



## Electronic Ticketing Implementation (E-Ticketing) to Traffic Violations in the Banyumas Regency

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### Abstract

The implementation of electronic ticketing in Banyumas Regency begins with a trial period on February 3-10, 2019, and the implementation started on February 11, 2019. The application of electronic ticketing is still not understood by the public, and it can be seen that there are still intersections that do not use head guards or stop exceeding road markings. This study aims to see how the implementation of e-ticketing to traffic in Banyumas Regency under existing regulations. Furthermore, whether there are changes before and after the implementation of e-ticketing. This study uses an empirical juridical legal approach. How is the implementation of electronic ticketing (e-ticket) for traffic in Banyumas Regency? 2 What are the obstacles in implementing electronic ticketing in Banyumas Regency. When viewed from the Banyumas Regency tickets data period 2018 to 2019, there is still a significant increase and decrease due to several factors such as extended holidays, homecoming, and new e-ticketing, while from 2019 to 2020, there is an increase at the beginning of the year due to holidays long as well. After that, there was a significant decline due to the pandemic. Obstacles in the implementation of electronic ticketing (e-ticketing) in Banyumas Regency are in vehicle ownership problems. The number of CCTV (Closed Circuit Television) installed to monitor violators is still lacking because not all intersections have CCTV installed, especially in crowded areas. It is expected to add CCTV at every intersection that becomes a crowd point, which is expected to comply with traffic rules and has accidents. It is hoped that the Transportation Agency and the Police will be given more education about the application of e-ticketing in Banyumas Regency.

**Keywords:** electronic ticketing and failure

### Abstrak

*Pelaksanaan tilang elektronik di Kabupaten Banyumas dimulai dengan masa ujicoba pada 3-10 Februari 2019 dan pelaksanaan dimulai pada 11 Februari 2019. Penerapan tilang elektronik masih belum di pahami oleh masyarakat dapat dilihat dipersimpangan masih ada yang tidak menggunakan pengaman kepala maupun berhenti melebihi marka jalan. Tujuan dari penelitian ini adalah untuk mengetahui bagaimana pelaksanaan e-tilang terhadap pelanggaran lalu lintas di Kabupaten Banyumas apakah sudah sesuai dengan aturan yang ada dan apakah ada perubahan pada saat sebelum dan sesudah diterapkannya e-tilang. Penelitian ini penulis menggunakan pendekatan hukum yuridis empiris. 1. Bagaimana pelaksanaan tilang elektronik (e-tilang) terhadap pelanggaran lalu lintas di Kabupaten Banyumas? 2 Apa saja hambatan dalam pelaksanaan tilang elektronik (e-tilang) di Kabupaten Banyumas. Jika dilihat dari data tilang Kabupaten Banyumas dari tahun 2018 sampai 2019 terlihat masih ada kenaikan dan penurunan yang signifikan yang disebabkan beberapa faktor seperti libur panjang, mudik, dan baru pelaksanaan e-tilang, sedangkan dari 2019 sampai 2020 terjadi kenaikan di awal tahun karena disebabkan libur panjang juga dan setelah itu terjadi penurunan signifikan karena pandemi. Hambatan dalam pelaksanaan tilang elektronik (e-tilang) di Kabupaten Banyumas berupa masalah kepemilikan kendaraan, jumlah CCTV (Closed Circuit Television) yang terpasang untuk memantau pelanggar masih sangat kurang karena tidak semua simpang dipasangi CCTV khususnya daerah yang ramai. Diharapkan untuk menambahkan CCTV di setiap simpang yang menjadi titik keramaian sehingga diharapkan pengendara lebih mematuhi aturan lalu-lintas dan menekan angka kecelakaan. Dinas Perhubungan dan Polisi diharapkan lebih diberikan edukasi tentang penerapan e-tilang di Kabupaten Banyumas.*

**Kata kunci:** pelaksanaan tilang elektronik dan pelanggaran

## I. Introduction

Traffic development cannot be avoided, especially the technology so that the problems also develop. The development of problems that occur is also due to developments that occur by the community. Traffic problems are a national problem because every region has traffic problems ranging from small to complex problems. According to Article 1 of Law Number 22 of 2009 concerning Road Traffic and Transportation, the definition of traffic is defined as the movement of vehicles and people in the road traffic space, as infrastructure designated for moving vehicles, people, and/or goods in the form of roads with supporting facilities. Criminal law is a law that deals with crimes and public interests.

