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Legal Sanctions Procedure for Electronic Law Enforcement Program Violators in The Jurisdiction of the Malang City Police From A Utilistic Theory Perspective

Aghniya Ariza Sa'adah✉
Universitas Wisnuardhana Malang, Indonesia

e-mail:* arizaaghniya@gmail.com

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ABSTRACT

The implementation of the ETLE system in Malang City has shown significant results in traffic law enforcement efforts, although it still faces various challenges. The significant gap between the number of detected violations and the number of violators who confirm and pay fines reflects the complexity of the problem. This condition is influenced not only by low public awareness of traffic law compliance but also by the limitations of the ETLE system, which does not allow for the retention of evidence as is the case with manual ticketing.Utilitarianly, ETLE offers many benefits, but its implementation also faces several challenges. Here are some of the main challenges in ETLE application: 1. Implementation Costs. 2. Technical Issues. 3. Data Privacy and Security. 4. Public Acceptance. 5. Regulations ad Policies. Despite its utility, the implementation of ETLE still faces challenges that could diminish its "utility," such as technical challenges, such as the need for a widespread technological infrastructure and camera maintenance. Social challenges include varying levels of public compliance and awareness of changing traffic behavior. Limited coverage, with cameras not yet installed evenly across all regions, means the security benefits are not yet universally felt. Data synchronization issues between agencies and a lack of public awareness remain obstacles to maximizing the system's utility.

Keywords: Legal Sanctions, Electronic Law Enforcement, Utilitarian Theory.

INTRODUCTION

In 2026, Malang City was proud to receive several prestigious awards in the fields of education, environmental cleanliness, child-friendly city, tourism, and as a city with integrity and class. In education, Malang City received the Excellent City in Advanced Academic Achievement award at the 2026 National Governance Awards for its success in developing the education sector. In environmental cleanliness, Malang City received the Certificate Towards a Clean City, ranking seventh nationally and second in East Java for waste management. Malang City also earned the Child-Friendly City designation in 2026 after consecutively maintaining this designation, focusing on improving documentation and implementing child-friendly policies. In tourism, Malang City strengthened its position as a sports tourism icon by hosting the 2026 Malang Half

Marathon. Furthermore, the Mayor of Malang received the 2026 Cultural Award and focused on strengthening the integrity of the State Civil Apparatus (ASN) and providing Classy Malang Mbois services.

These various awards directly depict Malang as a large, developed, clean city, and at the same time a city of hope for many people, both from outside Malang and from Malang itself, to pursue education, to work, to travel, or to trade and do business. This situation, for Malang, besides being a potential for development, also creates a number of challenges for the city, especially in the traffic sector. Because with its status as a city of hope, of course many people will come to Malang for various purposes, thus directly increasing the volume and number of traffic flow mobility in Malang. Based on Global Traffic Scorecard data, Malang City has been highlighted for its level of congestion, even being recorded as the fourth most congested city in Indonesia. This predicate illustrates the traffic challenges faced as a direct consequence of the title as a city center for education, tourism, business and trade in East Java. In 2025, Malang City's traffic facts placed Malang on the list of cities with significant levels of congestion in Indonesia. This situation must be addressed quickly and appropriately through better city planning, including infrastructure development and the development of comfortable, safe, orderly, and sustainable traffic management.

Currently, policies that align with the growth rate of population and motorized vehicles, both two-wheeled and four-wheeled, are a necessity. Data from the Ministry of Home Affairs (Kemendagri) records that Indonesia's population will reach 280.73 million as of December 31, 2023. This number has increased compared to 275.77 million in 2022. Java is recorded as the most populous island, followed by Sumatra, Sulawesi, Kalimantan, Bali, Nusa Tenggara, Maluku, and Papua. Furthermore, when viewed by province, Java remains the most populous and evenly distributed island, especially in West Java. Data from the Central Statistics Agency (BPS) shows that the population of West Java in 2025 is estimated to reach more than 50 million. Thus, approximately 18 percent of Indonesia's total population lives in West Java. This condition has placed West Java as one of the most densely populated regions in Southeast Asia. Second is East Java Province with 41.81 million people. Third is Central Java with 37.89 million people. The four islands of Sumatra, with their population concentrated in the provinces of North Sumatra, Lampung, South Sumatra, and Riau, with a total of 15.58 million people.

