,497 manual tickets issued in the same month.

Edy explained that there were four locations where ETLE violations were captured by static cameras. In the Central and South Jakarta areas, the location is dominant. "The first location with the most captures, validated, and paid fines is at the All-Fresh checkpoint in South Jakarta." Then there's the Gunung Sahari checkpoint, the Four Seasons checkpoint, and the DPR-MPR checkpoint.

The most common recorded violations are seat belt violations and odd-even violations. Aside from that, using cellphones or driving unnaturally. According to the data he presented, the number of ETLE tickets sold in 2021 was 81,341. This figure exceeds the 329,216 manual tickets. While the DPR-MPR's checkpoint area, Gunung Sahari's checkpoint, Slipi's checkpoint, and South Puskubruk's checkpoint. Those area are under the jurisdiction of Central Jakarta.

As in 2022, the most common traffic violations were not wearing seat belts and odd-even violations. Then there's using cellphones or driving unnaturally. "Since it is against policy to enforce manual ticketing, the manual ticketing is zero as of October 23. Then ETLE as high as 9,090.

In order to support the implementation of electronic ticketing, by Metro Jaya State Police launched 30 units of portable-based Electronic Traffic Law Enforcement (ETLE) cameras consisting of bodycam, helmet cam, dashcam, and surveillance drones to assist with the

traffic violation enforcement in various random locations in the run-up to the implementation of national electronic ticketing on March 23, 2021.

In the other place, such as Tangerang City Metro Police are also ready to implement electronic tickets using Electronic Traffic Law Enforcement (ETLE) after the manual tickets are removed. This is an attempt to prevent illegal levies (extortion) by dishonest police officers. According to Kasat Lantas of the Tangerang City Metro Police, Police Commissioner Joko Sambodo on Thursday, 27<sup>th</sup> October 2022 that “There will be up to six ETLE units that will be operated in the jurisdiction of the Tangerang City Metro Police. The implementation of this electronic ticketing (ETLE) is in accordance with the direction of the National Police Chief. “According to the National Police Chief, Insya Allah, ETLE will have six units by 2023.”. Police Commissioner Joko Sambodo said, there will be six spots of ETLE, such as Daan Mogot Road area; Jenderal Sudirman street; Kebon Nanas; and Jatiuwung.

According to him, his party is still preparing for the implementation of electronic tickets, particularly through collaboration with the Tangerang City Government. “We are working with the City Government on the budget.” (The realization of the implementation) is still waiting for the City Government, we are attempting to complete it as soon as possible,” he stated.

The implementation of electronic ticketing Is considered as one of the solutions to overcome the problem of extortion by unscrupulous police officers in the manual ticketing that has been in place so far. As a result, it can address public concern about extortion on the streets. “All manual tickets have been withdrawn, none of the member have access to it. Yes, (the use of electronic tickets) is very effective because it eliminates the need for direct contact; violators can directly transfer the fine to the bank,” he said.

Previously, National Police Chief General Listyo Sigit Prabowo instructed the Police Traffic Corps (*Korlantas*) to optimize electronic ticketing in order to prevent extortion by unscrupulous police officers via manual ticketing. The instruction was contained in the National Police Chief’s Telegram Letter Number: ST/2264/X/HUM.3.4.5. /2022, dated October 18, 2022, and signed by Inspector General Firman Shantyabudi, Head of Indonesian Police Traffic Corps. Furthermore, on 25<sup>th</sup> October 2022, Metro Jaya State Police will officially discontinue manual ticketing of traffic violators, so that all violators will be dealt with electronically.

According to The Directorate of Traffic Control Center of Metro Jaya State Police Latif Usman, ETLE Mobile for each police station in Metro Jaya State Police will be distributed in early December 2022. With this ETLE Mobile, he said that every violation captured on the ETLE camera will be digitally identified by officers.

Eliminate the manual ticketing, Metro Jaya State Police withdraw the ticket books from traffic police. The ETLE camera can capture the condition of the driver and front passenger’s condition. Twitter/TMC Metro Jaya State Police, TEMPO.CO, Jakarta – Ahead of the elimination of manual ticketing, the Traffic Directorate of Metro Jaya State Police is withdrawing all ticket books from the traffic police (*Polantas*). The Directorate of Traffic Control Center of Metro Jaya State Police, Police Commissioner Latif Usman stated that he would begin to fully utilize the electronic ticketing system or Electronic Traffic Law Enforcement (ETLE). “Overall, in Jakarta, we have withdrawn all ticket books from all members,” Latif told Antara on Tuesday, October 26, 2022.

