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The Effectiveness and Legal Certainty of ETLE Sanctions in Indramayu in the Context of Vehicle Constraints That Have Not Changed Their Name

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ABSTRACT

The implementation of Electronic Traffic Law Enforcement (ETLE) has become an important innovation in improving transparency, efficiency, and accountability in traffic law enforcement. However, the effectiveness of ETLE implementation still faces challenges related to legal certainty, particularly concerning vehicles that have undergone ownership transfers but have not completed administrative name changes. This condition may result in sanctions being imposed on previous vehicle owners who are not the actual perpetrators of traffic violations, potentially creating injustice in the law enforcement process. This study aims to analyze the effectiveness and legal certainty of ETLE sanctions in Indramayu Regency, including the legal basis, implementation mechanisms, and factors that hinder the enforcement process. This research employed a qualitative method with an empirical juridical approach. Data were collected through legal document analysis, observations at the Indramayu Police Traffic Unit, interviews with ETLE officers, and questionnaires distributed to road users. The results showed that ETLE implementation has improved the efficiency of traffic law enforcement, reduced direct interactions between officers and traffic violators, and increased transparency through the use of electronic evidence. However, legal certainty has not been fully achieved due to inaccurate vehicle ownership data, technical limitations in license plate recognition, limited camera coverage, and low public understanding of ETLE procedures. In conclusion, ETLE provides significant benefits for modern traffic law enforcement; however, improvements in vehicle administration systems, technological infrastructure, and public legal awareness are required to ensure that sanctions are imposed fairly, accurately, and in accordance with applicable legal principles.

INTRODUCTION

In order to reduce traffic violations and improve legal compliance, the Electronic Traffic Law Enforcement (ETLE) system was introduced as an electronic-based mechanism for enforcing traffic violations (Candra et al., 2025; Dahlan et al., 2023; Dahlan & Jalil, 2023; Irfan, 2023; Mokobombang et al., 2025; Nagari & Nurani, 2026; Rochman et al., 2025). The implementation of this electronic ticketing system has been normatively accommodated through various legal provisions, including Law No. 22 of

2009 concerning Road Traffic and Transportation, particularly Article 272, which states: (1) To support the enforcement of violations in the field of Road Traffic and Transportation, electronic equipment may be used; and (2) The results of the use of electronic equipment as referred to in paragraph (1) may be used as evidence in court. Furthermore, Government Regulation No. 80 of 2012, particularly Article 23, stipulates that the enforcement of Road Traffic and Transportation violations is based on: (a) findings during the inspection process of motor vehicles on the road; (b) reports; and/or (c) recordings from electronic equipment.

The implementation of ETLE-based ticketing is currently divided into two types: static and mobile ETLE. Static ETLE enforcement experienced an increase of 44%, while mobile ETLE enforcement increased by 61%. For static ETLE, the number of recorded cases reached 227,626 violations in 2025, compared with 157,970 cases in 2024. The ETLE system, regulated under Law No. 22 of 2009 concerning Road Traffic and Transportation, has been widely implemented to improve transparency and efficiency in traffic law enforcement. However, the implementation of ETLE continues to face several challenges, including the increasing number of traffic violations in several regions (Aprilia & Nugraha, 2025; AS et al., 2025; Candra et al., 2025; Kristanto et al., 2024; Ruci et al., 2024; Susanto et al., 2022).

In general, the high rate of traffic accidents remains largely influenced by human factors, such as excessive speeding, lack of concentration, driver fatigue, and low compliance with traffic regulations (Al-Mekhlafi et al., 2024; Ali et al., 2024; Chibaro et al., 2024; Jakobsen et al., 2023; Mohammed, 2025; Segun et al., 2024; Sorum & Pal, 2022). The implementation of ETLE in Indramayu Regency has been carried out since 2023, and the police have continued to expand static ETLE coverage by installing cameras at several strategic locations. Currently, six static ETLE points have been installed, including locations on Jalan Gatot Subroto, Jalan Jenderal S. Parman, and Jalan Soekarno Hatta. Meanwhile, three additional points, namely Jalan D.I. Panjaitan, Jalan Jenderal Sudirman, and the Pantura route, are still undergoing installation by technicians from the National Police.

