APPLYING INFORMATION TECHNOLOGY IN REALIZING AN ORDERLY TRAFFIC COMMUNITY (A CASE STUDY ON ELECTRONIC TRAFFIC LAW ENFORCEMENT PROGRAM CONDUCTED BY TRAFFIC DIRECTORATE OF JAKARTA METROPOLITAN POLICE REGION IN 2019-2020)

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ABSTRACT

The study discusses the application of information technology in realizing an orderly traffic society (a case study on the electronic traffic law enforcement, also known as ETLE program which is carried out by the Traffic Directorate of Jakarta Metropolitan Police Region in 2019-2020). The research is conducted in order to obtain an overview or description on the use of information technology in assisting police tasks as well as reducing the number of traffic violations that occur in the jurisdiction of Jakarta Metropolitan Police Region by using the ETLE (Electronic Traffic Law Enforcement) applications). As one of several creative breakthroughs, ETLE is a program that is developed in policing by utilizing the developments of technology and information. Data is collected through interviews and observation techniques. The author employs several conceptual literatures, such as the concept of police science, technology applications, traffic order, e-government, e-policing, demerit point system, and smart management. The results of the research reveal that ETLE system has facilitated the work of traffic officers in enforcing traffic regulations. However, it still highly needs improvements in the implementation and equipment.

Keywords: application, ETLE, information technology, traffic

1. INTRODUCTION

1.1 Background

The second program of the Indonesian National Police Chief, also known as Promoter, is an easier improvement of public services for the community based on information technology. This is a common way for every police organization to maximize its performance and maintain its existence. The main purpose of using the ETLE application is to change people's behaviour without having to come into a direct contact with police officers, to reduce road accidents, to reduce the number of traffic violations, to simplify the work of traffic police, to gradually eliminate the use of manual

ticketing systems and to employ machines to monitor violations committed by community members because it can work 24 hours a day.

This research is conducted in order to obtain an overview or description on the utilization of information technology in assisting police tasks and reducing the number of traffic violations that occur in the jurisdiction of Jakarta Metropolitan Police Region by using the ETLE application. It should be remember that this is also a follow-up of the bureaucratic reform in Indonesia that has taken a new phase since Indonesian government launched the grand design of national bureaucratic reform through the Presidential Regulation No. 81 of 2010. The presidential regulation is launched with the aim of making bureaucratic reform efforts in Indonesia more focused and sustainable (Holidin, 2016).

1.2 Research Problems

Based on the description of the background above, the problems that will be discussed are:

a. How is the application of technology in ETLE program carried out by Traffic Directorate of Jakarta Metropolitan Police Region?

b. What factors influence the application of ETLE Information technology (Electronic Traffic Law Enforcement) in realizing orderly traffic?

c. How is the influence of information technology applications in improving the performance of Traffic Directorate of Jakarta Metropolitan Police Region?

1.3 Research Objectives

Based on the formulation of the problem, the research objectives of the study are:

a. describing the application of ETLE carried out by Traffic Directorate of Jakarta Metropolitan Police Region;

b. finding out the factors influencing the application of ETLE in realizing an orderly traffic community; and

c. elaborating the influence of ETLE in improving the performance of Traffic Directorate of Jakarta Metropolitan Police Region.

2. LITERATURE REVIEW

a. A research entitled *E-government and Public Service Performance* (a case study on SIMTAP of Takalar Regency), conducted by Yopik Gani (Gani, 2010). The study discusses the application of information technology in the implementation of tasks and functions in Takalar Regency government using the application called One-Stop Information System (SIMTAP). According to theory of state administration, the application of information technology in public organizations is called *e-government*. The implementation of e-government in Takalar Regency government has run since April 2000 and has provided twelve public service modules.

b. A research entitled *Measuring the Efficiency and Effectiveness of Traffic Police Operations: Developing Guidelines for A Systematic Monitoring Of Police Enforcement,* held by Associate Professor Shalom Hakkert

