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LAW ENFORCEMENT OF TRAFFIC VIOLATIONS THROUGH THE ELECTRONIC TRAFFIC LAW ENFORCEMENT (ETLE) SYSTEM IN THE JURISDICTION OF THE SOUTH SULAWESI REGIONAL POLICE

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ABSTRACT
This study aims to analyse the implementation of law enforcement through the *Electronic Traffic Law Enforcement* (ETLE) system within the authority of the South Sulawesi Regional Police and to identify the challenges and strategies for optimizing its application. This research employs a juridical-empirical approach, combining normative analysis of legal regulations with empirical observations of law enforcement practices in the field. The results indicate that the implementation of ETLE in South Sulawesi has had a positive impact on increasing public legal awareness and reducing traffic violations. The system has proven effective in accelerating enforcement processes, strengthening officer accountability, and supporting *smart policing* programs oriented toward public service. However, its implementation still faces challenges, including limited camera and internet infrastructure, inadequate inter-agency data integration, and low public understanding of the ETLE mechanism. Therefore, optimization efforts through the expansion of ETLE coverage are required in capacity building for law enforcement officers, strengthening inter-institutional constructive interaction, and conducting continuous public outreach.

Keywords: Law Enforcement, Traffic, ETLE, Legal Digitalization.

Introduction

Traffic law enforcement serves as a fundamental pillar for road safety, public order, and the smooth flow of transportation. The high rate of traffic violations directly correlates with the frequency of accidents that cause both material losses and fatalities, thus requiring innovation in enforcement mechanisms (Jamil, 2019).

The development of information technology has opened opportunities for electronic traffic law enforcement (*Electronic Traffic Law Enforcement* — ETLE), a system that monitors and enforces traffic violations using electronic recordings as evidence. ETLE is designed to enhance the objectivity of enforcement, minimize direct interactions that may lead to bribery, and expand surveillance coverage on the roads.

In Indonesia, the normative basis for using electronic evidence in traffic enforcement is found within national traffic regulations and the implementing provisions of the Indonesian National Police, which authorize enforcement based on electronic recordings. This framework provides legal legitimacy for the implementation of ETLE in law enforcement practices (Airlangga & Suryokencono, 2024).

The central government, through the Traffic Corps (*Korlantas Polri*), has promoted the optimization of ETLE as part of the modernization of traffic law enforcement. This includes directives to reduce manual ticketing and to strengthen the use of both static and mobile electronic systems, demonstrating an institutional commitment toward transforming enforcement mechanisms (Intan, 2023). At the regional level, the South Sulawesi Regional Police (Polda Sulawesi Selatan) has recorded significant numbers of traffic accidents and violations in recent periods, reinforcing the urgency of strengthening

enforcement efforts through the intensive use of ETLE. Regional operational data serve as key indicators for improving enforcement strategies.

While ETLE offers several advantages—such as evidentiary accuracy, enforcement efficiency, and the reduction of corrupt practices—its implementation is not without challenges. Technical limitations, infrastructure coverage, data integration, and human resource readiness all have the potential to hinder system effectiveness (Adhitia, Nurdin & Rajab, 2025). Procedural legal aspects also remain a concern, including the summons process for violators, the legal validity of electronic recordings as admissible evidence, and the mechanisms for contesting or administratively processing electronic tickets, all of which must be examined to ensure legal certainty and the protection of road users' rights.

Issues surrounding the accuracy of offender identification—particularly the link between vehicle recordings and the identities of owners or drivers—create practical and juridical debates that demand fair and operational verification procedures.

Empirical studies across various regions in Indonesia show mixed results regarding ETLE effectiveness. Some findings indicate that ETLE improves traffic discipline, while others reveal limited effectiveness due to on-the-ground implementation barriers. This variation underscores the need for in-depth contextual studies tailored to each jurisdiction (Magriasti, 2025).

Local wisdom and driving behavior in South Sulawesi, including urban and intercity traffic patterns, serve as important variables influencing ETLE's impact. Factors such as compliance culture, the high rate of motorcycle ownership, and road infrastructure characteristics play significant roles in determining the success of electronic enforcement policies.

From a governance perspective, integrating ETLE systems with motor vehicle registration databases, national ID records, and judicial mechanisms requires inter-institutional synergy among agencies such as the Department of Transportations, the courts, and the police. A lack of data interoperability could hinder effective enforcement. Furthermore, digitalization of enforcement raises issues of privacy and personal data protection. Public-space recording and identity data processing must be balanced with policies that safeguard privacy rights while ensuring transparency in data use for law enforcement purposes.