The Indramayu Resort Police, through the Traffic Unit, has continued to strengthen the implementation of the electronic-based traffic violation enforcement system by operating ETLE cameras since July 2025. However, many vehicles have undergone ownership transfers but remain administratively registered under the names of previous owners. This condition creates significant legal issues because the recipient of the violation notification is not necessarily the actual perpetrator of the traffic violation. Consequently, the imposition of ETLE sanctions may become inaccurate, potentially undermine fairness in law enforcement, and conflict with the principle of legal certainty.

The urgency of this study lies in analyzing the implementation of ETLE sanctions to strengthen the legal justice system in Indramayu Regency. This research is expected to support the effectiveness of technology-based law enforcement, prevent administrative injustice, and provide recommendations for the Indramayu Police regarding the synchronization of vehicle ownership data with the Sistem Administrasi Manunggal Satu Atap (SAMSAT) system.

The purpose of this research is to analyze the legal basis and sanction mechanisms of ETLE, examine the effectiveness of ETLE in ensuring legal certainty based on the theories of Lawrence M. Friedman and Gustav Radbruch, and identify legal, administrative, technical, and social obstacles affecting its implementation.

METHOD

This study employed a qualitative research method to systematically describe and analyze the implementation of ETLE sanctions and the extent to which the mechanism reflected the principle of legal certainty. The research applied an empirical juridical (non-doctrinal) approach, as the data were obtained not only through literature studies but also through field research. This approach was selected because the study focused on examining the implementation of legal provisions and the application of sanctions in practice through observations at the Indramayu Police Traffic Unit, as well as exploring public perceptions of ETLE implementation in relation to traffic violation sanctions.

The legal materials used in this study consisted of primary and secondary sources. Primary legal materials included Law Number 22 of 2009 concerning Road Traffic and Transportation (LLAJ), which serves as the legal basis for traffic law enforcement in Indonesia; Government Regulation Number 80 of 2012 concerning Procedures for Motor Vehicle Inspection on the Road and Enforcement of Traffic Violations, which regulates the procedures for handling traffic violations, including the use of monitoring equipment; and Regulation of the National Police of the Republic of Indonesia Number 2 of 2025 concerning Enforcement of Road Traffic and Transportation Violations Based on Electronic Recording Evidence. Primary data were also obtained through interviews with Gakkum (Law Enforcement) officers or ETLE operators at the Indramayu Police and questionnaires distributed to road users in Indramayu.

Secondary legal materials consisted of legal literature, academic references, and other relevant publications that provided explanations, interpretations, and critical perspectives regarding the primary legal materials. Tertiary legal materials were supporting references used to clarify the understanding of primary and secondary legal materials, including Black's Law Dictionary.

RESULTS AND DISCUSSION

Legal Basis and Mechanism of ETLE

In Law no. 22 of 2009 concerning Road Traffic and Transportation in article 272 which reads (1) To support violations enforcement activities in the field of Road Traffic and Transportation, electronic equipment can be used. (2) The results of the use of electronic equipment as intended in paragraph (1) may be used as evidence in court. And in Government Regulation no. 80 of 2012 in article 23 which reads Enforcement of Traffic and Road Transportation Violations is based on the results: a. findings in the process of Inspection of Motor Vehicles on the Road; b. report; and/or c. electronic equipment recordings. These two articles are the legal basis that electronic recordings are valid as evidence or the basis for action.

Table 1. Data on sanctions for ETLE violations is in accordance with Law No. 22 of 2009.

