

TRAFFIC COMPLIANCE INDEX OF ACEHNESE COMMUNITY

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ABSTRACT

The purpose of this article is to analyze and discuss the correlation between the behavior of the Acehnese and the culture of traffic discipline. Every road user is obliged to obey the traffic rules, but the number of accidents is increasing every year, resulting in numerous deaths, injuries and property damage. This is an empirical legal research using a survey method with a qualitative approach. Interviews, observations, and file review is also used in this research. The results show that the traffic behavior of Acehnese remains poor, with the observation-based traffic compliance index having a value of 5.41 on a scale of 1-10. Most violations were committed by male drivers with 2 (two) wheels. The most common violations are not wearing a helmet, not turning on the main lights during the day, and not having a driver's license (SIM). Most traffic violations are committed by individuals between the ages of 17 and 40, most of whom have a high school education or equivalent. It is necessary to optimize the socialization of traffic discipline and the arrangement of traffic fiqh by the Aceh Provincial Police of Traffic Department (Ditlantas Polda Aceh), local authorities and related agencies.

Key Words: traffic compliance index; acehness's community.

INTRODUCTION

Traffic and society are closely intertwined in daily life. This is due to the function and role of traffic, which is one of the mechanisms by which the community's interests can be realized and fulfilled to meet primary and secondary necessities (Lubis, 2018).

The movement of vehicles and persons in road traffic areas is regulated by Law No. 22 of 2009 regulating Road Traffic and Transportation. Traffic is one of the primary forms of community communication, and it plays a critical role in promoting our development (Arianto, 2016). As part of efforts to promote public welfare as stipulated by the Republic of Indonesia's 1945 Constitution, road traffic and transportation plays a critical role in promoting growth and national integration

(Agus, Mustari, & Umar, 2016). People cannot be separated from traffic behaviour as part of their human behaviour as moral beings when driving (Widagdho, 2004).

In another perspective, traffic is a set of multiple components. All types of infrastructure and facilities from all existing modes of transportation, such as road networks, road complements, road facilities, public and private transportation, as well as other types of vehicles that carry out the transportation process, namely moving people or materials from one place to another, have been considered to be major components of traffic.

According to Poerwadarmita (Poerwadarmita, 1993) in the Indonesian dictionary stated that traffic is traveling back and forth, going back and forth and about traveling on the road and so on and traveling from one location to another. Traffic has three-component systems which include humans, vehicles and roads that interact with each other in the movement of vehicles.

According to Article 25 paragraph (1) of Law Number 22 Year 2009 Concerning Road Traffic and Transportation, everyone is prohibited from taking actions that cause damage and/or disruption to road functions, and everyone is prohibited from carrying out actions that cause disturbances to the function of road equipment.

The regulation and application of sanctions for traffic offences are more strictly regulated in traffic legislation. Actions committed by a driver of a public vehicle or a motorized vehicle, as well as pedestrians, that violate the applicable rules and regulations, are referred to as traffic violations (Nurfauziah, 2021). Minor infractions are punishable by imprisonment or relatively low fines in the criminal justice system. Serious violations, on the other hand, if there is an element of deliberateness, are subject to further severe criminal penalties. This is to create a deterrent effect for perpetrators of violations by not putting a tremendous burden on society.

There are more crucial things to comprehend, such as how traffic rules affect our driving behaviour. Traffic practices are now becoming increasingly problematic, and road users' knowledge of the need for safety is relatively low (Hidayah, 2017).

In truth, the laws and regulations that govern traffic and road transportation provide a crucial purpose: to keep the community safe from traffic congestion (Fauzi, 2020). In reality, every year, the number of accidents in Indonesia increased. Factors such as drivers and other road users, inadequate road construction, vehicles that do not meet the requirements, unclear traffic signs, and so on are all exacerbating the situation. (Anindhito, 2018). Given the rising number of accidents each year, a study that can identify the major causes of road accidents is required. Authorities can implement policy to limit the number of accidents by identifying and comprehending the causes of accidents. Deviant driving behaviors are one of the factors that contribute to road accidents; this is caused by failure to comply with the driving regulations as provided out in the appropriate legal standards (Krisna, Sugiarta, & Subamiya, 2021).