(Hakkert). The research studies a police organization that carries out a preventive enforcement in order to reduce traffic accidents on highways. The main role of traffic enforcement is considered to prevent road users from committing violations that may cause traffic accidents and injuries. The result of the study reveals that every law enforcement activity will be effective if the activity is problem-oriented, targeted and has certain goals and success criteria.

c. A research entitled *The Perspective of Applying E-tickets Using CCTV (Closed Circuit Television)*, conducted by Yudi Muhammad Irsan (Irsan). The results of the research reveal that the application of e-tickets in Indonesia has not been effective yet because it is still in the try-out stage and based on the results of these trials, an evaluation will be held in improving the e-ticketing services. The inhibiting factor of the e-ticket system is that there are still many people who do not understand how to pay e-tickets. Besides, the e-ticket system is not understood due to the fact that it lacks of socialization. Therefore, it still needs more considerably time to more intensively and equitably socialize to community.

3. METHOD
a. Method and Approach
The study employs the qualitative approach. A qualitative research is a strategy that emphasizes words rather than quantification in data collection and analysis (Bryman, 2012, p. 50). The study presents the relationship between theory and research. Meanwhile, the unit of analysis in the study is the application of information technology in increasing public awareness of traffic rules (a case study on ETLE program carried out by Traffic Directorate of Jakarta Metropolitan Police Region in 2019-2020). The unit of analysis above is supported by journals which are resources to present accurate and in-depth analysis.

As a qualitative research, the research also uses a case study research. A case study research is a research that is focused on the complexity and characteristics of a particular case (Bryman, 2012). A case study is defined by a location, such as a community or organization. Based on the research design above, this research takes place a case study at Traffic Directorate of Jakarta Metropolitan Police Region.

b. Data Collection Techniques
1) Interview—this is conducted with informants who will provide an in-depth and broad picture on the application of information technology in increasing public awareness of traffic order (a case study on the ETLE program carried out by Traffic Directorate of Jakarta Metropolitan Police Region in 2019-2020). In accordance with the policies and rules that have been determined to ensure the correctness of the data that has been obtained during the structured interview, interviews conducted by the researcher are based on the role and authority of the objects studied. Therefore, the data obtained are valid based on their duties and responsibilities.

2) Observation—this is the activity of observing an object directly

and in detail that is useful for finding information about the objects. The method of conducting observation activities is systematic and can be justified. Objects observed in observation activities must be real and observed directly. The researcher makes direct observations in the field by visiting Jakarta Metropolitan Police Region in order to get valid information from the trusted sources and also observing traffic flow situations and violations that occur on the road both before and after the installation of ETLE equipment.

c. **Data Collection and Recording Techniques**
1) Documentation techniques—the documentation technique is carried out by collecting images and table data related to the application of information technology in increasing public awareness of traffic order (a case study on ETLE program conducted Traffic Directorate of Jakarta Metropolitan Police Region in 2019-2020).
2) Library research—the writing technique used in compiling this research is by using library research techniques, in which data related to the problems discussed, also known as secondary data, are obtained from books, magazines, newspapers, journals and other sources. The auhor also uses the internet in the process of collecting data related to the problems that the author will discuss, using news sites from reliable national and international stations.

4. DISCUSSIONS

4.1 Analysing technology applications in ETLE carried out by Traffic Directorate of Jakarta Metropolitan Police Region

Based on the findings and interviews with interviewees, it is known that in its implementation in the jurisdiction of Jakarta Metropolitan Police Region, ETLE was able to detect ten traffic violations, including traffic light violations, road marking violations, odd-even violations, not wearing a seat belt, using mobile phones while driving, speed limit violations, driving against the flow, violations of not wearing helmets, violations of restrictions on certain types of vehicles in certain areas or certain lanes and violations of STNK (motor vehicle license) validity or not having a STNK renewal. However, it is also found out that ETLE camera feature cannot capture many violations, but can only capture 10 violations. Therefore, the ETLE camera feature must be developed so that it can capture as many as violations, not just the ten violations.