Such violations and crimes are punishable by the punishment which constitutes suffering or torture for those concerned. Crime is an act against the law and moral values, religious values, and a sense of community justice, for example, stealing, killing, and so on. Whereas a violation is an act that is only prohibited by law, people generally only know that the action is an offense that is against the law so that it can be punished, namely after the act is declared prohibited in law. Violation is a criminal act that is not as serious as a crime.<sup>1</sup> A ticket is a fine imposed by the police on road users who violate the rules.

In contrast, a ticket is the same but only uses other digital media as evidence of a violation<sup>2</sup>. For more details, e-ticketing is traffic enforcement using an Android-based application integrated between the Indonesian National Police, District Courts, District Attorneys, Banks.<sup>3</sup> The definition of traffic concerning road traffic, Ramdlon Naning, explained that what is meant by road traffic violations is an act or action that is contrary to the provisions.<sup>4</sup> Traffic laws and regulations.

The legal basis for electronic ticketing can be seen in the Road Traffic and Transportation Law and Government Regulation Number 80 of 2012 (PP Number 80 of 2012) concerning Procedures for Inspection of Motor Vehicles on the Road and Suppression of Traffic and Road Transportation Violations, Court Circular Agung (*Surat Edaran Mahkamah Agung, SEMA*) Number 12/2016 concerning E-Ticketing, Letter of Duty of the Chief of Police Number: ST / 3133 / XII / 2016 dated December 30, 2016, concerning Ticketing and Implementation of E-Ticketing at Polda Jajaran, which is mainly related to E-ticketing and prosecution violations are required to use a blue blank. Implementation boils down to activities actions, actions, or the existence of a system mechanism. Implementation is not just an activity but an activity that is planned and to achieve activity objectives.<sup>5</sup>

Electronic ticketing in Banyumas Regency begins with a trial period on February 3-10, 2019, and implementation will begin on February 11, 2019.<sup>6</sup> There are 14 CCTV installation points in Banyumas Regency, especially in the City of Purwokerto, among others:

1. Kalibogor three-way junction
2. Tanjung intersection
3. Karang Pucung intersection
4. Patriot intersection
5. Karang Bawang intersection
6. Pancurawis intersection
7. Sawangan three-way junction
8. BRI three-way junction

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<sup>1</sup> Sudarsono, *Kamus Hukum* (Jakarta: Rineka Cipta, 2005), 344.

<sup>2</sup> Junef Muhar, *Perilaku Masyarakat Terhadap Operasi Bukti Pelanggaran*, *E-Jurnal Widya Yustisia* Vol. 1 No 1 (2014): 58.

<sup>3</sup> Ati Haryati Chusminah, Desi Kristiani, *Efektifitas Implementasi E-Tilang Kendaraan Bermotor Dalam Rangka Tertib Berlalu Lintas Pada Korps Lalu Lintas Polri*, *Jurnal Sekretari dan Management* Vol.2 No.2 (September 2018): 218.

<sup>4</sup> Ramdlon Naning, *Menggairahkan Kesadaran Hukum Masyarakat dan Disiplin Penegak Hukum dalam Lalu Lintas* (Surabaya: Bina Ilmu, 1983), 57.

<sup>5</sup> Nurdin Usman, *Konteks Implementasi Berbasis Kurikulum* (Jakarta: Grasindo, 2002), 70.

<sup>6</sup> Radar Banyumas, *Langgar ATCS, Siap-siap STNK Diblokir*, <https://radar-banyumas.co.id/langgar-atcs-siap-siap-stnk-diblokir/>, accessed on 10 February 2020.