The number of accidents in Aceh province continues to increase year after year, due to a variety of variables, one of which is the province's low level of traffic compliance. This study was conducted to determine the level of Acehnese people's traffic compliance. As a result, a traffic compliance analysis was conducted out by compiling a research instrument that can measure the level of compliance and order in traffic among Acehnese people.

Using human characteristics, infrastructure, natural elements, and government regulations to determine the amount of traffic compliance. Attitudes and levels of permissiveness toward traffic management and order were measured as human dimensions. Everything related to tools, equipment, and supporting facilities in traffic safety and order is measured as infrastructure. Outside of human factors and infrastructure, natural factors are exploited as criteria to measure other things. Regulation is a parameter used to assess public awareness and compliance with traffic rules, including but not limited to traffic signs, traffic lights, and road markings.

RESEARCH METHODS

This research used a qualitative technique. This study also employs a survey method, which includes collecting information from a sample of the population through the use of direct interviews and then describing various aspects of the population to determine and explain the most common types of traffic violations, as well as traffic violations by gender, age category, education, and type of work, as well as the factors that contribute to traffic violations. Male and female gender categories exist, and so do the age categories of 7-12 years, 13-14 years, 15-16 years, 17-40 years, and more than 40 years. Non-school, elementary, junior and senior high school, diploma, bachelor's, master's, and doctoral degrees are all included in the education category. The job categories are divided into State Civil Apparatus, Indonesian Armed Forces, Police, Private, Entrepreneur, and Students.

The research population in this study was motor vehicle drivers who committed traffic offences at five police stations within the jurisdiction of the Aceh Regional Police: Aceh Jaya Police, Aceh Besar Police, Pidie Police, Bireuen Police, and Lhokseumawe Police. Stratified purposive sampling was used to choose these five Polres. The Polres are divided into two categories: urban (city) and rural (village). The appointed Polres will represent the Polres who represent the western and eastern regions of Aceh Police's jurisdiction. There are four independent factors and one dependent variable in this study. Gender, age, education, and occupation are independent variables, whereas traffic compliance is the dependent variable. Data can be classified into two categories based on how it was obtained: primary data and secondary data. The data was collected using a survey method, with basic data (primary data) collected from a sample using a questionnaire instrument that already included questions regarding the types of traffic offences and the factors that cause traffic violations. The researcher answered the questionnaires at the research site by interviewing traffic violators directly when they were arrested in police raids, during the hunting system, or during patrolling around the police.

DISCUSSIONS AND ANALYSIS OF RESULTS

1) Violations of Traffic Laws in Aceh Police's Legal Territory

The following results were gathered through observations of traffic offences within the authority of the Aceh Regional Police: First, the number of respondents and traffic violations in the Aceh Police's legal territory. Based on observations from 690 respondents who committed traffic violations with a total of 1589 violations, it can be identified that the most traffic violations committed in the jurisdiction of the Aceh Regional Police are violations of not wearing helmets with as many as 281 violations, followed by violations of not using headlights as many as 253 offenses.

Second, the number and type of vehicles committing traffic violations in Aceh Police's legal territory. 446 two-wheeled vehicles, 68 three-wheeled vehicles, 139 four-wheeled vehicles, 35 vehicles > four-wheeled vehicles, and two vehicles that did not fit the vehicle type were the subjects of observation.

Third, gender-related traffic violations. There were 489 male respondents and 201 female respondents who committed driving offences, according to observations from 690 respondents. The sex-based criteria are used to determine the level of traffic compliance from a gender perspective (Schaefer, 2004). There are varying quantities and types of traffic offences in the two categories. The most common traffic offences committed by male respondents were violations of not using headlights, which accounted for 184 violations, while violations of not wearing helmets accounted for 106 violations.