In the context of National ETLE, violations committed by a vehicle that does not belong to the area or the police region can be detected because the police region has not coordinated with the other police region where the car belongs to. The ETLE should be installed in all police regions, not only in big cities as well as protocol roads but they are also installed throughout the jurisdiction of Indonesia. The aim is to prevent people choose alternative routes in order to avoid roads that are being monitored by ETLE cameras. This causes alternative roads to become crowded and prone to congestion. Indeed, it will need high costs, too.

The confirmation letter also contains a barcode that can be detected to view the video recording of the violations. There are two orders that must be carried out by violators: first, he or she must fill out a confirmation letter of violation; second, he or she will receive an SMS in the form of a payment code to pay the fine. In addition to detecting traffic violations, ETLE system can also support the evidence of accidents and non-crime cases on highways by using facial recognition technology that already exists in ETLE system.

In order to support the implementation of ETLE nationally, Traffic Corps of Indonesian National Police has initiated the signing of a memorandum of understanding between the Supreme Court of the Republic of Indonesia, Indonesian National Police, and Prosecutor's Office of the Republic of Indonesia regarding law enforcement in the field of traffic and road transportation as a legal umbrella in implementing enforcement actions on traffic violations electronically or using information technology.

4.2 Analysing factors affecting the application of ETLE in realizing an orderly traffic
4.2.1 Internal Factors

Several internal factors that can be synthesized by the researcher based on the empirical facts of this research come from the following aspects:

a. Authority and law enforcement by traffic police

The authority of traffic officers has been regulated in Article 7 paragraph (2) letter e of Law Number 22 of 2009 concerning Road Transport Traffic which states that "government affairs in the fields of registration and identification of motorized vehicles and drivers, law enforcement, operational management and traffic engineering, as well as traffic education are carried out by Indonesian National Police." Based on the authority given by the regulation, traffic police has the authority to enforce the law in order to create a traffic order.

As an application, ETLE can help the role of traffic police in carrying out its authority in the field of traffic law enforcement. They are assisted by an information technology system so that the law enforcement process can run quickly and be able to prevent extortion or levies. Thus, the presence and authority of traffic officers on roads who are carrying out their law enforcement duties can be represented by the application of ETLE technology through CCTV cameras installed on the road.

The authority represented in an ETLE technology is expected to be able to provide objective law enforcement in every form of violations and be able to create

security, safety, order and smoothness in traffic. This is like the eyes and ears of the traffic officers. They are installed on the road in monitoring the situation and taking action against traffic violations and even all kinds of crimes recorded in this ETLE camera.

b. Socialization to community

The Traffic Police conducts socialization of traffic order in the form of integrated operations carried out by all levels and socialization of traffic order in crowded places where traffic violations often occur. The goal is to reduce the occurrence of traffic violations.

Not only that, socialization about traffic order by the Traffic Police is also carried out in the form of education in schools at the elementary, junior high and high school levels through the existing learning curriculum. The hope is that this traffic order can be applied from an early age and internalize it into a community culture.

The use of institutions that are very influential in terms of ETLE socialization by involving the Ministry of Communication and Information (Kemenkominfo) will of course facilitate the work of the Police in conducting

socialization. With assistance from agencies outside the National Police, it is hoped that public understanding regarding the existence of ETLE can be equally known by all Indonesian people without being limited by space and time.

c. Human resources (ETLE operators/officers at back office)

Based on the findings and interviews of researchers, it can be said that in implementing ETLE program policy, of course, it must be supported by human resources who oversee it. As it is known in the previous chapter (Chapter IV) that in order to improve the human resource capabilities of the ETLE officers, training and capacity building have been carried out through a certification activity for these officers, so that ETLE officers are expected to Law Enforcement) is intended to work optimally.

d. ETLE System Integration

Based on the findings in the previous chapter, it is known that ETLE has not been integrated between regional elements (police regions and police resorts) and the National Police Headquarters (Corps of

Traffic), especially with registration and identification section so that it can hinder access (limited access). In this regard, the application of the ETLE (Electronic Traffic Law Enforcement) system needs to be supported by data on motorized vehicles and drivers that are integrated between the central levels (National Police Headquarters/Corps of Traffic) with all police regions and police resorts).

