

Analysis of Readiness to Apply Etle (Electronic Traffic Law Enforcement) Traffic Unit of Wajo Police in Wajo Regency

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ABSTRACT

With the inauguration of ETLE, it is expected to minimize extortion by officers and improve driving discipline. This study aims to determine and analyze the readiness of the Wajo Police Traffic Unit and describe the supporting and inhibiting factors in the implementation of ETLE (Electronic Traffic Law Enforcement) by the Wajo Police Traffic Unit in Wajo District. This type of research is a qualitative method with a descriptive approach using data collection techniques through observation, in-depth interviews and documentation. The results showed that (i) the readiness of the Wajo Police Traffic Unit in the Implementation of ETLE (Electronic Traffic Law Enforcement) in Wajo Regency was analyzed using the theory of readiness indicators or e-readiness according to Richardus Eko Indrajit (2015: 39), namely: (a) Infrastructure Telecommunication has been carefully planned by the Wajo Regency Government and Wajo Police in accordance with the standards imposed by the National Police (b) The level of connectivity and use of ICT is good enough (c) The capacity of the Wajo Police Traffic Unit is sufficient to control the use of ETLE in Wajo Regency ; (d) the availability of funds and budget for the development of telecommunications infrastructure for the implementation of ETLE in Wajo Regency is still waiting for regulations from the regional government and the National Police; (e) The legal instruments for the implementation of ETLE in Wajo Regency are Law Number 22 of 2009 and Government Regulation Number 80 of 2012; (f) Police is not law is a new paradigm (ii) Supporting and inhibiting factors for the implementation of ETLE (Electronic Traffic Law Enforcement) by the Traffic Unit of the Wajo Police in Wajo Regency (a) Supporting factors include human resources of the Wajo Police Traffic Unit, legal instruments; (b) Inhibiting factors include, among others, facilities and infrastructure, funds/budget, and data on road users' vehicles .

Keywords : Readiness; Electronic Traffic Law Enforcement (ETLE); Law.

INTRODUCTION

Traffic violations that are prone to occur in Indonesia (Prasetyono, 2022; Sa'diyah & Enggarsasi, 2018; Siagian et al., 2014; Yuliantoro & Sulchan, 2021), one of which is due to the Indonesian people who do not obey traffic rules so that cases of violations and the risk of accidents (Joewono & Susilo, 2017; Restuputri et al., 2022; Susilo et al., 2015; Tampubolon, 2021) are still high." In addition, the number of cases of illegal levies in traffic violations also contributes to a poor perception of law enforcement. sense of social justice. Settlement of traffic violations normatively is done by attending a court hearing and paying a certain amount of fines (Bayles, 2012; Ross, 2017; Tyler, 2021). Traffic violations cannot be ignored because based on data owned by the Wajo Police (Nurdin, 2011; Ramenzoni, 2021; Windari & Novianto, 2021; Yanto & Iqbal, 2020), the number of traffic violations in 2020 was 187 cases of traffic violations which resulted

in 34 deaths, 31 seriously injured and 122 minor injuries, in 2021 an increase compared to the year 2021. 2020 as many as 217 cases of traffic violations resulting in 43 deaths, 41 seriously injured and 133 minor injuries.² Most traffic accidents are caused by human factors as road users who do not comply with traffic regulations (Alonso et al., 2017; Hsiao et al., 2018; Plankermann, 2014; Šucha, 2014). However, causes other than human factors are still found, such as broken tires, faulty brakes, potholes, and others (Interview with Mr. Awaluddin, Head of the Gakkum Sat Traffic of Wajo Police, dated December 20, 2021). ETLE is an effort to implement technology to record violations in traffic electronically to support security, safety and order. Actually, the implementation of ETLE was first piloted on October 1, 2018, but now it has been implemented nationally. The purpose of implementing ETLE is to minimize parties who commit extortion when taking action against traffic violations. Not only that, the application is to improve driving discipline.

To find out the high or low level of readiness in (Papilaya et al., 2015) the new system, the company must carry out further empirical measurements or investigations regarding the implementation of IT/IS. One measure of IT evaluation is to provide a benchmark for readiness to implement IT services (e-readiness). The purpose of measuring e-readiness is to help diagnose ICT problems (Aboelmaged, 2014; Apeanti, 2016; Kashorda & Waema, 2011; Rezai-Rad et al., 2012), support necessary ICT changes and develop a sound ICT plan. E-readiness is the ability of an agency or organization to adopt, use and benefit from the use of IT. Based on the description above, the authors are interested in identifying the readiness of the Wajo Police to implement ETLE by conducting a study entitled "Analysis of Readiness to Apply ETLE (Electronic Traffic Law Enforcement) Traffic Unit of Wajo Police in Wajo Regency" . .

METHOD

This research is a qualitative descriptive study, namely a research method which in its research procedure uses in-depth interview data according to the level of the researcher's ability to disclose and discuss various phenomena or relationships related to the analysis of readiness to apply ETLE (Electronic Traffic Law Enforcement). The Wajo Police Traffic Unit in Wajo Regency, and the supporting and inhibiting factors for the readiness to apply ETLE. The Wajo Police Traffic Unit in Wajo Regency. In this study, the authors used accidental sampling technique by looking at the informants according to their function and involvement by purposive sampling, namely the method of selecting subjects who are in the best position to provide the information they need. Informants were chosen because they are believed to be able to reveal things that are needed by researchers. The informants interviewed are the main informants there are 4 (four) namely Kaur Bin Ops Sat Traffic Wajo Police, Kanit Turjawali Sat Traffic Wajo Police, Kanit Gakkum Sat Traffic Wajo Police, and Polantas Wajo Police 1 person and 3 (three) supporting informants from the community as a road user in Wajo Regency who can provide information relevant to the research objectives.