Overall, there were 1589 traffic offences committed by both genders, with 1191 traffic violations made by male respondents and 398 traffic violations committed by female respondents. Based on these findings, it can be stated that male respondents commit the majority of traffic violations under the authority of the Aceh Regional Police.

Fourth, age-related traffic violations. Two respondents aged 7-12 years, seven respondents aged 13-14 years, 28 respondents aged 15-16 years, 440 respondents aged 17-40 years, 167 respondents aged >40 years, and 46 respondents were selected based on observations. Respondents who committed traffic violations within the authority of the Aceh Regional Police did not provide their age. Overall, these categories committed 1589 traffic violations, with 4 traffic violations committed by respondents aged 7-12 years, 27 traffic violations committed by respondents aged 13-14 years, 64 traffic violations committed by respondents aged 15-16 years, 978 traffic violations committed by respondents aged 17-40 years, and 408 traffic violations committed by respondents aged >40 years. Based on these findings, it can be stated that respondents aged 17 to 40 years conduct the majority of traffic violations under the authority of the Aceh Regional Police.

Fifth, education-related traffic violations. According to observations, 6 respondents did not attend school, 23 respondents had an elementary school education, 97 respondents had a junior high school education, 376 respondents had a high school education, 41 respondents had a diploma education, 70 respondents had undergraduate education, 2 respondents had postgraduate education, and 75 respondents did not fill out the type of education that committed traffic violations.

Overall, 1589 traffic violations were committed by these categories, with 41 violations committed by respondents who were not in school, 82 violations committed by respondents with elementary education, 277 violations committed by respondents with junior high school education, and 802 violations committed by respondents with high school education. Respondents with a diploma committed 81 traffic violations, 131 traffic violations with an undergraduate education, 3 traffic violations with a postgraduate education, and 2 traffic offences with no education. Based on these findings, it can be stated that respondents with a high school education are the most likely to commit traffic violations under the authority of the Aceh Regional Police.

Sixth, traffic violations by type of Work. Based on observations, 65 respondents were from State Civil Apparatus, 1 from the military, 1 is a police occupation, 130 in the private sector, 68 in

the entrepreneurial type, 94 in the type of other occupation, and 331 respondents did not fill in the kind of work profession. Based on all these categories have different numbers and types of traffic violations. The most traffic violations committed by respondents are from State Civil Apparatus (ASN) that related to the use of safety belts, which total of 25 violations; then the most violations committed by respondents are from Military that related to helmet use, which total of 1 violation; and the most violations committed by respondents are from police officer, which total of 25 violations, The most violations were committed by respondents in the type of private work, specifically violations related to the use of helmets, which totaled 36 violations. The most violations were committed by respondents in the entrepreneurial type, specifically violations related to the use of helmets, which totaled 24 violations, with respondents from other types of work committing the most violations. The most violations committed by respondents who did not fill in the kind of work, specifically violations related to the Vehicle Number Certificate (*STNK*), totaling 167 violations, and the most violations committed by respondents who did not fill in the type of work, totaling 71 violations. Based on these findings, it is possible to assume that respondents with student category commit the majority of traffic violations under the authority of the Aceh Regional Police.

2) Community Behaviour in Committing Traffic Violations

Based on observations, it was discovered that the community's behaviour in committing traffic offences in the Aceh Regional Police's jurisdiction was motivated by the following factors: First, not wearing a helmet. The purpose of riding is to travel a short distance, so the rider believes there is no need to wear a helmet; riding only for a short time; no money to buy a helmet; not sure if there are rules requiring the use of helmets at the front and back of the vehicle; in a hurry and forget to bring a helmet; assume helmet use is not too important; no more helmets to use; not used to wearing helmets; helmets were only used during raids; didn't have helmets for small children;

couldn't take off caps; didn't want to wear helmets because it was hot and heavy; didn't wear helmets because the roads were quiet; the helmet is lost; and the helmet is damaged.