Last Monday, Traffic Directorate of Metro Jaya State Police launched 10 units of patrol vehicles equipped with mobile ETLE cameras. The patrol vehicles will complement the 57 static ETLE camera points scattered throughout Jakarta. According to Latif, the

number of static ETLE cameras will be increased at several points in Depok, Tangerang and Bekasi.

The withdrawal of the ticket book is in accordance with the instructions of National Police Chief General Listyo Sigit Prabowo, who directed the Police Traffic Corps (*Korlantas*) to optimize static and portable electronic tickets. To avoid illegal levies, the police were instructed to reduce manual tickets.

The instruction for the elimination of manual ticketing is contained in the National Police Chief's Telegram Letter Number: ST/2264/X/HUM.3.4.5. /2022, dated October 18, 2022, and signed by the Head of the National Police's Traffic Corps Inspector General Firman Shantyabudi. In the telegram, the Chief of police also instructed the ranks of the Traffic Corps to issue the warnings to traffic violators. "Manual tickets are not used in the enforcement of traffic violations. But only by using ETLE, both static and portable," according to the telegram.

Transportation observer, Azas Tigor Nainggolan assessed that the ban on manual ticketing was correct. Considering that the instructions was issued by National Police Chief General Listyo Sigit Prabowo through a telegram letter ST/2264/X/HUM.3.4.5.2022 on October 18, 2022.

The telegram issued was signed by the Head of the Police Traffic Corps Inspector General Firman Shantyabudi on behalf of the National Police Chief. One of the contents regulates the ranks of the Traffic Corps in order to maximize enforcement through electronic tickets or ETLE both static and mobile. "One of the goals of electronic ticketing is to eliminate the opportunity for the police officers to meet directly with people who violate traffic rules." Tigor explained. The meeting has the potential to provide space for "peace" between officers and violators. Instead, there was the rise of illegal levies, which harmed the image of the Indonesian National Police.

Tigor claimed to have complained to the Traffic Director of Metro Jaya State Police about manual ticketing on Thamrin Street in Central Jakarta and Sudirman Street in South Jakarta. Even though according to the information he knows in that area, electronic tickets have been applied. "In my opinion, at that time ETLE in Jakarta was not carried out properly and inconsistently, while the National Police Chief had ordered since January 2021 that ETLE be carried out by the police," he said.

He urged the National Police Chief to set up a monitoring and evaluation system to ensure that electronic ticketing is implemented correctly and consistently. Tigor hopes that this rule will be adhered to by all ranks of the National Police to help the issue of enforcing traffic laws and enhance the perception of the police.

Traffic Directorate of Yogyakarta (*DIY*) Regional Police, Police Commissioner Alfian Nurrizal, SIK, revealed that both the perpetrators and victims of traffic accidents in Yogyakarta (*DIY*) are mostly students and college students age between the ages 15-30. Although it only consists of 4 regencies and 1 city, it currently has Indonesia's fourth-highest rate of traffic accidents. Given this number, which is extremely high, it needs awareness of traffic to prevent fatalities due to traffic accidents. (*Kedaulatan Rakyat*, Tuesday, November 15, 2022).

In order to crack down on traffic violators, the Yogyakarta Traffic Police has also used electronic ticketing software. DIY regional police is trying to discipline the culture of society in traffic, ETLE mobile and ETLE in hand are applications that are helpful in law enforcement for traffic violators on technologically advanced roads. However, static ETLE cameras in DIY Police Legal Area have only been installed at 4 points, i.e.

- a. Sleman area at Simpang Tiga Ring Road Maguwoharjo.
- b. Yogyakarta City Area at Ngabean Junction Four.

c. Kulon Progo area at Tambak Wates intersection.

d. Bantul area at Simpang Empat Ketandan Ring Road Timur.

There is only one car for ETLE Mobile and ETLE in Hand and even then, it has not been used.

There are findings in the field of the decline in an orderly traffic culture due to the prohibition of manual tickets based on the Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 dated October 18, 2022. Vehicle license plates that have been removed or painted black in order to avoid detection by the ETLE camera, bluff exhaust, drivers who do not carry vehicle documents or use safety helmets because officers do not issue manual tickets, and if the driver is forced to be caught, the officer is only given socialization.