9. Alun-Alun Purwokerto three-way junction
10. Kebon Dalem intersection
11. Omnia intersection
12. Sutosuman intersection
13. Gor Satria (Aston) intersection
14. Adipura Berkoh roundabout

In an electronic ticketing system, violation cases to be monitored cover many aspects. Among others, vehicle equipment, safety facilities, helmets and safety belts, violations of road markings, and traffic light violations were recorded on CCTV. Electronic evidence as valid and independent evidence must guarantee that the recording or data runs following applicable regulations.<sup>7</sup> If the officer in the control room finds a violation, the violation case will be forwarded to the Resident Center to be tracked by the vehicle owner based on the vehicle's police number. Once identified, the Banyumas Police Traffic Unit will send a ticket letter to the address registered in the register via the Post Office. After the traffic offender receives the ticket certificate, he/she will be given five days to confirm via the telephone number listed on the ticket certificate. Offenders will be allowed to pay the ticket through the bank or a ticketing trial. In Banyumas Regency, especially Purwokerto, it is often found around the red light area that many motorists do not obey traffic, such as not wearing a helmet, especially at night and stopping to exceed the road markings. The purpose of this study is to find out how the implementation of e-ticketing to traffic violations in Banyumas Regency under the existing regulations and whether there are any changes after the e-ticketing implementation.

## **II. Research Problems**

1. How is the implementation of electronic ticketing (e-ticketing) for traffic violations in Banyumas Regency?
2. What are the obstacles in the implementation of electronic ticketing (e-ticketing) in Banyumas Regency?

## **III. Research Methods.**

In this study, the authors used an empirical juridical legal approach, namely the approach taken to solve problems by combining legal materials with primary data obtained from the field. In this thesis, the authors analyze the implementation of e-ticketing directly at the center and analyze whether it is according to existing regulations. This type of research the writer uses in this research is descriptive research. "Descriptive research is research which is a problem-solving procedure which is investigated by describing or describing the current state of the subject or research object based on visible facts."<sup>8</sup> This study uses secondary data, namely data obtained in the form of facts or information on the research results directly at the research location and is the result of interviews with police or parties competent in e-ticketing. In the secondary data, there are primary and secondary legal materials. They collected data using the Field Research method, namely field research, conducted through interviews with several respondents, in this case, the police or other competent parties in e-ticketing. A location is a place or area determined and selected to collect data in the field, to find answers to selected problems. The writer chose the Banyumas Police Traffic Unit, the Banyumas Regency Transportation Service, the Muhammadiyah University of Purwokerto Library, the Banyumas Regency Regional Library.

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<sup>7</sup> Edmon Makarim, *Pengantar Hukum Telematika*, cet. I (Jakarta: Raja Grafindo Persada, 2005), 456.

<sup>8</sup> Soerjono & Abdul Rahman, *Metode Penelitian Hukum* (Jakarta: Rineka Cipta, 2003), 23.

#### IV. Research Results And Discussions

Indonesia is a state of law, so every citizen is obliged to obey it, but if the said citizen does not obey it, he has committed an offense, especially in traffic. The following are the types of traffic violations:

1. Use the road in a way that obstructs and endangers other road users
2. Committing acts that result in malfunctioning of traffic signs, markers, and others (Article 275 of the LLAJ Law)
3. Driving a motorized vehicle fitted with equipment that can interfere with traffic safety (Article 279 of the LLAJ Law)
4. Driving a motorized vehicle does not have a significant number stipulated by the Indonesian National Police (Article 280 of the LLAJ Law)
5. Driving a motorized vehicle without using a driver's license (Article 281 of the LLAJ Law)
6. Road users do not obey orders given by the Indonesian National Police (Article 282 of the LLAJ Law)
7. Driving a motorized vehicle inappropriately and carrying out other activities is influenced by a situation and can cause concentration problems in road driving (Article 283 of the LLAJ Law)
8. Driving a motorized vehicle does not prioritize the safety of pedestrians or cyclists (Article 284 of the LLAJ Law)
9. Driving a motorized vehicle does not meet the technical and roadworthiness requirements, which include rearview mirrors, horns, etc. (Article 285 of the LLAJ Law)
10. Driving a motorized vehicle violates traffic signs and road markings (Article 287 of the LLAJ Law)
11. Driving a passenger motor vehicle that is on the side does not wear a seat belt (Article 289 of the LLAJ Law)
12. Driving and riding a motorized vehicle without wearing a safety belt and wearing a helmet (Article 290 of the LLAJ Law)
13. Driving a motorcycle not wearing a helmet with the Indonesian National Standard (Article 291 of the LLAJ Law)
14. Riding a motorcycle without a side carriage can carry more than one person (Article 292 of the LLAJ Law)
15. Driving a motorized vehicle without turning on the leading lights during the day and at night under certain conditions (Article 293 of the LLAJ Law)
16. Driving a motorized vehicle that will turn or reverse without giving a signal by hand or hand (Article 294 of the LLAJ Law)
17. Driving a motorized vehicle racing on the road (Article 297 of the LLAJ Law)
18. Driving a motorized vehicle does not install safety triangles, warning lights, or other signals when stopping parking or an emergency (Article 298 of the LLAJ Law)
19. Driving a non-motorized vehicle holding on to a motorized vehicle to be towed, or pulling objects (Article 299 of the LLAJ Law)
20. Not using the lane that has been assigned to the left lane, not stopping the vehicle when picking up passengers, not closing the vehicle during the trip (Article 300 of the LLAJ Law)