Yes	ETLE Violations	Article	Sanctions/Fines
1.	Any person driving a Motor Vehicle or a Passenger sitting next to a Driver who is not wearing a seat belt as intended in Article 106 paragraph (6)	Article 289	Imprisonment a maximum of 1 (one) month or a maximum fine of IDR 250,000.00 (two hundred and fifty thousand rupiah).
2.	Any person who drives a Motor Vehicle on the Road unnaturally and performs other activities or is influenced by a circumstance that results in a concentration disturbance in driving on the Road as referred to in Article 106 paragraph (1) which reads "Everyone who drives a Motor Vehicle on the Road is obliged to drive his vehicle reasonably and with full concentration".	Article 283	Imprisonment for a maximum of 3 (three) months or a maximum fine of Rp750,000.00 (seven hundred and fifty thousand rupiah).
3.	Any person who drives a Motor Vehicle on the Road that violates the rules of an order or prohibition which is stated by the Traffic Signs as referred to in Article 106 paragraph (4) letter a or Road Markings as referred to in Article 106 paragraph (4) letter b.	Article 287 paragraph (1)	The maximum imprisonment is 2 (two) months or a maximum fine of Rp500,000.00 (five hundred thousand rupiah).
4.	Any person who drives a Motor Vehicle on the Road that violates the rules of an order or prohibition which is stated by the Traffic Signaling Device as referred to in Article 106 paragraph (4) letter c.	Article 287 paragraph (2)	Maximum 2 (two) imprisonment sentences month or a maximum fine of Rp500,000.00 (five one hundred thousand rupiah).
5.	Any person who drives a Motor Vehicle on the Road that violates the rules of the highest or lowest speed limit as referred to in Article 106 paragraph (4) letter g or Article 115 letter a	Article 287 paragraph (5)	Maximum Sentence 2 (Two) month or a maximum fine of Rp500,000.00 (five one hundred thousand rupiah).
6.	Any person who drives a Motor Vehicle on a Road that is not equipped with a Motor Vehicle Number Tag set by the National Police of the Republic of Indonesia as referred to in Article 68 paragraph (1)	Article 280	Imprisonment for a maximum of 2 (two) months or a maximum fine of Rp500,000.00 (five hundred thousand rupiah).
7.	Any person who drives a Motorcycle on the Road that does not meet the technical and roadworthiness requirements which include rearview mirrors, horns, headlights, brake lights, directional lights, light reflectors, speed measuring devices, exhaust, and depth of tire grooves as intended in Article 106 paragraph (3) *in conjunction with* Article 48 paragraph (2) and paragraph (3)	Article 285 paragraph (1)	Imprisonment for a maximum of 1 (one) month or a maximum fine of Rp250,000.00 (two hundred and fifty thousand rupiah).
8.	Any person who drives a Motor Vehicle	Article 285	The maximum

	with four or more wheels on the Road that does not meet the technical requirements which includes rearview mirrors, horns, headlights, reversing lights, vehicle body dimension limit sign lights, coupling lights, brake lights, directional lights, light reflecting devices, speed measuring devices, tire groove depth, windshields, fencing, *bumpers, coupling*, attachment, or glass removers as intended in Article 106 paragraph (3) *Article* 48 paragraph (2)	paragraph (2)	imprisonment is 2 (two) months or a maximum fine of Rp500,000.00 (five hundred thousand rupiah).
9.	Any person who enters a Motor Vehicle, coupled train, and outboard train into the territory of the Republic of Indonesia, makes, assembles, or modifies a Motor Vehicle that causes a change in type, coupled trains, outboard trains, and special vehicles operated domestically that do not meet the type test obligations as intended in Article 50 paragraph (1)	Article 277	The maximum prison sentence is 1 (one) year or a maximum fine of Rp24,000,000.00 (twenty-four million rupiah).
10.	Any person who drives a Motor Vehicle on the Road without turning on the headlights at night and certain conditions as intended in Article 107 paragraph (1)	Article 293 paragraph (1)	The Most Restrictive Punishment 1 (one) month or maximum fine Rp250,000.00 (two hundred and fifty thousand rupiah).
11.	Any person who drives a motorcycle on the road without turning on the headlights during the day as referred to in Article 107 paragraph (2)	Article 293 paragraph (2)	Imprisonment for a maximum of 15 (fifteen) days or a maximum fine of Rp100,000.00 (one hundred thousand rupiah).
12.	Every person who drives a motorcycle does not wear an Indonesian national standard helmet as referred to in Article 106 paragraph (8)	Article 291 paragraph (1)	imprisonment for a maximum of 1 (one) month or a maximum fine of Rp250,000.00 (two hundred and fifty thousand rupiah).

The findings of the study show that the implementation of ETLE sanctions is already based on the Road Traffic and Transportation Law. Then he also emphasized that the sanctions imposed on violators are adjusted to what type of violation is violated, and the sanctions imposed are in the form of maximum fines. The maximum fine can be a smaller wage according to the judge's decision during the hearing, if the fine has been paid with the maximum fine but the judge's decision is smaller, the maximum fine or deposit money will be returned.