As a result, it is necessary to conduct legal research on the implementation of the Chief of Police Telegram Letter Number ST/2264/X/HUM.3.4.5/2022 on traffic law enforcement, as well as an empirical study at the Yogyakarta Traffic Police. Based on the description of the problem's background provided above, the questions that arise regarding this research are formulated as follows:

1. How is the implementation of Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 Dated October 18, 2022, for law enforcement of traffic violations at the Yogyakarta Traffic Police?
2. What are the factors impeding the implementation of How is the implementation of Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 Dated October 18, 2022 on the law enforcement of traffic violations at the Traffic Directorate of Yogyakarta?

## B. Research Method

This research is classified as descriptive research, which is characterized by data in the form of words and images. Descriptive research is research that is directed at describing symptoms, facts, or events specifically and accurately related to the properties of specific populations and regions. The method that is used in this research is qualitative research.

A study's description, which is a systematic description of a theory, can be obtained not only from the opinions of experts or book authors, but also from the results of research relevant to the variables studied. As a result, the more variables studied, the more theories that must be put forward.

## C. Discussion

### 1. Overview of the Research Object

Profile of the Directorate of Traffic (*Ditlantas*) of the Yogyakarta (DIY) Regional Police. The Yogyakarta (DIY) Regional Police is located at Tentara Pelajar Street No. 11 Sosromenduran, Gedong Tengen, Yogyakarta City DIY.

Currently the Director of Traffic (*Dirlantas*) of the Yogyakarta Regional Police is held by Kombes Pol Alfian Nur Rizal.

The main responsibilities of the Yogyakarta (DIY) Regional Police Traffic Directorate are as listed in Table 1. 1 below.

**Table 1. 1 Main tasks of the Traffic Directorate of the Yogyakarta Regional Police**

No	Main Tasks
1	Police traffic direction;
2	Increased community participation through cross-sectoral cooperation, Traffic Community Education ( <i>Dikemaslantas</i> ), and traffic problem assessment;



3	Implementation of traffic police operations in the context of law enforcement and traffic order;
4	Implementation of traffic police operations in the context of law enforcement and traffic order;
5	Implementation of highway patrols, prosecution of violations, and handling of traffic accidents in the context of enforcing traffic laws, as well as ensuring the security, safety, order, and smoothness of highway traffic ( <i>Kamseltibcarlantas</i> );
6	Security and rescue of road users
7	Collection and processing of data, as well as the presentation of information and documentation of the Traffic Directorate's ( <i>Ditlantas</i> ) activity program.

Human Resources of the Directorate of Traffic Police of Yogyakarta Regional Police had 216 personnel, including members of the Republic of Indonesia Police and State Civil Apparatus (ASN). Furthermore, the condition of human resources of police officers of the Traffic Directorate of Yogyakarta Regional Police based on the characteristics of Gender, Age, Last Education, Length of Service and Marital Status can be seen in Table 1.2 below.

Identity of Police Members	Category	Frequency (Amount)	Percentages
<b>Gender</b>	Male	91	74.59%
	Female	31	25.41%
	Total	122	100.00%
<b>Age</b>	18-25 years old	13	10.66%
	26-33 years old	39	31.97%
	34-41 years old	35	28.69%
	42-49 years old	24	19.67%
	50-58 years old	11	9.02%
	Total	122	100.00%
<b>Last Education</b>	High School	58	47.54%
	Bachelor	53	43.33%
	Master	11	9.02%
	Total	122	100.00%
<b>Tenure</b>	1-5 years	16	13.11%
	6-10 years	26	21.31%
	11-15 years	14	11.48%
	16-20 years	38	31.15%
	21-25 years	4	3.28%
	26-30 years	17	13.93%
	31-35 years	6	4.92%
	38-40 years	1	0.82%
	Total	122	100.00%
<b>Status</b>	Married	114	93.44%
	Unmarried	8	6.56%

Total	122	100.00%
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Source: *Data Primer Diolah, 2022*

According to the Table 1.2 above, it can be seen that the majority of Directorate of Traffic Police of Yogyakarta Regional Police members are male (*Polka*), with 91 people or 74.59% while the female members (*Polwan*) are 31 people or 25.41%.

Then, there's the age group. There were 39 people between the ages of 26-23 or 31.97% and the age range 34-41 as many as 35 people or 28.69%. As can be seen, the average age of Directorate of Traffic Police of Yogyakarta Regional Police are productive.