The Malang City Statistics Agency (BPS Kota Malang) recorded a population of 885,271 in 2024, an increase from the previous year. The population growth rate of Malang City during the 2022-2024 period was 0.14% per year. Furthermore, the number of motorized vehicles in Malang City as of April 25, 2025, was 837,463 units, with details of 539,671 motorcycles, 274,621 cars, and 22,014 passenger cars and cargo vehicles. This number includes vehicles with various types of license plates, including black plates, white plates, yellow plates, and red plates.

Based on the population, population growth rate and the large number of motorized vehicles, the Malang City Police are making every effort to maintain security, order and smooth traffic flow based on Law Number 22 of 2009 concerning Traffic and Road Transportation and Government Regulation Number 80 of 2012 concerning Procedures for Inspecting Motorized Vehicles on the Road and Enforcement of Traffic and Road Transportation Violations. Referring to Article 272 of Law Number 22 of 2009 concerning Traffic and Road Transportation, specifically Article 272 Paragraph (1) it is stated that "To support the enforcement of violations in the field of Traffic and Road Transportation, electronic equipment can be used". In Paragraph (2) it is stated that "The

results of the use of electronic equipment as referred to in paragraph (1) can be used as evidence in court". Furthermore, in Government Regulation Number 80 of 2012 concerning Procedures for Inspection of Motor Vehicles on the Road and Enforcement of Traffic and Road Transportation Violations, Article 23 states "Enforcement of Traffic and Road Transportation Violations is based on the results of: a. findings in the process of Inspection of Motor Vehicles on the Road; b. reports; and/or c. recordings of electronic equipment. The use of electronic equipment as stated in the traffic laws and regulations, then by the National Police institution is realized in the form of innovation, improvisation of traffic law enforcement by using, utilizing digital media, electronic media CCTV cameras to monitor traffic conditions to prevent congestion, accidents, and crime on the highway which is then known as Electronic Traffic Law Enforcement (ETLE). The existence of the ETLE system is intended to help the effectiveness and efficiency of traffic law enforcement which was previously carried out manually conventionally, through direct guarding and monitoring by traffic police officers. ETLE is in addition to complementing conventional, non-digital law enforcement by assigning traffic unit members at points of congestion and traffic density, or at points prone to traffic sign violations. Traffic, is also a concrete manifestation of the Indonesian National Police institution to improve, improve performance and image in the form of service innovation by utilizing digital technology.

In order to improve the duties and functions of the Traffic Unit, the Head of the Malang City Police Traffic Unit, Commissioner Agung Fitriansyah, S.I.K., emphasized that his staff are standing straight, in a line of command, implementing ETLE in order to maintain traffic security and order in Malang Raya. With the presence of ETLE, it is hoped that various traffic violations can be prevented and reduced. However, based on CCTV detection recordings that are on 24 hours, which are installed at important points in Malang City, road users who do not wear helmets, drive against the flow of traffic, do not wear seat belts, run red lights, drive while using cell phones/cell phones and violate road markings still occur. The results of ETLE detection recordings, violations are still quite significant, especially during the period of Operation Ketupat Semeru. Ironically, with the presence of CCTV, violations in Malang City still occur and actually show an increase in the number and certainly almost half of the violations are recorded through this ETLE system.

In 2024,[1] there were 1,477 violations recorded in Malang City. These violations were discovered by Malang City Police personnel during Operation Ketupat Semeru which lasted for 17 days from March 23 to April 8, 2025. Based on data from the Malang City Police Traffic Unit, with a total of 1,477 violations, 691 violations were detected through ETLE, 53 through manual tickets, and 733 in the form of warnings. The Malang City Police Traffic Unit recorded a 23 percent increase in the number of traffic violations in Malang City. The number of violations increased by 2,599. Of these thousands of violations, the number of manual tickets was also recorded to have increased drastically. In 2024, there were only 21 manual tickets, while in 2025, this increased to 1,644 or an increase of 7,729 percent. Meanwhile, electronic tickets also increased to 632 from the previous 536 or 18 percent. Meanwhile, warnings also increased by 8,487 from the previous 7,607 or an increase of 12 percent. The following are details of traffic violation