If the data is still stored manually, the ETLE (Electronic Traffic Law Enforcement) system cannot be carried out properly and perfectly. For example, evidence of a violation was found in the form of a photo of a motorized vehicle committing a violation in the area of city A, but the vehicle is registered in city B. If the registration data for the vehicles and the driver are not integrated and the management pattern is still manual, the violation cannot be prosecuted, because there is no data regarding the owner of the vehicle who committed the violation. If the driver and vehicle data are integrated and always updated, violations committed by vehicle and drivers in any area, action can be taken. Therefore, the main thing that the Corps of Traffic of the National Police must do is

to ensure that the vehicle and driver data is up to date, integrated, and accurate.

e. **Infrastructure (installation and budget for procurement or maintenance of ETLE cameras)**
The following are the facilities and infrastructure that affect the improvement of traffic order safety. Limited facilities and infrastructure that support the implementation of law enforcement in the field of traffic, namely:

1) Road equipment: Signs, road markings, street lighting and other traffic signs that are still lacking, causing confusion for road users about the rules and for orderly traffic. The foregoing causes the road to not function properly, which results in the use of sidewalks, parking on roadsides, buildings in road use areas and so on.
2) Features and Computerized Devices: In law enforcement of fines against various violations that occur on the road, it is necessary to upgrade the system on ETLE cameras installed on the road to be able to capture and record various types of violations and even criminal acts that occur

on the road. In improving the features of ETLE, it is also necessary to improve the specifications of computers that are members of the ETLE back office in carrying out their work.

f. ETLE (Electronic Traffic Law Enforcement) System Constraints

So far, ETLE (Electronic Traffic Law Enforcement) has not been perfect in its application. There are things that must be addressed regarding ETLE. The need for data integration in the form of Big Data which is controlled by the National Police Traffic Corps, so that big data will be able to identify all types of vehicles that commit violations without being limited. by place and time.

g. Law Enforcement is not equal between regions

Based on Law Number 22 of 2009 concerning Road Traffic and Transportation (UU LLAJ), the amount of fines for electronic tickets is still the same as ordinary tickets carried out through traffic operations by the National Police. The fines paid depend on the type of violation committed. The following are electronic fines based on the type of violation:

1) Using Mobile— Violations in the use of mobile phones while driving have been regulated in Article 283 of the LLAJ Law. Drivers who carry out other activities or are influenced by conditions that interfere with concentration on the road will be sentenced to a maximum imprisonment of 3 months or a fine of IDR 750,000. This rule applies to two-wheeled and four-wheeled riders.

2) Not wearing a helmet— based on Article 106 paragraph 8 UU LLAJ, that everyone who drives a motorcycle and its passengers are required to wear an SNI helmet. The punishment for violators is contained in Article 290 with a maximum imprisonment of 1 month or a fine of IDR 250,000.

3) Not wearing a seat belt—especially for car drivers and passengers who are in front or beside the driver, it is mandatory to use seat belts. Violation will be subject to sanctions in the form of imprisonment for a maximum of 1 month or a fine of IDR 250,000.

4) Violating traffic signs and road markings—All motorists on the

highway are required to comply with applicable traffic signs and road markings, if they violate, they will be subject to Article 287 paragraph 1 with sanctions in the form of imprisonment for a maximum of 2 months or a maximum fine of IDR.