The results of the study revealed that traffic enforcement using the Electronic Traffic Law Enforcement (ETLE) System began by recording traffic violations using static cameras or mobile ETLE. The recorded violations are then forwarded to the back office/administration by the ETLE operator for review and approval. After the

inspection, the officer prints a letter confirming the violation and sends it to the vehicle owner at the address listed on the vehicle registration document (STNK). Delivery is carried out through expedition services, such as Post Office, JNE, or other expedition services. Vehicle owners can confirm online using the barcode contained in their letter. After the violation is confirmed, the system sends a ticket number and an electronic payment code in the form of BRIVA for the payment of the ticket fine. According to the traffic police, the ETLE system offers convenience for citizens, as violations can be processed online without the need to appear in person in court to collect evidence such as STNK/driver's license.

Based on the results of research at the Indramayu Police Station, it shows that the implementation of ETLE has a positive impact on the traffic law enforcement process. This system speeds up the detection process, reduces direct contact between offenders and police officers, and increases the transparency of traffic violation sanctions. From the perspective of legal certainty, the implementation of ETLE simplifies the process of enforcing traffic violations. This is because the entire process is based on electronic evidence in the form of camera footage. Thanks to this electronic evidence, the police no longer rely solely on direct observation by police officers at the scene, but are supported by technological systems that can record the types of violations that are committed.

Legal certainty, in Gustav Radbruch's view, requires clear, consistent, and predictable regulations so that people can understand their rights and obligations. In the ETLE system, legal certainty is achieved through a clear regulatory framework, namely Law No. 22 of 2009 concerning Road Traffic and Transportation, Government Regulation No. 80 of 2012, and Indonesian National Police Regulation No. 2 of 2025. This regulatory framework provides a solid legal basis for the implementation of the ETLE, and allows the public to understand the procedures and consequences of any traffic violations recorded by the system. However, legal certainty in the implementation of ETLE in Indramayu Regency still faces several challenges. Technical issues such as inaccurate vehicle license plate readings, delays in sending confirmation letters, and data discrepancies between the ETLE system and the population administration are causing public uncertainty. This uncertainty is further exacerbated by citizens' lack of understanding of the verification procedures and the mechanism for paying fines through the ETLE system. In Radbruch's view, this situation shows that legal certainty, one of the main goals of the law, has not been fully achieved in the implementation of ETLE in Indramayu. Therefore, systemic improvements are needed, including technical and administrative aspects, as well as public accessibility. Therefore, when analyzing the implementation of ETLE in Indramayu Regency through the theory of legal objectives from Gustav Radbruch, it is clear that the system has shown progress in terms of legal certainty through an adequate regulatory system and provides benefits through the improvement of the ETLE process. However, the justice dimension still needs to be strengthened, especially in ensuring that sanctions are only imposed on those who are truly responsible for the violation.

Effectiveness of ETLE Implementation

Based on the researchers' findings, the implementation of ETLE (Electronic Traffic Law Enforcement) is considered very effective in improving traffic enforcement efficiency. However, this efficiency is not optimal because the public's legal awareness of traffic violations is still low and the limitations of the static ETLE system, which can only monitor violations in certain locations.

In Indramayu Regency, the implementation of administrative sanctions through the Electronic Traffic Law Enforcement (ETLE) System faces various legal obstacles, including administrative, technical, and social aspects. These obstacles hinder the effectiveness of securing and enforcing the legal rights of citizens registered in the ETLE system. One of the biggest obstacles in ETLE enforcement is vehicles that do not change their names despite a change in ownership. According to the Indramayu Police Station, many vehicles are often still registered in the name of the previous owner on the Vehicle Number Certificate (STNK), even though they have been sold to someone else. As a result, an ETLE notice is sent to the previous owner even if the violation was committed by someone else. This creates legal uncertainty, as notices are sent to people who are not the actual offenders. These issues suggest that the success of ETLE systems is highly dependent on the accuracy of vehicle-related administrative data. If vehicle data is not updated regularly, there is a risk that the ETLE enforcement system will be misguided, harming citizens. In addition to administrative difficulties, the implementation of the ETLE system also presents technical challenges. According to research, the ETLE system may still misidentify vehicle license plates due to factors such as camera image quality, weather conditions, and the location of the vehicle within the surveillance zone. This misidentification can lead to an incorrect violation warning. Another obstacle is the limited number of ETLE cameras in Indramayu Regency. Static ETLE cameras can only detect violations in specific locations, so they cannot cover all areas prone to traffic violations. This obstacle means that traffic monitoring is still not optimal. From a social perspective, low public legal awareness is also a major obstacle in the implementation of ETLE. According to the results of the questionnaire, some people still do not fully understand the ETLE procedure. The lack of public awareness has led to a lack of understanding of the importance of evidence of violations, payment of electronic fines, and the responsibility of vehicle management. In addition, some people still have a culture of ignoring traffic rules and a lack of discipline in driving. This low legal awareness contributes to the low level of compliance with the ETLE system.