[1] Jatim Times, 2025*, "1,477 Traffic Violations Occurred in Malang City During Ramadan-Lebaran Moments"*, Article, quoted from https://jatimtimes.com/baca/334930/20250409/072100/1-477, accessed on June 18, 2025, at 22.30 BBWI

data in Malang City during Operation Ketupat Semeru 2025: Total Violations: 1,477, ETLE Violations: 691, Manual Tickets: 53, Warnings: 733, Traffic Accidents: 10 cases, Serious Injuries: 2 people, Minor Injuries: 19 people, Deaths: Nil, Material Losses: Rp 11.1 million.

Operation Ketupat Semeru 2025 runs from March 28 to April 8, 2025. Increased supervision is carried out due to the high mobility of the community. The Malang City Police Traffic Unit also conducts routine patrols, traffic engineering, and guards at points prone to congestion and accidents. Some priority violations targeted for action in this operation include: riding three people on motorbikes, exceeding the speed limit, underage drivers, not wearing helmets, not wearing seat belts, using mobile phones while driving, driving under the influence of alcohol or drugs, going against the flow of traffic, noisy exhausts, and running red lights.

The utilization of ETLE is expected to fulfill the hopes and objectives of the birth of the LLAJ Law, namely to increase awareness and compliance of road users towards ethics and traffic regulations, so as to create a safe, pleasant, orderly, smooth, integrated, ethical and moral transportation system. Because the morality of a nation can be seen from the way and manners of its people in driving. The description of the purpose of such a law is in line with Jeremy Bentham's utility theory, that laws are made, regulations are made, compiled and then ratified by the state solely to create benefits, are really useful, are really needed by society, so that real laws create pleasure, satisfaction and happiness for as many people as possible (the greatest happiness for the greatest number). In other words, a legal product, an improvised innovation in law enforcement deserves to be considered good, if it is truly useful, really useful, otherwise it is considered bad and deviates from the utility theory if the innovation in law enforcement is not commensurate between the cost of innovation and the results of the innovation in law enforcement. Innovation in law enforcement does not produce benefits, usefulness, satisfaction and happiness, but instead gives birth to burdens, losses, complications, misery and suffering. The implementation of the ETLE program in traffic law enforcement requires in-depth study and careful consideration based on sound theoretical foundations, particularly utility theory, which measures the trade-off between costs and outcomes, between desires and benefits, and between desires and uses. ETLE is a modern technology product whose maintenance requires skills that require continuous updating, and its procurement always requires costs, a considerable budget.

Theoretically, the utility of the ETLE program is as a digital solution, a modern solution to increase the effectiveness of the implementation of the LLAJ Law, which is not solely enforced conventionally, but also balanced with modern, sophisticated technology, namely a digital system. This system is designed to help traffic police manage their work better, thereby reducing and eliminating opportunities for bribery practices in traffic operations on the highway.

Based on the description above, it can be concluded that the Malang City Police Traffic Unit has applied the ETLE system simultaneously with the implementation of conventional manual ticketing in enforcing traffic laws on the highway, but in practice there are still many traffic violations committed by road users in Malang City.

METHODOLOGY

The type of research used in the preparation of this paper is empirical juridical. This type of empirical juridical research is a legal study concerning the enforcement or implementation of normative legal provisions directly in each specific legal event that

occurs in society. To obtain the data needed for this research and to discuss the problem thoroughly, the author used an interview system with traffic law enforcement officers at the Malang City Police. Interviews are a question and answer process between the interviewer (researcher/author) and the interviewee to ask for information or opinions on a matter related to the research problem.