5) Wearing fake number plates—each vehicle will be equipped with a Motorized Vehicle Number (TNKB) or number plate and must be in accordance with existing documents. Article 280 regulates this matter and those who violate will be sentenced to a maximum imprisonment of 2 months or a maximum fine of IDR 500,000.

h. Budget
The ETLE (Electronic Traffic Law Enforcement) budget is based on the results of the researcher's interview with one of the ETLE Controlling Officers, Iptu. Suprianto explained that currently ETLE (Electronic Traffic Law Enforcement) has been supported by the DKI provincial government's budget, but if damage occurs, it must go through a fairly long process. Not only that, Iptu. Suprianto also added that currently ETLE (Electronic Traffic Law Enforcement) has

been supported by a special budget from the Korlantas Polri and implemented simultaneously throughout Indonesia, thus the ETLE (Electronic Traffic Law Enforcement) budget itself is independent and is considered sufficient to maintain the sustainability of operationalization.

4.2.2 External Factors
Related to external factors in the implementation of the ETLE (Electronic Traffic Law Enforcement) program, among others, as follows:

a. **Feedback from the Community on the ETLE (Electronic Traffic Law Enforcement) System**
Public as the service user, provides positive feedback to service providers. The ETLE (Electronic Traffic Law Enforcement) system makes it easy for the public to pay fines through banks. However, not all communities can follow the ETLE procedures provided by the police, especially for ordinary people who do not understand or know about technology. The police have implemented an electronic ticketing system, with this new rule, it is hoped that the ticketing process that used to be considered complicated, and takes a lot of time through trial, will no longer exist. Public also wants ETLE (Electronic Traffic Law Enforcement) to be accessible using an

application. The public wants education in ETLE (Electronic Traffic Law Enforcement) application, such as education about traffic, the laws that regulate and the form of traffic signs in application-shaped services.

b. **Cooperation through MoU**

The term and use of MoU in Indonesia is adapted from the common law legal system which serves as the basis for agreements that will be made in the future. The MoU or collaboration between the Korlantas Polri as the organizer of the ETLE (Electronic Traffic Law Enforcement) program policy must of course be carried out properly, namely with the DKI Jakarta Regional Government, PT. Pos Indonesia, PT. Trans Jakarta, Dealers and ATPM, Courts, and PT. Telkom. It is hoped that with the MoU, although it is not binding, both parties need to maximally support the agreement regarding the sharing of resources and data for the sake of the continuity of the ETLE (Electronic Traffic Law Enforcement) application and put aside sectoral egos. Thus, the joint agreement will support ETLE (Electronic Traffic Law Enforcement) to fully operate without the slightest obstacle in its operation. If the agreement

goes hand in hand in realizing security, safety, order and smooth traffic, the burden on the Police as the initiator of this application will be lighter.

c. **Limitations of the ETLE System**

In accommodating all types of traffic violations, the ETLE (Electronic Traffic Law Enforcement) camera of course ETLE (Electronic Traffic Law Enforcement) in the future will be able to capture the results of capturing all types of violations and supported by camera specifications that have been upgraded. In this case, the National ETLE (Electronic Traffic Law Enforcement) program has been able to take action against violations committed by two-wheeled vehicle (R2) drivers, but it is only limited to one type of violation, namely not wearing a helmet and for ETLE (Electronic Traffic Law Enforcement) in Indonesia. Until now, Polda Metro Jaya has not used it, but can only capture it and then go viral through social media.

Even though ETLE (Electronic Traffic Law Enforcement) was initiated by the National Police, in carrying out its implementation it also requires other stakeholders.

In terms of operationalization, the National Police must share resources so that ETLE (Electronic Traffic Law Enforcement) can work optimally without any obstacles because it is supported by stakeholders who have these interests. All stakeholders are required to sit together so that the ETLE (Electronic Traffic Law Enforcement) policy in the implementation of each stakeholder is well integrated.

d. Platforms

In relation to this platform, the devices used in ETLE (Electronic Traffic Law Enforcement) use platforms originating from China, so that the security system is still lacking because it allows irresponsible parties and the data on the system to be leaked and can be misused.