According to the theory of legal certainty put forward by Soerjono Soekanto (1983), there are five factors that affect law enforcement, namely: legal factors, law enforcement factors, facilities or facilities factors, social factors, and cultural factors. These five factors are interrelated and determine the success of ETLE implementation in the Indramayu area.

1. Legal Factors

From a legal perspective, the introduction of the ETLE system has a strong legal basis. This is based on Law No. 22 of 2009 concerning road traffic and transportation, Government Regulation No. 80 of 2012, and National Police Regulation of the Republic

of Indonesia No. 2 of 2025 concerning the enforcement of traffic violations based on electronic recording evidence. These regulations support the legal legitimacy of the ETLE system in the process of cracking down on traffic violations. Further, electronic evidence is recognized as legitimate evidence in modern law enforcement procedures. However, there are still several legal issues regarding the implementation of the ETLE system, especially regarding the issue of liability for vehicles that have undergone a transfer of ownership but have not been renamed. In such cases, the ETLE confirmation letter was sent to the previous owner of the vehicle, thus creating legal uncertainty as to who exactly was responsible for the violation.

2. Police Factors

Law enforcement factors also affect the effectiveness of ETLE implementation. According to the results of the author's research, the Indramayu Police Task Force has carried out ETLE in accordance with established procedures, such as verifying violations, sending confirmation letters, and providing confirmation services to the community. In addition, ETLE Officers provide complaint and rebuttal services in the case of vehicle misidentification or there has been a change in vehicle ownership. This shows the efforts of the police to uphold the rule of law and ensure legal certainty for the community. However, in reality, there are a number of problems, including a lack of ETLE operational officers and limited adequate monitoring of all traffic violation sites. Because of this shortcoming, ETLE-based monitoring does not reach the entire Indramayu area well.

3. Facilities or Facilities Factor

Facilities and Facilities are key factors for the success of the ETLE system process. In the Indramayu area, the implementation of ETLE is supported by the installation of several static ETLE cameras in strategic locations. The use of ETLE mobile also helps police officers in conducting traffic surveillance. The results of the study show that there are still several technical problems, such as limited camera range, license plate reading errors, and electronic system interference. These barriers can lead to misidentification of violations and can affect the validity of the law enforcement process. In addition, inconsistencies between vehicle data and population administration systems make it difficult to accurately identify traffic violators.

4. Community Factors

Community factors are one of the biggest obstacles in the implementation of the ETLE system in Indramayu Regency. The survey results show that public understanding of the ETLE system is still low. Some respondents stated that they did not fully understand the procedures for electronic violation verification, payment of fines, and settlement of violations. This lack of understanding leads to many traffic offenders ignoring ETLE confirmations or failing to fulfill their administrative obligations on time. In addition, the lack of discipline related to the transfer of ownership after the sale of the vehicle is the main cause of errors in the delivery of ETLE confirmations.

This situation shows that the success of the ETLE system does not only depend on technological advancements but also heavily depends on citizens' legal awareness.

5. Legal Culture Factors

The legal culture of the community also influences the successful implementation of the ETLE system. In Indramayu Regency, the culture of indifference to driving and traffic laws is still deeply entrenched. Many still consider traffic violations to be minor offenses, resulting in a lack of awareness of law enforcement in traffic. According to Soejono Soekanto (1983), the culture (system) of law basically includes the values that underlie the law of conduct. Legal culture is a living value in society that affects the level of compliance with the law If the legal culture of a society remains weak, effective law enforcement will be difficult to do, even with the most advanced technology. Therefore, the implementation of the ETLE system in Indramayu Regency has made a positive contribution to the modernization of traffic supervision and increased transparency in handling traffic violations. However, the effectiveness of this system is still hampered by various factors, including low public awareness of the law, problems with vehicle management, and lack of supporting facilities and infrastructure.