The legal basis for electronic ticketing can be seen in the Road Traffic and Transportation Law and Government Regulation Number 80 of 2012 (PP Number 80 of 2012) concerning Procedures for Inspection of Motor Vehicles on the Road and Suppression of Traffic and Road Transportation Violations, Court Circular Agung (SEMA) Number 12/2016 concerning E-Tilang, Letter of Duty of the Chief of Police Number: ST / 3133 / XII / 2016 dated December 30, 2016, concerning Ticketing and Implementation of E-Tilang at Polda Jajaran, which is mainly related to E-ticketing and prosecution violations are required to use a blue blank.

In this study, the research location was the Banyumas Regency legal area, installed with CCTV for the e-ticketing process and supported by valid data from the Banyumas Regency Police.

1. Electronic ticketing (e-ticketing) for traffic violations in Banyumas Regency. The main obstacle faced in improving road safety is the lack of public discipline in traffic. This lack of discipline is one factor that triggers accidents. The number of accidents begins with traffic violations, especially violations of traffic signs and lights. According to data from the police, the factors of violations committed by drivers who are less orderly in traffic account for more than 80% of the causes of traffic accidents.<sup>9</sup>

The flow of the electronic ticketing process is as follows: <sup>10</sup>

- a. Police take action
- b. The police enter the ticket data into the online ticketing application
- c. Violators get notification of ticket payment numbers
- d. Ticket payments can be made through banking channels
- e. Violators can take evidence that was confiscated
- f. Violators do not need to be present at trial
- g. The court decides the amount of fine to be given
- h. Violators receive an SMS notification containing verdict information
- i. The remaining penalty funds can be withdrawn or transferred to the violator's account.

Based on the results of research and data to describe the number of traffic violations for motorized vehicle riders, both two-wheeled and four-wheeled vehicles or more, the authors summarize in the following table:

**Table 1** Priority Violation of Banyumas Police Traffic Police

No	Type of Violation
1	Zebra Cross
2	Over Load Over Dimensions
3	Against the flow of traffic
4	Traffic Sign
5	Motorcycles with more than two passengers
6	Helmet
7	Speed
8	Drive recklessly
9	Roadworthiness
10	Freight Car Transports people
11	Underage Riders
12	Vehicle equipment (documents)

**Table 2** Banyumas ticketing data

	2018		2019		2020
January	5903	January	1653	January	3280
February	5369	February	2141	February	3762
March	5077	March	603	March	3261
April	4223	April	457	April	31
May	973	May	1904	May	21
June	101	June	604	June	30
July	1535	July	1783	July	292
August	4263	August	1747	August	467
September	4864	September	8774	September	1263

<sup>9</sup> Dewi Handayani, Rahma Ori and Widi Hartono. *Pengaruh Pelanggaran Lalu Lintas Terhadap Potensi Kecelakaan pada Remaja Pengendara Sepeda Motor*. *E-Jurnal Matrix Sipil*, Vol. 5 No. 3 (September 2017): 841.

<sup>10</sup> TB. Prasojo, *Miniatur Purwarupa Sistem Tilang Elektronik*, *Jurnal Litbang POLRI*, Vol. 22 No. 2 (2019): 284.