A secure platform is a platform originating from Indonesia because it can reduce the risk of data leakage. Data leaks can lead to a series of negative consequences such as account abuse, unsolicited emails or phone calls and can result in financial losses. However, until now ETLE (Electronic Traffic Law Enforcement) is still using platforms from China.

4.3 Analysing the influence of information technology

applications in improving the performance of public services of Directorate of Traffic of Polda Metro Jaya

One of the purposes of the ETLE (Electronic Traffic Law Enforcement) program is to anticipate any irregularities committed by traffic personnel during the direct ticketing process. The ETLE mechanism minimizes the interaction between officers and traffic violators.

Through the ETLE (Electronic Traffic Law Enforcement) program, it can prevent abuse of traffic police authority as well as for transparent law enforcement by utilizing information technology. This is because the public still complains about the ticketing done by several members of the National Police, so that it can have the potential for abuse of authority. ETLE is a law enforcement effort by utilizing information technology, so that in the future in law enforcement in the community, the Police will no longer directly interact with the community.

In addition, ETLE (Electronic Traffic Law Enforcement) is part of a program to improve security, safety, order, smoothness, traffic. Where there needs to be law enforcement efforts so that road users can be disciplined, can prioritize safety, respect other people and fellow road users. Traffic members will also only be tasked with making arrangements in case of traffic jams, when the community needs the presence of the police, so that the police can work better, be more authoritative and closer to the community.

Immaterially, welfare is a feeling of security and safety,

especially during traffic. The public is not faced with the "image" of traffic which is colored by traffic accidents with victims being seriously injured or dead. Feelings of security and safety are created if the road with its traffic does not become a "killing field".

In addition, security, safety, orderliness and smoothness of traffic also strengthens the bond of national unity, in the sense that traffic that takes place with secure, safe, orderly and smooth traffic flows will then affect the level of population mobility between regions is higher. High mobility will create social interactions between ethnic groups or community groups from different regions that will run well. Such social conditions have the potential to build stronger social ties as a nation.

ETLE (Electronic Traffic Law Enforcement) can act as a social control function in the field of traffic in order to create order or order in social relations among citizens. The function of social control is also intended so that there is no conflict of interest among members of the community that will cause social chaos. If there is deviant behaviour, the perpetrators must be given strict sanctions The goal is that there is a deterrent effect. Discipline is needed to prevent the repetition of deviant behaviour. On the other hand, the function of social engineering is a modern function in order to realize certain social, economic, and political conditions as aspired through the use of law.

With the existence of ETLE (Electronic Traffic Law Enforcement) it can help the government's work, namely in terms of providing legal certainty, providing a positive impact on the community, this can be seen from the decrease in the number of violations, avoiding conflict, the community feels monitored by CCTV cameras for 24 hours and the image of the Police who are considered more professional in their work and assisted by the use of technology.

ETLE (Electronic Traffic Law Enforcement) as an information technology application initiated by the National Police and implemented by the PMJ Traffic Directorate to realize the Security and Security Service. Then, the Police cannot work alone. However, it is necessary to involve other stakeholders with the assistance of the private sector (public sector). The consideration is that security, safety, orderliness and smoothness of traffic flow is then the joint responsibility of these parties.

Collaborative governance is a new strategy in governance that makes various policy makers gather in the same forum to make a common consensus (Gash, 2007). ETLE (Electronic Traffic Law Enforcement) was indeed initiated by the National Police, but in its operation it requires other stakeholders so that there is no confusion of authority and does not have the limitations and shortcomings found in the research findings, so collaboration between the Police and the Government is needed for the sustainability of ETLE (Electronic Traffic Law Enforcement) Stakeholders that can support ETLE (Electronic Traffic Law Enforcement) and are included in the concept of collaborative governance.

In order to advance ETLE (Electronic Traffic Law

Enforcement) in the future and support ETLE (Electronic Traffic Law Enforcement) so that it can apply throughout Indonesia from Sabang to Merauke or support national ETLE (Electronic Traffic Law Enforcement) simultaneously, the Police need to cooperate with relevant stakeholders.