From the various arguments mentioned above show that the community's legal understanding of the use of helmets is very low. Helmets have never been considered or used as a technique of enhancing driving safety. Wearing a helmet is only considered as a means of avoiding police warnings or fines. In fact, wearing a good and proper helmet can help reduce the number of people killed in traffic accidents. Helmets can lessen the impact on the head, as well as the contents of the head, by reducing the effect of the impact/collision of the brain.

Second, do not have/bring a driving license (*SIM*). They don't understand how to create a *SIM*, they might not have enough money to make a *SIM*, they don't have enough money to renew a *SIM*, they forget to bring a *SIM*, they bring the wrong *SIM* (riding 2 Wheel Vehicle but bringing 4 Wheel *SIM*), they don't have a *SIM* yet because they are underage, and they don't carry a *SIM* because the distance to their destination is short.

The following reasons are sometimes unreasonable, such as not having enough money to make a *SIM* yet having a new motorcycle. According to Government Regulation Number 76 of 2020 concerning Non-Tax State Revenue within the Police, the cost of creating a new *SIM* for a motorcycle is merely Rp. 100.000,-. The cost of obtaining a 2-wheeled vehicle license is not similar to the cost of purchasing a new motorcycle; this can be contrasted to being able to purchase a cow but not a rope, as the adage goes in Acehnese culture. *SIM* is a highly important metric for determining the competency of motorcycle or automobile drivers.

With advancements in technology and information, the reason for not knowing how to create a *SIM* is also illogical, because information and access for *SIM* making is readily available in print, electronic, and social media. They don't have a driver's license since they aren't old enough, but they have brought their own car, which is illegal, although sometimes there is a permissive attitude from members of the traffic police (*Polantas*). The omission and permissiveness of parents to

children who are not old enough to bring their own vehicles on the basis that parents are busy, the school is not far away, the school/Islamic boarding school allows, and members of the traffic police who understand underage children driving create a new atmosphere as if minors may drive without a *SIM* card for some reason. The public is unaware that if an underage child drives without a *SIM* and is involved in a traffic accident, the child is responsible for his inability/skills in driving, and the insurance company can release liability for children who drive without a *SIM* on the basis that the child is breaking the law.

Third, failure to have/carry a vehicle number certificate (*STNK*). New vehicle and no *STNK*, new vehicle and no time to take the *STNK*, no money to renew the expired *STNK*, no time to renew the expired *STNK*, don't realize that the *STNK* has expired, rush and forget to bring *STNK* and riding/driving other people's vehicles

Based on Article 68 paragraph (1) of Law Number 22 of 2009 concerning Road Traffic and Transportation states that "every motor vehicle operated on the road must be equipped with a Motorized Vehicle Number Certificate and a Motorized Vehicle Number Certificate". So, carrying a *STNK* is an absolute thing that must be completed when driving a motorized vehicle. The reasons stated above are irrational arguments because seeing the characteristics of the Acehese people in driving both short and long distances usually carry the *STNK* in their wallet or put in the vehicle.

Fourth, motorized vehicle number signs aren't installed (*TNKB*). The *TNKB* does not yet exist because the vehicle is new, the *TNKB* has been modified (*Plat Timbul*) to make it appear better, the vehicle is not up to specification thus there is no space to install the *TNKB*, the *TNKB* is being submitted, and the *TNKB* has fallen and has not been reassembled.