RESULTS AND DISCUSSION

In the jurisdiction of the Malang City Police, during the first 11 days of Operation Zebra Semeru 2024, 373 violators were caught with electronic tickets.[2] Furthermore, within a period of two months, namely October and November 2025, ETLE recorded 1,191 violators based on static ETLE recordings installed at five strategic points in Malang City, namely on street A. Yani Selatan, street A. Yani Utara, street Letjen Sutoyo Rampal Celaket, and street MT. Haryono. While one point at the Madyopuro toll exit is still in the trial phase. Traffic violations throughout August 2025 ranging from violations of no-turn signs and one-way signs, were mostly committed by motorcyclists. Locations prone to violations in Malang City, including the R.E Martadinata intersection, Zaenal Zak street, Kebalen Wetan intersection, Muharto street and Mertojoyo big alley 12[3] showed a high level of violations, even though traffic signs had been installed. Deputy Head of Malang City Traffic Police, AKP Luhur Santoso[4] stated that this violation could increase the risk of accidents.

The Malang City Police Department recorded a significant increase in the number of traffic violations throughout 2025. The total number of enforcement cases reached 25,093 cases, a 125 percent increase compared to the previous year's 11,120 cases. The enforcement cases were divided into two categories: 6,846 tickets and 18,247 warnings. During these enforcements, the police secured a number of pieces of evidence, including 626 driver's licenses, 3,679 vehicle registration certificates, 1,450 electronic documents, and 1,091 vehicles.[5] Despite the increase in violations, the Malang City Police Chief, Senior Commissioner Nanang Haryono, reported a significant decrease in traffic accidents. Statistics show a 43.96 percent decrease in accidents, from 439 incidents in 2024 to 246 incidents in 2025. The number of fatalities also decreased from 61 to 50 victims. Meanwhile, the number of serious injuries remained stable with one case, and minor injuries decreased from 569 to 347. In response to this situation, the Malang City Police Chief urged the public to increase awareness of orderly traffic, including the use of SNI-compliant helmets and seat belts, to reduce the number of traffic violations and accidents in the Malang City area. The phenomenon of traffic violations in Malang City, especially those committed by motorcyclists, reflects the complexity of the problem of law compliance and traffic awareness.

Enforcement of sanctions against traffic violators in the jurisdiction of the Malang City Police is guided by Law Number 22 of 2009 concerning Traffic and Road Transportation (LLAJ), especially Article 272 Paragraph (1) which permits the use of

[2] Interview with Deputy Chief of Traffic Police of Malang City, AKP Luhur Santoso on November 25, 2025

[3] Interview with Deputy Chief of Traffic Police of Malang City, AKP Luhur Santoso on November 25, 2025

[4] Interview with Deputy Chief of Traffic Police of Malang City, AKP Luhur Santoso on November 25, 2025

[5] Interview with Deputy Chief of Traffic Police of Malang City, AKP Luhur Santoso on November 25, 2025

electronic devices for enforcement, as well as Government Regulation Number 80 of 2012 which confirms that electronic recordings are valid evidence in court, making ETLE a digital innovation for more transparent, efficient traffic control and reducing extortion, although there are still implementation challenges such as technological constraints and public understanding.

In its implementation, the ETLE system operates side by side with the manual ticketing system, where the two complement each other. The ETLE system has limitations in detecting certain types of violations, so manual tickets play an important role in taking action against violations that cannot be detected by the ETLE system, such as drivers who do not carry vehicle documents, use of non-standard exhausts (brong), and use of fake license plates. With the collaboration of the ETLE system and manual tickets, it is hoped that it will optimize traffic law enforcement in the Malang City area.

Based on the data analysis and discussion above, the implementation of the ETLE system in Malang City has shown significant results in traffic law enforcement efforts, although it still faces various challenges in its implementation. The significant gap between the number of detected violations and the number of violators who confirmed and paid fines reflects the complexity of the problem faced. This condition is influenced not only by low public awareness of traffic law compliance, but also by the limitations of the ETLE system which does not allow for the retention of evidence as in manual ticketing. Nevertheless, according to the Head of the Traffic Unit of the Malang City Police, AKP Rio Angga Prasetyo SIK MM,[6] the implementation of ETLE-based E-Tilang brings strategic benefits to the police. This system not only overcomes the limited presence of officers in the field, but also represents the police's adaptation to technological developments in traffic law enforcement.