Furthermore, in the Graduate/Last Education Category, there are 58 people of high school graduates or 47.54%, then the Bachelor graduates are 53 people or 43.44% and the remaining 11 people or 9.02% of the last education is Master graduates.

The length of service of members of the Yogyakarta Traffic Police Department has mostly been 16–20 years; there were 38 people, or 31.15%, followed by those who served for 6–10 years, with as many as 26 people, or 21.31%, and those who served 2–3 years, with 17 people, or 13.93%.

Furthermore, the Marital Status Category shows that 114 people or 93.44% are married and the distribution of Human Resources for each function in the Yogyakarta Police Traffic Directorate shows that there is a *Regident* (Motor Vehicle Registration and Identification) Function that has excess human resources, while the *Ditkamsel* (Directorate of Security and Safety) Function has a shortage of human resources. For more details regarding the distribution of human resources in each function can be seen from Table 1.3 below.

**Table 1.3. Human Resources of Directorate of Traffic Police of Yogyakarta Regional Police**

NO	SECTION/SUB-DIRECTORATE	DSP/RIIIL		DESC
		DSP	RIIIL	
1	UNSUR PIMPINAN	2	2	Enough
2	SUBBAGRENMIN	18	19	Excess 1
3	BAGBINOPSNAL	10	10	Enough
4	SUBDITKAMSEL	21	14	Less 7
5	SUBDITGAKKUM	19	13	Less 6
6	SUBDITREGIDENT	41	85	Excess 44
7	SAT PJR	99	73	Less 27
		210	216	

*Source: Ditlantas Polda DIY Tahun 2022*

According to Table 1.3, *Subregident* has an excess of 44 members that should only be needed for 41 people, followed by *Subagrenmin*, which has an excess of 1 member. This will result in a shortage of human resources in the *Sat PJR* function of 27 members, which should be 99 given the need for highway patrol officers, especially if there is security for state guest visits and general/public activities held in Yogyakarta. Furthermore, the functions that are lacking in human resources are *Subditgakum* and *Subditkamsel*, which are missing 6 and 7 members, respectively. Human resources from *Sat PJR* and *Sat Regident* are especially helpful to *Subditgakum* in the context of operating electronic tickets. Then, according to *Ditkamsel*, the lack of human resources for daily routine tasks is supplemented by existing human resources.

## 2. Data on Traffic Violations and Accidents. Overview of Traffic Violations and Traffic Accidents

An overview of the data on the number of traffic violations that occurred in the DIY police jurisdiction can be seen in Table 1.4 below.

**Table 1.4. Data on Traffic Violations in the Legal Area of Yogyakarta Police**

Description	Year				
	2018	2019	2020	2021	2022
DIT LANTAS	2,685	5,050	1,148	2,325	2,122
POLTABES YKA	24,957	39,396	18,305	3,957	2,876
RES BANTUL	30,897	30,199	11,864	5,269	2,932
RES K. PROGO	29,704	24,934	11,523	3,093	2,521
RES G. KIDUL	20,310	13,456	5,030	2,603	1,620
RES SLEMAN	72,554	63,371	30,615	12,368	3,558
TOTAL	181,107	176,406	78,485	29,615	15,629

Source: *Ditlantas Polda DIY Tahun 2022*

According to Table 4.5, it shows that the number of traffic violations in the DIY police area has decreased in 2020 and 2021. This is because that year coincided with the COVID-19 pandemic. The government issued a policy to enforce the Limitation of Micro Community Activities (PPKP) in order to limit the movement and crowding of citizens for learning activities, the economy, and office services.

Then, in 2022, normal operations resumed in all areas. The number of traffic violations has decreased because manual tickets have not been issued since October 18, 2022; electronic tickets have been issued since September 20, 2022. As a result, law enforcement for violators is severely limited, as *patub* operations have begun to decline and police officers are not permitted to issue manual tickets; they are only permitted to socialize violators. Road users who violate traffic laws cause traffic accidents. Some of the factors that contribute to traffic accidents can be seen in Table 1.5. below:

**Table 1.5. Data on the Causes of Traffic Accidents in the Legal Area of the DIY Regional Police**

Causes	Year			
	2018	2019	2020	2021
Off guard	670	846	1,093	914
Tired	42	345	101	51
Sleepy	18	79	60	79
Sick	0	2	29	3
Disorderly	3,041	3,283	3,065	3,807
Psychological pressure	0	0	0	0
On drugs	0	0	0	0
Alcohol	11	14	6	1
Speed limit	870	1,217	674	456

Source: *Ditlantas Polda DIY tahun 2022*

According to the data in Table 1.5, it can be seen that from year to year, the cause of traffic accidents due to disobedience occupies the highest number, which is over 3,000 cases,



followed by carelessness, and the third place is exceeding the speed limit, followed by tiredness/exhaustion, drowsiness, and the influence of alcohol. Traffic accidents will result in both fatalities and property damage. The average age of traffic accident victims is shown in Table 1.6 below:

**Table 1.6. Average Age of Traffic Accident Victims in the Legal Area of Yogyakarta Regional Police**

VICTI M'S AGE	NUMBER OF VICTIMS				DESC
	2018	2019	2020	2021	
16 – 30	1,418	1,636	1,257	1,633	SOULS
31 – 40	737	839	663	828	SOULS
51 – 60	1,276	1,567	1,271	1,325	SOULS

Source: *Ditlantas Polda DIY tahun 2022*

According to Table 1.6. above, it can be seen that the age of victims 16-30 takes the top spot; this age group is dominated by students and college students. When viewed from a psychological standpoint, this age is still classified as unstable and easily triggered by emotions, so driving far disregards safety factors because it is triggered by other road users.

Furthermore, those between the ages of 51 and 60 dominate the victims in second place. The age group of 51-60 years has seen a decline in physical condition, fatigue, blurred vision, and psychological conditions. Furthermore, the age range of 31-40 years comes in third place. This age group is psychologically mature and productive. At this age, one is actually mature in controlling one's emotions while driving. This group of victims may have been caused by natural factors or by the actions of others who are careless and reckless while driving.

Furthermore, data on the number of material losses and victims of death, serious injuries, and minor injuries can be seen in Table 1.7. below:

**Table 1.7. Data on Losses Due to Traffic Accidents in the Legal Area of the DIY Regional Police**

Description	Years				
	2018	2019	2020	2021	2022
No. of A	4,668	5,944	5,350	5,022	5,261
No. of D	446	434	377	452	389
No. of SI	21	9	1	6	0
No. of MI	6,250	7,364	6,301	6,390	6,823
Loss	2,702,975,000	2,741,090,000	2,393,405,500	2,393,687,000	2,560,790,950

No. of A: Number of Accidents; No. of D: Number of Deaths; No. of SI: Number of Serious Injuries; No. of MI: Number of Minor Injuries

Source: *Ditlantas Polda DIY Tahun 2022*

In Table 1.7. The number of traffic accidents in 2019, 2020, 2021, and 2022 remained the same, i.e., around 5,000 more. The data for 2022 had then reached 5,261 cases before December 2022. Because PPKM (Community Activity Restrictions) was no longer valid at the end of 2021, the number of accidents and death tolls crept back up in 2021, and human movement gradually returned to normal. Furthermore, the highest number of minor injuries was 7,364 in 2019, and the number of victims decreased in 2020 and 2021.

However, the number of victims of minor injuries increased in 2022, reaching a total of 6,823 cases by the end of the year. This is because offices began to provide direct services, schools and lectures began to teach face-to-face in class, and shops, shopping centers, and fan tourism locations began to open, resulting in increased human movement via traffic media.

**Table 1.8. Time Data of Traffic Accidents in the Legal Area of Yogyakarta Regional Police**

Time (24 Hours)	Years			
	2018	2019	2020	2021
00.00-06.00	556	670	540	588
06.00-12.00	1556	1989	1728	1680
12.00-18.00	1394	1891	1649	1760
18.00-00.00	1153	1336	1127	1249
Total	4668	5944	5022	5350

Source: *Ditlantas Polda DIY tahun 2022*

Based on the information in Table 1.8. It is well known that traffic accidents occur most frequently during peak hours, namely between 06.00 and 12.00, especially when people are leaving for work or school. Then from 12.00 to 18.00, particularly when returning from work and returning from school. Of course, in areas prone to traffic accidents, traffic flow must be regulated and guarded by officers to avoid congestion and traffic accidents.