The effectiveness of the implementation of the Electronic Traffic Law Enforcement (ETLE) system in Indramayu Regency can be analyzed using Lawrence M. Friedman's legal system theory, which consists of legal structure, legal substance, and legal culture. From the perspective of legal structure, the Indramayu Police Traffic Unit implements an electronic traffic law enforcement system by installing ETLE cameras and using digital systems to identify violations. Officers no longer take direct action in the field against violations recorded by cameras, but instead use electronic evidence as the basis for law enforcement. This shows that the legal structure has served to support the implementation of ETLE. However, the limited number of surveillance cameras and uneven monitoring coverage are still obstacles in optimizing the implementation of the system.

From the perspective of legal substance, the implementation of ETLE has a clear legal basis, namely Law No. 22 of 2009 concerning Road Traffic and Transportation and various implementing regulations that regulate the electronic ticketing mechanism. This clarity of the legal basis provides legal certainty for the public regarding enforcement procedures and sanctions for traffic violations. With clear regulations, the law enforcement process through ETLE can be carried out objectively and measurably based on electronic evidence obtained from the monitoring system.

Meanwhile, from the perspective of legal culture, there are still various obstacles related to the level of legal awareness of the community. The results of the interviews revealed that some people still do not understand the ETLE mechanism, ignore tickets, or use vehicles whose ownership has not been transferred. This situation shows that the legal culture of the community has not fully supported the effectiveness of the implementation of ETLE. According to Friedman, legal culture is an element that gives life and reality to the running of the legal system. In other words, the success of ETLE is not only determined by the available technology and regulations, but also by the level of compliance and legal awareness of the community as road users.

Issues of justice and legal certainty (vehicle cases have not been renamed)

One of the biggest obstacles in ETLE enforcement is vehicles that do not change their names despite a change in ownership. According to the Indramayu Police Station, many vehicles are often still registered in the name of the previous owner on the Vehicle Number Certificate (STNK), even though they have been sold to someone else. As a result, an ETLE notice is sent to the previous owner even if the violation was committed by someone else. This creates legal uncertainty, as notices are sent to people who are not the actual offenders. And the legal consequence is that the person who receives the letter feels that he has not done anything wrong must take care of the rebuttal that he did not commit the violation contained in the letter, this can hurt the sense of justice and legal certainty.

According to Gustav Radbruch, justice is the highest value that the law must achieve. Fairness in the ETLE system requires that any traffic violations must be prosecuted impartially, proportionately, and without discrimination. The ETLE system is designed primarily to incorporate these principles of fairness, as the law enforcement process relies on objective electronic records and is not affected by the personal relationship between the officer and the offender. Theoretically, this eliminates the potential for abuse that often occurs in manual ticketing systems. However, in Indramayu Regency, this principle of justice faces significant challenges. The problem of vehicles that are not transferred after a change of ownership results in a confirmation letter of ETLE violation being sent to the previous owner, who is not the perpetrator of the violation. This situation is contrary to the Radbruch principle of justice, as individuals are held accountable for actions they did not commit. Therefore, achieving justice in the implementation of ETLE in Indramayu still requires improvements to the vehicle ownership management system to ensure that sanctions are only imposed on those who commit violations.

The measure of benefit in Radbruch's theory requires that the law provide the greatest benefit to society and achieve the desired social goals. In the context of ETLE, the effectiveness of the system can be measured by the success of the system in reducing traffic violations, improving road safety, and improving public order. Research at the Indramayu Police Traffic Unit (Satlantas Polres) shows that the implementation of ETLE in general has provided positive benefits, including speeding up the process of detecting violations, reducing direct contact between officers and violators, which can lead to illegal towing, and increasing transparency in traffic law enforcement. However, the benefits of ETLE in the administrative process in Indramayu have not been well received. Low public awareness of ETLE procedures, limited access to static cameras, and inconsistent vehicle data continue to limit the effectiveness of the system in achieving its social goals. Gustav Radbruch emphasized that laws that do not provide real benefits to the public will lose their legitimacy. Therefore, expanding the range of cameras, increasing public awareness, and regularly updating vehicle data are important steps to increase the effectiveness of the ETLE system in Indramayu.