ETLE, when implemented in the field, has several advantages compared to the manual ticketing system, including avoiding abuse of authority by officers, speeding up the enforcement process because it eliminates the need for manual writing, and reducing the use of ticket forms. Ticket data that is directly connected to the back office makes the system more accurate and efficient. In addition, this system is connected to the Bank for fine payments and the court for trial processes, and allows officers to attach evidence of violations in the form of photos, videos, or recordings, which ensures transparency and fairness. However, this system also has weaknesses, namely the inability to detect violations related to the completeness of documents such as driving licenses and vehicle registrations, as well as noisy exhausts that require direct action. In addition, the limited number of mobile ETLE infrastructure and frequent server downtime due to weather are also obstacles.

The choice to implement e-ticketing is highly effective, leveraging advances in information and communication technology. E-ticketing is highly efficient. Without using paper, all traffic violations are recorded digitally, reducing the cost of paper as evidence of violations. Traffic violators also no longer need to queue up and go to court to resolve their problems. The system will send them a digital notification when their case will be heard. By utilizing technology, the entire ticketing process will be more efficient and effective, assisting the police in administrative management. The application is categorized into two user groups: the police and the prosecutor's office. Through e-ticketing, the public will receive information regarding actions that can be categorized as

[6] Interview with Head of Traffic Police of Malang City Police, AKP Rio Angga Prasetyo SIK MM on November 15, 2025

traffic violations and the penalties resulting from these actions. This is expected to increase public awareness of the law and prevent further violations. Another benefit is transparency and accountability, manifested in the attitudes and actions of police officers in carrying out their daily duties and authorities, particularly in enforcing traffic violations.

Enforcement of traffic violations is carried out through a ticketing system, ranging from manual, semi-electronic, to electronic, as currently used. The purpose is solely to:

1. Prevent traffic congestion, accidents, and other traffic problems.
2. Provide protection/assistance to other road users.
3. Build a culture of orderly traffic.
4. Education.
5. Legal certainty.

According to Malang City Police Chief, Senior Commissioner Budi Hermanto, S.I.K., M.Si.,[7] online ticketing, or ETLE, is essentially a strict and humane electronic ticketing system designed to achieve: a) Safe, orderly, and smooth traffic; b) Improve safety and reduce accident fatalities; c) Build a culture of orderly traffic; d) Provide excellent service to the public in the field of traffic and road transportation.

Through this e-ticketing, the public will receive information regarding actions that can be categorized as traffic violations and the penalties for such actions. This is expected to raise public awareness of the law and prevent further violations. Some of the benefits of the e-ticketing system for traffic violators are:

1. *Transparency. There is a mechanism for reporting and disseminating information on irregularities in government administration. This Android-based application makes it easier for the public to understand traffic processes and regulations. It can be said that the E-Tilang system provides a mechanism that facilitates public inquiries about government processes.*
2. *Empowerment*. Community empowerment through easily accessible information. Through E-Tilang, the public will be provided with comprehensive information regarding actions that can be categorized as traffic violations and the penalties for such actions. This is expected to foster legal awareness and prevent further violations. Furthermore, it is hoped that those around them will learn about traffic regulations and instill a sense of discipline in their lives, encouraging them to refrain from violating them.
3. Responsiveness: Authorities' responsiveness will be higher with a well-connected system for handling traffic violations. Officers will be more responsive and responsive to public complaints regarding traffic matters.
4. Equity: In the E-Tilang service, every violator who commits the same violation will receive the same fine or punishment without discrimination. This is because it is regulated by a system determined by the authorities. There is no longer any bargaining between the police and the ticketed individual, even if the ticketed individual is an important official, for example. The system will still record the violation and automatically issue a ticket.

[7] Interview with Malang City Police Chief, Senior Commissioner Budi Hermanto, S.I.K., M.Si., on November 25, 2025

According to the Chief of Police, General Listyo Sigit Prabowo,[8] the benefits of implementing E-ticketing (electronic traffic law enforcement): are as follows: a) The use of personnel can be minimized and focused on other interests (Traffic Management and Traffic Accidents) b). 24-hour Turjawali c). All traffic violations can be monitored even in large numbers d). Easy to prove (Valid and Accurate) e). Consistent and firm in taking action against all violators/KKN actions f). Minimizing congestion (no need to stop vehicles) Traffic behavior has an impact on the level of security, safety, order and smoothness of traffic (Kamseltibcarlantas) as a traffic condition situation.