The reason for not installing *TNKB* plates on new automobiles is sometimes comprehensible, as the Korlantas Polri lacked the necessary components to create *TNKB* plates. This makes it difficult to obtain *TNKB* plates for new vehicles, resulting in new automobiles operating/running on the highway without *TNKB* plates. Modified *TNKB*/Embroidered Plates are also common on the

road, but there are differing views on whether or not this is a violation of the rules. The Motorized Vehicle Number Sign must meet the standards of shape, size, material, colour, and installation method, according to Article 68 paragraph (4) of Law Number 22 of 2009 concerning Road Traffic and Transportation. The head of National Police has further regulated the shape, size, material, colour, and method of installation of the *TNKB* in a regulation. However, embossed plates that still comply to these requirements are considered to be in violation of the rules, even though they meet the applicable regulations when examined more attentively. The police, particularly the traffic cops, ought to pay more attention to this.

Fifth, failure to install a rearview mirror. The rearview mirror had been destroyed in an accident, and had no time to replace it; considered the rearview mirror to be unnecessary; using the vehicle to go to the mountains, so there was no need to use the rearview mirror; and felt uncomfortable using the rearview mirror.

The motorcycle was created in accordance with the established standards. However, many motorcyclists deviate from the norm, such as removing the rearview mirror. Even though the rearview mirror serves a safety purpose, there are risks associated with driving and removing the rearview mirror, such as breaking traffic laws.

According to Article 285 of Law Number 22 of 2009 concerning Road Traffic and Transportation (*LLAJ*). "Everyone who drives a motorcycle on the road that does not meet the technical and road-worthy requirements, which include rearview mirrors, horns, headlights, brakes, directional lights, light reflecting devices, speed measuring devices, exhausts, and motorcycle tires solidity as referred to article 106 paragraph (3) in conjunction with Article 48 paragraph (2) and paragraph (3) shall be punished with imprisonment for a maximum of 1 (one month) or a maximum fine of Rp. 250,000.00 (two hundred and fifty thousand rupiah)". Legal and self-defense awareness are two areas in which society may develop. As a result, installing a rearview mirror is required for no reason other than those listed above.

Sixth, vehicle isn't up to standard. Modify the motorcycle because it's fascinating and cool, since it's used for trailing, and because the exhaust can be changed to make the sound louder. Motorcycle owners frequently modify their motorcycles to make them non-standard. One of them is swapping out the exhaust for a racing version. This activity neglects the exhaust standards, resulting in an exhaust sound that is extremely annoying to the hearing and makes other persons uncomfortable. Exhaust noise levels are regulated and must be complied with all of motor vehicles riders. If these restrictions are violated, the police have the ability to impose a speeding ticket to motorists who use non-standard exhaust systems. The State Minister for the Environment's Regulation No. 7 of 2009 governed exhaust noise restrictions. Meanwhile, the prosecution of motorists who use non-standard exhaust is governed by the Road Traffic and Transportation Law No. 22 of 2009.

Seventh, opposing direction. The U turn is too far, going against the direction is not considered a violation because many people do it, there is a rush of interest, and to shorten the time. For some drivers, driving against the direction of traffic is a common occurrence. Despite the fact that it is not acceptable and violates traffic laws, this careless behaviour continues to occur, resulting in numerous traffic accidents. This type of behaviour not only endangers the riders himself/herself, but it also puts other motorists in danger. Increased driving ability, as well as increased legal and safety awareness among motorized vehicle riders, can help to mitigate the above-mentioned issues. Traffic engineering, on the other hand, is required to take into account for the distance between one turn (U turn) and the next in order to reduce motorists going in the opposite way.