The stake holders are the Ministry of Communication and Informatics, Local Government, Private sector, this is related to vendors, Telkom, Courts, Road Providers, Disdukcapil, Community, Dealers, Education Office, Transportation Service, and Police. The National Police cannot work alone, so it requires stakeholders to support the implementation of ETLE (Electronic Traffic Law Enforcement) so that it can be carried out simultaneously throughout Indonesia.

The National Police collaborated with the Ministry of Communication and Information to disseminate information to the public regarding ETLE (Electronic Traffic Law Enforcement). So that people know what ETLE (Electronic Traffic Law Enforcement) is and how it works. So that road users no longer have an excuse for not knowing there is a ticketing system through ETLE (Electronic Traffic Law Enforcement). Socialization can be done directly by officers going directly to the streets and providing education related to ETLE (Electronic Traffic Law Enforcement) to road users and can be carried out using social and electronic media. With the support of the Ministry of Communication and Information, socialization can be carried out optimally.

Support from the Regional Government cannot be ignored, because ETLE (Electronic Traffic Law Enforcement) can be implemented if there is support provided by the regional government such as matters relating to the budget. By getting sufficient budget from the local government, ETLE (Electronic Traffic Law Enforcement) can be implemented considering the costs required to apply ETLE (Electronic Traffic Law Enforcement) are not small.

Private parties relate to the provision of vendors or platforms used. ETLE (Electronic Traffic Law Enforcement) is currently still using a platform originating from outside, namely China. Platforms that come from outside provide awareness of data leakage from irresponsible parties so that collaboration with private parties to be able to create their own platforms will be better and reduce the risk of data leakage.

Cooperating with Telkom related to network or signal. Networks in all regions are not all the same, urban areas tend to have stronger networks and remote areas in villages have less stable networks, so people who want to access ETLE (Electronic Traffic Law Enforcement) often experience difficulties due to unstable networks. It is fatal if the ETLE (Electronic Traffic Law Enforcement) back office does not receive the images that have been captured by the ETLE (Electronic Traffic Law Enforcement) camera clearly, so that it can result in an error ticket. The hope is ETLE (Electronic Traffic Law Enforcement) no longer uses signals or networks but must use satellites, so that information received by the ETLE (Electronic Traffic Law

Enforcement) back office can be received clearly.

The collaboration between the Police and the court is to set fines for violations committed by motorists. The amount of fines currently in effect is not the same in each region, so people question this. Courts must have a clear and equal legal basis in all regions of Indonesia regarding the amount of fines. All judges should sit together and discuss the amount of the fine so that the public does not feel that there are areas where the fine is cheaper and more expensive, all equally.

Disdukcapil (Department of population and civil registration) relates to data on the community of road users related to the address that will be addressed to obtain a letter or email address from the violator. The data owned by the Disdukcapil is complete data from the identity of a citizen so that this can make it easier for the Police to find the destination address of traffic violators. So that in the future there will be no more discrepancies in data on motorized vehicle ownership because everything has been recorded properly in a big data integrated with Disdukcapil Stakeholder dealers relate to the types of vehicles caught by the ETLE (Electronic Traffic Law Enforcement) camera. This makes it easier for the police to identify the type of vehicle that has been caught by the ETLE (Electronic Traffic Law Enforcement) camera for committing a traffic violation.

The Education Office is the initial stake holder of ETLE (Electronic Traffic Law Enforcement) so that the public understands and understands the rules of law regarding traffic and understands good traffic ethics. These things are outlined in the form of a curriculum that will be taught to school children from kindergarten to high school. So that it is hoped that in the future, by inculcating a culture of orderly traffic and driving ethics, it will be a provision for each individual in creating safe, ethical and orderly traffic drivers.