The implementation of ETLE, or electronic ticketing, in Indonesia is closely related to the Utility Theory or utilitarianism, developed by Jeremy Bentham. This theory emphasizes that the law should provide the greatest benefit, happiness, and advantage to as many people as possible (the greatest happiness of the greatest number). From a utility perspective, the implementation of ETLE has been quite effective in reducing the number of traffic violations, especially during peak hours such as morning and evening. During these hours, vehicle volume tends to increase, resulting in a higher potential for violations, such as running red lights or violating road markings. Traffic and highway violations themselves are included in certain types of criminal offenses. If an individual or group commits such an act, legal proceedings will still be enforced through existing regulations.[9] Therefore, the role of the Indonesian National Police is needed as law enforcers, protectors, guardians, and servants of the community.

The main objective of implementing the ETLE system in Malang City is not only focused on technical law enforcement, but also leads to cultural changes and public awareness in traffic. One example is the public's understanding of the existence and function of the ETLE system in Malang City, which is already quite good. Where they have learned about this system, both from social media, news, and from people around them. ETLE acts as a social engineering tool to change the behavior of road users to be more law-abiding. Through a utility approach, violators are not only punished, but also encouraged to change habits for the safety of all (public benefit). Thus, ETLE functions as Law as a Tool of Social Engineering. Law as a social engineering tool is not only Law In The Book but also Law In Action, which means that law is not only the law itself, but also what is done by law enforcement or all those who carry out legal functions.

According to utilitarian theory, implementing ETLE has several significant benefits in improving the quality of traffic tests and law enforcement on the roads. Here are some of the main benefits of ETLE from a utilitarian perspective:

1. Effectiveness and efficiency of law enforcement

ETLE enables more effective and efficient traffic law enforcement. With this technology, violations can be detected and prosecuted automatically without requiring the physical presence of officers in the field. This saves time and human resources, and allows for consistent and uninterrupted law enforcement. Meanwhile, the Head of the Traffic Unit (Kasatlantas) of the Malang City Police, Commissioner Aristianto Budi

[8] Jurnal Press, 2025*, Principles of Precision of the Indonesian Police*, quoted from http.www. politia Indonesia

[9] Hadirman, 2008, *The Function of Law in Practical and Empirical Levels,* Jakarta, CV Mega, p.55..

Sutrisno,[10] explained that the electronic-based monitoring system within the jurisdiction of the Malang City Police has proven effective in objectively detecting and prosecuting traffic violations.

Data recorded 1,847 violations recorded by static ETLE throughout 2025, a drastic decrease of 1,369, and during Operation Patuh there were 646 violators, a decrease of 53 percent. Currently, the use of static ETLE continues to be increased, manual enforcement is still carried out for certain violations, such as the use of brong exhausts and vehicles that are not equipped with complete documents such as STNK and SIM. This is done to provide a deterrent effect to drivers who commit violations and to create a more orderly traffic situation. In manual ticketing enforcement, there was a 346 percent increase, considering that in 2023 there were 59 violators and during Operation Patuh this driver was given a manual ticket number of 263. The spike in the number of violations does not mean a decrease in public awareness, but rather shows that the intensity of supervision and law enforcement is increasingly strengthened. Malang City Police prioritize humane enforcement through warnings, but remain firm, so that the public is increasingly aware that road safety is a shared responsibility. The Malang City Police Traffic Unit is committed to continuously improving the quality of services and traffic law enforcement, while also inviting all road users to comply with the rules in order to create safe, orderly and secure traffic in Malang City.

Recorded data shows that traffic violations are dominated by motorcycle riders. Traffic accidents and evaluation results show a 70 percent decrease compared to the same period the previous year. This decline is inseparable from the maximum efforts made by the Malang City Police Traffic Unit in providing education and outreach to the community. The implementation of education targets various groups, from students to the general public. To improve Kamseltibcarlantas, the Malang City Police continue to increase supervision and enforcement of violations committed by motorcycle riders, thereby further reducing the number of accidents.