Legal certainty in Gustav Radbruch's view requires clear, consistent, and predictable regulations so that people can understand their rights and obligations.

However, legal certainty in the implementation of ETLE in Indramayu Regency still faces several challenges. Technical issues such as inaccurate vehicle license plate readings, delays in sending confirmation letters, and data discrepancies between the ETLE system and the population administration are causing public uncertainty. This uncertainty is further exacerbated by citizens' lack of understanding of the verification procedures and the mechanism for paying fines through the ETLE system. In Radbruch's view, this situation shows that legal certainty, one of the main goals of the law, has not been fully achieved in the implementation of ETLE in Indramayu. Therefore, systemic improvements are needed, including technical and administrative aspects, as well as public accessibility.

Supporting Data

Based on the results of the questionnaire distributed to the public, 20 respondents commented on the implementation of Electronic Traffic Enforcement (ETLE) in Indramayu Regency. The results of the survey serve as additional data to determine public perception of the effectiveness of ETLE implementation. The results of the questionnaire showed that 4 respondents had experienced a ticket through the ETLE system and 16 respondents had never experienced it. These results show that the ETLE system is known and implemented among road users in Indramayu Regency. The results of the questionnaire show that the public's understanding of the ETLE process is still inadequate. 7 respondents stated that they "probably understand" the ETLE process, while the others stated that they did not fully understand it. This shows that there is still a need to educate the public about the ETLE system to ensure that they understand the procedures for confirming, paying, and settling electronic ticket fines. Based on these results, 2 respondents stated difficulties related to technical obstacles in the implementation of ETLE, while the other two respondents reported no problems. Technical obstacles include limited internet access, electronic payment systems, and information about the ETLE system. Most respondents supported the implementation of ETLE, as they saw it as an increase in traffic transparency and a reduction in the risk of illegal levies that may occur with a manual ticketing system. In addition, they also consider the ETLE system to be more modern, simple, and efficient, and the process of resolving violations can be completed online. However, the results of the questionnaire also show that the public still expects improved information services, improved technical performance, and greater awareness of the importance of better vehicle management, such as the transfer of vehicle ownership.

If it is associated with community factors and legal cultural factors from (Soerjono Soekanto 1983), the low proportion of people who really understand shows that socialization has not fully reached the community effectively, although in general the community supports ETLE because it is considered to reduce the practice of illegal levies.

Legal obstacles in the implementation of ETLE in Indramayu

The transfer of ownership of a vehicle without a change of ownership is a major administrative problem, and the ETLE system still lacks an automated mechanism to update ownership data. Errors in reading license plates due to image

quality/weather/vehicle position, as well as the limited number and range of cameras, cause many violation-prone areas to be not covered. Some residents still consider traffic violations as a minor matter, so they tend to ignore the ETLE confirmation letter. These administrative and social obstacles directly hinder the achievement of Gustav Radbruch's values of justice and legal certainty, even though in terms of technology (facilities) they are relatively adequate.

CONCLUSION

The implementation of Electronic Traffic Law Enforcement (ETLE) sanctions in Indramayu Regency has been carried out based on the applicable legal framework, namely Law Number 22 of 2009 concerning Road Traffic and Transportation, Government Regulation Number 80 of 2012, and Regulation of the National Police of the Republic of Indonesia Number 2 of 2025. The implementation of ETLE has contributed to improving the transparency and efficiency of traffic law enforcement compared with manual ticketing mechanisms, while reducing the potential for illegal levies and direct interactions between officers and traffic violators in the field.

However, the effectiveness of ETLE in ensuring legal certainty, as explained through the legal theories of Lawrence M. Friedman and Gustav Radbruch, has not been fully achieved. The main obstacle is the inaccuracy of vehicle ownership data due to ownership transfers that have not been followed by administrative name changes. As a result, ETLE confirmation letters and sanctions may be delivered to previous vehicle owners who are not the actual perpetrators of traffic violations.

The principle of justice proposed by Gustav Radbruch remains a challenge in the implementation of ETLE in Indramayu Regency because sanctions have the potential to be incorrectly imposed on parties who are not responsible for the violations. This condition occurs due to the lack of synchronization and updating of vehicle ownership data, which affects the accuracy and fairness of the ETLE enforcement process.

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