Eighth, failure to wear a seat belt. The drivers are reaching a close distance, so they are not required to wear a safety belt; the drivers are not accustomed to wearing a safety belt; they are in a hurry, so they forget to wear a safety belt; the safety belt is broken; they do not realize the use of a safety belt is important; and they do not understand how to use a safety belt. Every driver and

passenger must wear a seat belt while driving a four-wheeled vehicle. Using a safety belt is regulated in Article 106 paragraph (6) of Law number 22 of 2009 concerning Road Traffic and Transportation, which stated that "everyone who drives a four-wheeled or more motorized vehicle on the road, as well as the passenger sitting alongside him, must wear a seat belt." The sanctions are regulated in Article 289 which stated "Everyone who drives a Motorized Vehicle or Passenger sitting next to the Driver who is not wearing a seat belt as referred to in Article 106 paragraph (6) shall be punished with imprisonment for a maximum of 1 (one) month or a fine of not more than 250,000.00 (two hundred and fifty thousand rupiahs)". As a result, factors such as not understanding the importance of seat belts, not being accustomed to wearing seat belts, travelling short distances, and other factors can be mitigated by following the rules regarding the use of seat belts, both for their own safety in the event of an accident and to avoid the sanctions outlined in the Act.

CONCLUSIONS

The Aceh Police's Traffic Directorate, in collaboration with the USK Police Science Research Center, conducted a Traffic Behavior Survey (*SPBL*) that targeted 5 (five) Polres in the Aceh Police's jurisdiction. The researcher was able to obtain comprehensive data from the 5 Polres surveyed, which was then processed into Traffic Reports under the jurisdiction of the Aceh Police. In 2021, the Aceh Regional Police conducted an *SPBL* with 690 respondents in five Polres.

There were 1589 traffic offences recorded among the 690 respondents. The use of helmets and headlights are the most common traffic offences in the jurisdiction of the Aceh Regional Police.

The majority of respondents' gender is male, the majority of respondents' age ranges from 17-40 years, the majority of respondents' last education level is high school, and the majority of respondents' occupations are students/others. While the types of vehicles found in the observation are generally 2-wheeled vehicles, which are 446 vehicles out of a total of 690 vehicles that violate.

Factors causing traffic violations describe the effect of violators' behavior on the level of traffic violations. Based on observations, disobedient and negligent behavior towards traffic regulations is the main element in the occurrence of traffic violations, such as not having/carrying a driving license (*SIM*), vehicle registration certificate (*STNK*), motorized vehicle registration number (*TNKB*), not using a standard helmet (*SNI*) and not using a helmet in accordance with driving safety provisions, not using a safety belt, not wearing a rearview mirror, driving in the opposite direction, ignoring traffic signs and road markings, and not turning on the main lights when driving the two wheels vehicle and do not turn on the light signal when turning.

The findings revealed that the Acehnese people's level of traffic compliance remained low. The level of education and cultural/socio-cultural influences of the Acehnese, who are predominantly Muslim. It has a significant impact on traffic compliance. Acehnese people, particularly men who wear caps, have a tendency to dress Islamically, assuming that wearing a cap no longer required wearing a helmet. People assume that there is no obligation to wear a helmet, and that driving without wearing a helmet is a natural thing with no sinful consequences because it is not governed by religion, which means that there is a societal presumption that as long as it is not God's commandment, it does not need to be observed.

It is suggested that the Aceh Police Traffic Directorate maximizes its role in achieving community traffic compliance through traffic socialization. It is hoped that the Aceh Police Traffic Directorate will advise all traffic function units at the Resort Police to record data on traffic offences in a consistent manner. This is considered crucial because good and complete data is required to create traffic law enforcement policy. Through extracurricular programs in schools such as *PKS*, traffic forums, *kamtibmas* preachers, and others, traffic education must be instilled from an early age so that awareness and driving compliance can grow in traffic. *Bhabinkamtibmas* as the forefront of community service by the Police can carry out traffic socialisation initiatives on an ongoing basis so that people obtain knowledge and understanding about traffic. The police and sub-

sectors are required to be in charge of traffic order and compliance in their respective jurisdictions. To reduce the probability of violations and the rate of accidents, traffic law enforcement must continue to be carried out through operations. It is recommended that the Traffic Directorate of the Aceh Police cooperate with the Aceh Consultative Assembly, the Aceh Customary Council, the Aceh Education Office, and the Dayah Education Office to formulate traffic fiqh.

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