October	5712	October	4848	October	4417
November	4145	November	6997	November	457
December	830	December	727	December	0
Total	42.995	Total	32.238	Total	17.281

*Source: National Police of the Republic of Indonesia, Banyumas Regency Resort*

When viewed from the Banyumas Regency ticketing data period 2018 to 2019, there is a significant decrease of 10,757 cases (from 42,995 cases to 32,238 cases). This number indicates a decrease in the number of traffic violations in the Banyumas Regency. The application of e-ticketing began in February 2019, and after implementation, there was a decrease in the number of traffic violations. However, there was an increase in the number of traffic violations. In May was 931 violations, June was 502 violations, July was 248 violations. Due to backflow, homecoming, and Ramadan is busy, and the streets are busier and denser than usual. In September, there was also a two-fold increase from 4864 to 8774 with a difference of 3910, thus showing that people are still not aware of the importance of obeying traffic.

There was a significant increase in January-March 2019 period compared to January-March 2020 due to the start of the new year holiday and the end of the school semester, which caused many motorists from the outskirts of the Banyumas region to come to Purwokerto for sightseeing or shopping. From April to the end of 2020, the number of violations is minimal due to the Covid-19 pandemic, so that people prefer to limit travel, school learning from home. There are regulations on PSBB, which are also implemented in Banyumas Regency.<sup>11</sup>

## 2. Obstacles in implementing electronic ticketing (e-ticket) in Banyumas Regency

- a. Vehicle ownership problems, vehicle owners unaware when lending their motorbikes to others, are not aware that their motorbikes are in violation or violation. The person who borrows the vehicle using the vehicle does not obey traffic and does not know about the electronic ticket.
- b. The number of CCTV (Closed Circuit Television) installed to monitor violators is still lacking because not all intersections have CCTV, especially in crowded areas.
- c. The community does not know which area CCTV has installed, but, wherever they are, the community must obey the traffic even though the area is not installed with CCTV.
- d. The price of CCTV is high so that not all intersections are installed, and it takes a long time to submit a new installation, which means that limited budget resources will affect the success of policy implementation.<sup>12</sup>
- e. The community does not understand how to pay if they are hit by a ticket and the ticketing system itself.
- f. When a motorized vehicle is sold to another person without changing its name, the vehicle owner does not know that he has been subjected to an electronic ticket.

## V. Conclusions

The implementation of electronic ticketing (e-ticket) for traffic violations in Banyumas Regency has shown a positive impact in decreasing the number of traffic violations for the 2018-2019 period by 10,757. Significant increase and decrease that occurred in 2018-2019 were due to several factors such as extended holidays, homecoming, and new e-ticketing, while in 2019-2020 period, there was an increase at the beginning of the year due to extended holidays followed by a significant decrease due to the pandemic. After that, there was a significant decrease due to the pandemic. Violation due to motorbike or car riders paying more attention to order and rules so that they are more obedient to traffic regulations, but there are still several months that show an increase so that it is still an evaluation material for the authorities. Obstacles in

<sup>11</sup> Interview with the Head of Traffic and Traffic Police of the Bayumas Police, Suroso, 12 December 2020

<sup>12</sup> Widodo, Joko, Analisis Kebijakan Publik: Konsep dan Aplikasi Analisis Proses Kebijakan Publik (Malang: Bayu Media, 2010), 101.

implementing electronic ticketing (e-ticket) in Banyumas Regency: **1)** Limited funds for the procurement of CCTV and limited human resources (Human Resources) who can operate, public ignorance, lack of socialization and information about the application of E-ticketing; **2)** The number of CCTV (Closed Circuit Television) installed to monitor violators is still lacking because not all intersections are installed with CCTV, especially in crowded areas, the community does not understand e-ticketing, and the community does not know the payment procedures.

## VI. Suggestions

**First,** It is hoped that the implementation of e-ticketing in Banyumas Regency will be even more tightened so that the community obeys more and adds loudspeakers at busy intersections to warn motorists who are stopped being briefed and there are still several months in the data showing that violations are still increasing. **Second,** It is hoped that there will be more extension from the police to the entire community to reduce the possibility of people not understanding.

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