2. Improving road safety

One of the main goals of ETLE is to improve road safety. With this system, drivers will be more disciplined and comply with traffic regulations, knowing that violations will be detected and prosecuted. This helps reduce the number of traffic accidents and improves safety for all road users.

3. Transparency and Accountability

ETLE produces clear and irrefutable evidence of traffic violations. Images or videos of violations are stored in the system and can be used as strong evidence in court if necessary. This increases transparency and accountability in law enforcement and prevents corruption and abuse of power.

4. Increased regional revenue

With the automated ticketing system, traffic violators are subject to fines that are automatically credited to the regional treasury. This can provide additional revenue for local governments, which can be used to improve road infrastructure and other facilities.

[10] Wawancara dengan Kepala Satuan Lalu Lintas (Kasatlantas) Polresta Malang kota, Kompol Aristianto Budi Sutrisno pada tanggal 25 Nopember 2025

Furthermore, revenue from ticketing fines can also be used to fund road safety and traffic education programs.

5. Driver Education and Awareness

The implementation of ETLE also has an educational effect on drivers. Knowing that every violation will be detected and prosecuted, drivers will be more disciplined and comply with traffic regulations. This helps create a safer and more orderly driving culture and raises awareness of the importance of road safety.

6. Accurate Data Collection

ETLE enables the collection of accurate, real-time traffic data. This data can be used for further analysis, assisting authorities in planning and implementing more effective traffic policies. Data obtained from ETLE can also be used to identify accident-prone areas and take preventative measures to reduce the risk of accidents.

7. Improving Fairness in Utilities

Transparency and Objectivity. ETLE cameras automatically record evidence of violations (license plate number, time, location, type of violation), ensuring fair and transparent law enforcement actions based on the evidence. Legal Certainty: Confirmation letters sent to vehicle owners provide assurance that any violations will be prosecuted, creating a consistent deterrent effect.

Utilitarianly, ETLE offers many benefits, but its implementation also faces several challenges:

1. Implementation Costs

Installing and maintaining an ETLE system requires significant investment. These costs include the purchase and installation of cameras, sensors, analytical software, and other supporting infrastructure. Governments or traffic authorities need to plan an adequate budget to ensure the system's proper functioning.

2. Technical Issues

Like any technology, the ETLE system can experience technical issues such as hardware failures, software errors, or network issues. Therefore, a competent technical team is required to manage and maintain the system. Governments or traffic authorities need to ensure they have sufficient resources to handle any technical issues that may arise.

3. Data Privacy and Security

The use of surveillance cameras and analytical systems in ETLE raises concerns about data privacy and security. Authorities need to ensure that the collected data is used appropriately and protected from unauthorized access. Strict regulations and robust data security policies must be implemented to protect road users' privacy.

4. Public Acceptance

The implementation of ETLE requires public support. Some drivers may be uncomfortable with the presence of surveillance cameras in various locations. Therefore, it is crucial to conduct public awareness campaigns and education regarding the benefits and objectives of ETLE. The government needs to explain how ETLE can improve road safety and order and benefit all road users.

5. Regulations and Policies

The implementation of ETLE requires clear regulations and policies to ensure the system operates effectively and complies with applicable laws. The government needs to establish rules governing ETLE use, data handling, and law enforcement procedures.

Good regulations will ensure that ETLE operates transparently and accountably, while protecting the rights of road users.

CONCLUSION

According to utilitarian theory, ETLE is considered highly effective because it minimizes bribery and is time-efficient, eliminating the need for court hearings. This aligns with the principle of utility theory, namely, that efficiency leads to the greatest happiness. The maximum fine of IDR 500,000 aims to maximize traffic compliance and aligns with this theory, namely, providing a deterrent effect. The implementation of ETLE allows violators the opportunity to confirm whether the vehicle has been sold or is in error. This aligns with the principle of procedural justice in utility theory. Of the 8,337 violations (in 2025), only 1,207 were paid, indicating that from a utilitarian perspective, its effectiveness needs to be improved to maximize compliance (utility) The primary goal of implementing the ETLE system in Malang City is not only to focus on technical law enforcement but also to lead to cultural changes and public awareness regarding traffic.

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