**a. Implementation of the Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/202 2 Dated October 18, 2022 Towards Law Enforcement of Traffic Violations at the Yogyakarta Traffic Police.**

Regulations related to electronic ticketing can be seen in Law Number 22 of 2009 concerning Road Traffic and Transportation and Government Regulation Number 80 of 2012 concerning Procedures for Inspection of Motor Vehicles on the Road and Enforcement of Road Traffic and Transportation Violations.

Article 272 of Law Number 22 of 2009 states that electronic equipment can be used to assist in the enforcement of traffic and road transportation violations. The outcomes of electronic equipment use can be used as evidence in court. What is meant by "electronic equipment" is a device that records events and stores data.

Meanwhile, Article 23 of Government Regulation No. 80/2012 states that traffic and road transportation violations are enforced based on findings made during the examination of motor vehicles on the road, reports, and/or electronic equipment recordings.

In 2016, the Police Traffic Corps issued the Head of the Police Traffic Corps Decree Number: KEP/12/2016 concerning Operational Standards and Procedures for Enforcing Traffic and Road Transportation Violations with Manual and Electronic Ticket Systems in 2016. Beginning March 23, 2021, electronic ticketing will be implemented in Indonesia. Electronic Ticketing, or E-Ticketing, will then be implemented in all *Polda* (regional police) in Indonesia, though only 12 *Polda* (regional police) are ready due to the availability of the E-Ticketing Application, human resource readiness, and infrastructure. Some *Polda* (regional police) are still hesitant to implement the E-Ticketing policy. *Polda* (regional police) DIY is one of the *Polda* (regional police) that is ready to implement E-Ticketing, despite only having installed Electronic Traffic Law Enforcement (ETLE) at 4 (four) points and one car with E-Ticketing equipment.

On October 18, 2022, the National Police Chief issued an order to all ranks of the Police Traffic Corps (Korlantas) to stop manually ticketing motorists. The Chief of Police

issued Telegram Letter Number ST/2264/X/HUM.3.4.5/2022, signed on behalf of Chief of Police General Listyo Sigit Prabowo by Chief of Traffic Police Inspector General Firman Shantyabudi. The Telegram Letter states that ticketing must be done electronically using the ETLE camera. Police chiefs in Indonesia have withdrawn manual ticket books since the introduction of the National Police Chief Telegram Letter. Officers cannot automatically issue manual citations to motorists who have committed traffic violations and taken actions that endanger the safety of other motorists.

In accordance with Law Number 22 Year 2009 and Government Regulation Number 80 Year 2012, there are ten types of violations that will be subject to E-Ticketing. Among the ten types of traffic violations are:

1. Disobeying traffic signs and road markings,
2. Failure to use a safety belt by drivers of four-wheeled vehicles
3. Driving while using a smart device,
4. Exceeding the speed limit
5. Using fake license plates or not using motorcycle plates at all
6. Driving against the flow
7. Violation of the red light
8. Failure to wear a helmet
9. Riding with more than two people
10. Failure to turn on motorcycle lights at night and during the day.

In addition to these ten types of violations, there are some that are not recorded by the ETLE camera, such as when the driver does not have/carry motor vehicle documents such as SIM and STNK.

Drivers who do not yet have a SIM or are not yet eligible to drive a motorized vehicle are not monitored by officers, which is extremely dangerous for the safety of other road users and the drivers themselves. Similarly, if this completeness letter is not detected and supported by the use of fake license plates, STNK will find it difficult to pursue criminal offenders. The use of *blombongan* exhausts (exhausts that make a loud noise and deafen people who hear them), which disturb the comfort of other road users, also goes unnoticed by the officer.

If you pay attention to several police stations, including the Yogyakarta police station, still have limited e-ticketing equipment, both static and mobile. Of course, this will impede law enforcement officers' ability to apprehend traffic violators, especially given the limitations of police human resources in mastering technology. Of course, implementing the Chief of Police Telegram Letter in the field is still difficult, and it will actually increase the number of traffic violations in police stations throughout Indonesia.

**b. Factors inhibiting the implementation of the Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 dated October 18, 2022 on law enforcement of traffic violations.**

According to *Soerjono Soekanto*, the following factors influence law enforcement in Indonesia: 1. Legal considerations. 2. Community aspects 3. Cultural considerations 4. Facility and facility considerations 5. Factors Influencing Law Enforcement. Similarly, these factors influence traffic law enforcement through online tickets and manual ticket bans. This is something that all *Polda* (regional police) in Indonesia are experiencing.