The Department of Transportation as an agency that supports the traffic police in engineering traffic to create a direct secure, safe, orderly, smooth traffic, such as in determining road signs and markings, determining road capacity, determining odd-even and formulating policies together with the Corps of Traffic in order to create a traffic security system. There are so many people who complain and do not accept being ticketed on the grounds of unclear signs and placements of inappropriate markings or traffic signs. This, of course, requires good cooperation between the Police and the Department of Transportation in order to create good, smooth and safe traffic management and does not create the impression of a grey area in law enforcement through the ETLE (Electronic Traffic Law Enforcement) application.

The National Police in relation to ETLE (Electronic Traffic Law Enforcement) is a stake holder who implements ETLE (Electronic Traffic Law Enforcement), the application of ETLE (Electronic Traffic Law Enforcement) is the idea of the Police to create an orderly society in traffic and reduce the number of traffic violations to create a "Precise" Police. The embodiment of ETLE (Electronic Traffic Law Enforcement) is the

implementation of e-policing within the National Police.

5. CONCLUSIONS AND IMPLICATIONS

5.1 Conclusions

The conclusions that can be drawn as a synthesis of this research are as follows:

a. Application of technology in the ETLE program at the Traffic Directorate of Polda Metro Jaya. In the jurisdiction of Polda Metro Jaya, ETLE has been installed at 50 points. The presence of ETLE led to a decrease in the number of violations. So that the presence of ETLE is able to facilitate the work of police members, members who have been on duty in the field but are currently behind the scenes.

b. Several internal factors that influence the implementation of the ETLE program that can be synthesized by researchers from the empirical facts of this research are authority and law enforcement by the Traffic Police, outreach to the community, HR (operators/ETLE officers/back office), Integration of the ETLE System, Facilities and Infrastructure (Installation and budget for procurement or maintenance of ETLE cameras), and there are still obstacles in the ETLE System. In addition, there are still differences in aspects of law enforcement that are not the same between regions and the development of ETLE in the form of Portable ETLE. Cement Among the external environmental aspects, the implementation of ETLE program is influenced by several factors such as feedback from the public on ETLE System, cooperation through the MoU, limitations of ETLE System.

c. The influence of the application of information technology in improving the performance of public services at the Directorate of Traffic Polda Metro Jaya. With the existence of ETLE can help the government's work, namely in terms of providing legal certainty, providing a positive impact on the community, this can be seen from the decrease in the number of violations, avoiding conflict, the community feels monitored by CCTV cameras for 24 hours and image Police who are considered more professional in their work and assisted by the use of technology.

5.2 Suggestions

a. Installation of ETLE in the jurisdiction of Polda Metro Jaya should not only be installed on protocol roads, because the current habit of people is to avoid ETLE CCTV and use alternative roads so that the alternative roads are currently experiencing frequent traffic jams. By upgrading the camera of the system has been installed previously (traffic flow surveillance camera) and improving ETLE camera feature, it is hoped that ETLE will be able to accommodate all types of violators and spread across roads in Jakarta area.

b. The integration of stakeholders can improve and maximize the work of ETLE, so that ETLE cannot run alone and is only handled by the Police, but of course requires various resources in terms of its operation so that

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ETLE can run optimally without any obstacles in its operation.

c. Every area that uses ETLE in terms of the ticketing system must use the same amount of fines that have been determined by law, so that there is no misunderstanding between the police and the community. In this way, the image of the National Police will not be tarnished by the same amount of fines in every region and every region based on the applicable law.

d. The use of ETLE with a Smart Phone application is the hope of the community so that they can easily access it. The public's desire for applications on Smart Phones when coupled with an informative service system about traffic rules and ethics will certainly have a positive impact on the good name of the Indonesian National Police. Facilitative applications such as Banking applications (non-cash payments), GO-Jek and many other applications, if they can be applied in a Smart Phone ETLE application and are well integrated between other internal systems such as SIM, STNK The BPKB and the ticket payment method will certainly make it easier for the public and the police to access by using information related to road behaviour and traffic rules. Not only that, the use of the application itself will certainly provide positive feedback so that the traffic police can continue to innovate.

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