RESULT AND DISCUSSION

From the results of this study, it can be concluded that the readiness of the Wajo Police Cross Unit in the implementation of ETLE is said to be ready, as can be seen from the existence of adequate human resources, officers are always ready to carry out orders from the leadership with discipline and loyalty, officers are willing to try to understand ETLE with all its limitations, and Community support (public) in this case is the people of Sengkang City, who even though they admit they don't understand, have not experienced ETLE technology, but they can feel the benefits of implementing ETLE through mass media such as newspapers.

Edi Saputra Hasibuan (2019: 63) states that in an effort to control traffic on roads that are comfortable, safe, and controlled, the government issues a policy in the form of laws and regulations relating to traffic and also for road transportation contained in Article 249, Article 272 Law of the Republic of Indonesia Number 22 of 2009 concerning Road Traffic and Transportation, as for the implementation of this matter, it is also contained in Government Regulation of the Republic of Indonesia Number 80 of 2012 concerning Procedures for Inspection of Motorized Vehicles on the Road and Enforcement of Traffic and Road Transportation Violations. As an effort to control traffic, it is usually carried out by police officers, but basically it is also mandatory for all elements of road users (Nurdin, 2011; Organization, 2015; Yuliantoro & Sulchan, 2021).

ETLE or Electronic Traffic Law Enforcement is a new breakthrough made by the police in improving the quality of safety, reducing the fatality rate of accident victims, realizing and maintaining security, safety, order and smoothness in traffic, then also being part of building a culture of order. and is also an excellent service to the community. With an electronic system in law enforcement there are several benefits, including:

1. We are all aware that the occurrence of congestion, accidents, the occurrence of other problems in the field of traffic, this is an obstacle, a disturbance, the social cost is very expensive, and this is one solution or an effort to build awareness, sensitivity and concern for safety, security, order and smooth traffic, because this traffic is the lifeblood of life on the highway, where traffic supports efforts to improve people's quality of life.
2. In this electronic system, it can also provide protection, shelter, service, to other road users who are disturbed by violations. And this is also an important part to prevent problems in the field of traffic, both accidents and congestion.
3. Because of this electronic system, there is a data system that is recorded or recorded so that a program can be applied to record traffic behavior.

Human Resources support, infrastructure is very much needed in the process of implementing ETLE. Where when human resources have been running well, but infrastructure is lacking, it will greatly affect the process of implementing ETLE, and vice versa. Therefore, to achieve the objectives of this policy, all resources that play a role must support each other. Based on the results of the interviews, observations and documentation above, the researcher concludes that human resources (HR) in the implementation of ETLE at the Wajo Police Traffic Police Unit are ready in terms of technology-based ETLE operations, but in terms of facilities and infrastructure supporting the implementation of ETLE such as telecommunications infrastructure. not ready because it requires very large funds.

Obstacles in implementing ETLE in Wajo Regency, researchers conclude that it is not only the government's e-readiness that must be considered in planning a program but the government must also look at the community's e-readiness as users. The e-readiness of the government and

the e-readiness of the user community will influence each other. If a community has fairly good e-readiness while the government has e-readiness at a lower level, there will be community demands for better information and communication technology-based services.

Vice versa if the government has better e-readiness while the community's e-readiness is lacking, the government will make various efforts to increase the e-readiness of the community. So that if the government's e-readiness and the community's e-readiness are both good, then whatever program is planned, it will run well.

The main advantages of ETLE are:

1. Minimizing illegal levies or bribes on the highway, it is no longer a secret that illegal levies or bribery often occur on roads, where traffic violators prefer to give peace money to police officers so that they no longer need to go to court to apply for a ticket fine. , or even the police officers themselves who ask for peace money so that violators can be free from fines. With ETLE, which in the process uses electronic equipment in the form of CCTV cameras that monitor motorists on the highway, then violators are ticketed through image evidence from CCTV cameras and the payment of the fine is made at the bank. So with such a process, of course, it can minimize illegal levies or bribery on the highway.
2. Minimize traffic violations. In general, motorists on the highway will only obey traffic rules when they see there are police on the highway. However, if the driver does not see the police on the road, then the driver will arbitrarily violate traffic rules because they think that no one is watching or monitoring them. With the presence of ETLE, by using electronic equipment in the form of CCTV cameras installed at several strategic points on the highway, the presence or absence of police on the motorway will still be able to be monitored by CCTV cameras, so that this can serve as awareness to the public so that they can order to traffic rules and traffic violations can be minimized

CONCLUSION

From the results of the research and discussion above, it can be concluded that: (1) The readiness of the Wajo Police Traffic Unit in the Implementation of ETLE (*Electronic Traffic Law Enforcement*) in Wajo Regency is analyzed using the theory of readiness indicators or *e-readiness* according to Richardus Eko Indrajit (2015: 39).) namely, Telecommunication Infrastructure, Level of connectivity and use of ICT; Human Resources Capacity, Availability of funds and budget, Legal Instruments, Paradigm Changes. From these five indicators, it can be concluded that the Wajo Police Traffic Unit is ready to implement ETLE in Wajo Regency. (2) The supporting and inhibiting factors for the implementation of ETLE (*Electronic Traffic Law Enforcement*) by the Traffic Unit of the Wajo Police in Wajo Regency, the Supporting Factors include: Human resources of the Wajo Police Traffic Unit and the Legal Apparatus. Inhibiting factors include: facilities and infrastructure, funds/budget, data on road users' vehicles.

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