**1. Culture and Society**

As *Ditlantas Polda* Metro Jaya discovered, the community's culture of ignoring traffic regulations as a result of the National Police Chief's Telegram Letter regarding the elimination of manual tickets in favor of electronic tickets is actually used as an opportunity to commit traffic violations. Traffic cops do not appear to be taken into account on the

highway. Furthermore, not all types of traffic violations can be recorded by ETLE cameras and subject to electronic tickets; there are only ten types of violations that can be applied to electronic tickets. According to the East Java Regional Police, the phenomenon of vehicle license plates that are bent or even removed to avoid ETLE recording is common on the highway. License plates painted black to obscure ETLE shots are also common on the road. Then, if there are violators who receive a ticket, the community's willingness to pay fines is only 60% of the total number of violators. Furthermore, people who have moved do not report the new residential address to the hamlet head of the old residential address, so the ticket sent to the violator's address is returned to the Yogyakarta Police Traffic Directorate.

## **2. Factors pertaining to limited facilities and facilities**

Not all *Ditlantas* (Traffic Directorates) in Indonesia have adequate static and mobile e-ticketing facilities. Only ETLE has been installed by the Yogyakarta Traffic Police at four (four) points, namely Sleman, City, Kulonprogo, and Bantul. Gunungkidul, which is currently the DIY tourist destination with the most visitors, has yet to be installed by ETLE. The mobile E-Ticketing facility, on the other hand, only has 1 (one) car equipped with an ETLE camera, and even that is not yet operational. The Korlantas Polri's concept is to implement a facial recognition (FR) feature for drivers who do not use license plates when driving is only a conversation. In order to implement the facial recognition (FR) feature, Korlantas Polri will collaborate with *Pusinfis* (Indonesia Automatic Fingerprint Identification System Center) *Bareskrim* (Criminal Investigation Agency) *Polri* (Indonesian National Police) and the *Ditjen Dukcapil* (Directorate General of Population and Civil Registration). This necessitates the acquisition of applications and facilities in order to maximize ETLE operation.

## **3. Law Enforcement Factors**

The limited human resources available to run the ETLE application are extremely limited. There must be skilled human resource training in the operation of E-ticketing facilities, both static and mobile. In *Ditlantas Polda DIY*, there is a surplus of 44 HR members in the *Regiden* function and a shortage of 7 HR members in the *Subditgakum* function (Table 3.5). The *Subditgakum* function in *Ditlantas* is tasked with enforcing traffic laws through E-ticketing (ETLE). This condition causes disruption and less than optimal prosecution of traffic violators via the E-ticketing application.

## **4. Legal Factors**

Laws and regulations on traffic, both in the form of laws and the most basic regulations, in this case the National Police Chief's Telegram Letter, impede the implementation of law enforcement for traffic violators. Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 On the one hand, it has a positive impact on reducing extortion cases committed by unscrupulous traffic cops. The Chief of Police Telegram Letter, on the other hand, gives traffic violators leeway because there is no manual ticketing. Given that only certain road sections are installed in DIY, ETLE. For activities, people can avoid the route. Furthermore, because only 10 (ten) types of violations can be charged with electronic ticket fines, violations other than the ten (ten) types are exempt from the officer's action because no manual tickets are issued. If forced to participate in officer operations, violators are only socialized.

## **D. Closing**

1. Implementation of National Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 dated October 18, 2022 on traffic law enforcement. It is still difficult to implement *Ditlantas Polda DIY* in order to enforce the law for traffic violators. At *Ditlantas Polda DIY*, if applied in order to enforce the law for traffic violators, it is still difficult to implement. This is because E-Ticket Sanctions can only be applied to 10 (ten)



types of traffic violations, even though there are some that are not included, such as the requirement to have and carry driving documents in the form of SIM and STNK, which ETLT cannot detect. Attempts to discipline motorists who do not have a SIM card are futile. Similarly, efforts to reduce crime rates in the form of motor vehicle theft are difficult to achieve due to the absence of STNK.

2. The impediments to implementing the Chief of Police Telegram Letter Number: ST/2264/X/HUM.3.4.5/2022 Dated October 18, 2022, on law enforcement of traffic violations at the Yogyakarta Traffic Police are:

- a. Cultural and community aspects
- b. Facilities and amenities aspects
- c. Law enforcement apparatus aspects
- d. Legal aspects

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