Even minor legal uncertainties—such as camera technical standards, calibration procedures for electronic evidence, and the digital *chain of custody*—could become subjects of administrative defense by violators. Therefore, technical and procedural standardization is equally essential (Pakina & Solekhan, 2024). From the public perspective, acceptance of ETLE depends on perceptions of fairness, transparency, and clarity of information regarding changes in enforcement procedures (e.g., notifications, public outreach, and electronic fine payment systems). Insufficient public education can undermine policy legitimacy.

In high-risk regions such as South Sulawesi, preventive measures like ETLE can help reduce high-risk violations (e.g., running red lights, driving against traffic, speeding), which theoretically could lower fatal accident rates if implemented comprehensively. However, empirical evidence is still needed to confirm the correlation between ETLE implementation, violation patterns, and accident trends in this region (Setiawan & Jauhari, 2024).

From an administrative and procedural law perspective, the shift to ETLE requires updates to investigative procedures, evidence handling, and judicial mechanisms that are

adaptive to electronic evidence—ensuring that traffic court rulings are based on valid and legally admissible proof.

Budget availability and prioritization at the regional police level also determine how broadly and quickly ETLE can be deployed; procurement, maintenance, and personnel training require sustainable resource support. Technical factors such as network quality, stable electricity, and strategic camera placement significantly affect ETLE performance—often posing challenges in various regions of Indonesia.

Beyond technical and administrative barriers, there are *human-centered* implementation issues, such as police officers' capacity to operate the system, analyze data, and handle administrative disputes arising from electronic enforcement. Continuous training and capacity building are therefore essential.

Experiences from other regions demonstrate that ETLE also requires support from responsive public service systems—such as online mechanisms for clarification, complaints, and fine payments—so that enforcement becomes not only repressive but also accountable and accessible to the public.

In terms of accountability, ETLE can significantly reduce corruption risks in traffic enforcement by minimizing face-to-face interactions that traditionally fostered bribery. However, poor implementation could lead to new forms of administrative injustice. Hence, evaluating legal, technical, administrative, and public perception aspects of ETLE within the jurisdiction of the South Sulawesi Regional Police is crucial to produce applicable and context-specific policy recommendations.

This study aims to fill the research gap on the dynamics of ETLE implementation in South Sulawesi by combining normative (policy and regulatory), descriptive-operational (violation and accident data), and evaluative (effectiveness, challenges, and recommendations) analyses. Therefore, this background underscores the urgency of the research: given the existing legal framework, national institutional push toward digital enforcement, and the high rate of accidents and violations in South Sulawesi, an empirical and normative study on traffic law enforcement through ETLE in the South Sulawesi Regional Police jurisdiction is both relevant and imperative to improve road safety and legal certainty.

Research Method

This study employs an empirical juridical approach, a legal research method that combines normative analysis of statutory regulations with empirical analysis of law enforcement practices in the field. This approach was chosen because the issue under examination concerns not only the legal norms governing the Electronic Traffic Law Enforcement (ETLE) system but also its implementation by police officers within the jurisdiction of the South Sulawesi Regional Police (Polda Sulawesi Selatan).

The normative analysis was conducted by examining Law No. 22 of 2009 on Road Traffic and Transportation, Police Regulation No. 2 of 2025 on the Enforcement of Violations Based on Electronic Evidence, as well as other supporting regulations governing the ETLE mechanism. Meanwhile, the empirical research aimed to obtain factual insights regarding the effectiveness, challenges, and perceptions of both police officers and the public toward the implementation of ETLE.

The data used in this research consist of **primary and secondary data**.

- **Primary data** were collected through in-depth interviews with officials of the South Sulawesi Regional Police, particularly the Traffic Directorate (Ditlantas)

responsible for managing the ETLE system, and with road users who serve as subjects or objects of electronic enforcement policies.

- **Secondary data** were obtained through library research, including statutory regulations, academic literature, previous studies, and official reports from the Traffic Corps (Korlantas) of the Indonesian National Police and the South Sulawesi Regional Police.

Data collection techniques involved a combination of document analysis, limited observations at ETLE camera installation sites, and semi-structured interviews to explore both legal and social dimensions simultaneously.

The collected data were analyzed using a qualitative descriptive analysis approach, by systematically describing and interpreting the data in the context of electronic traffic law enforcement. The analysis process included data reduction, data presentation, and conclusion drawing, following an inductive reasoning pattern, meaning that generalizations were drawn from the results of empirical observations and interviews in the field. The analysis compared the existing legal framework with the realities of ETLE implementation in South Sulawesi, aiming to identify the effectiveness of the policy, structural and cultural barriers, and to develop recommendations for improving technology-based law enforcement systems in the future (Miles, Huberman, & Saldaña, 2018).

Discussion

An Implementation of Law Enforcement on Traffic Violations through the Electronic Traffic Law Enforcement (ETLE) System in the Jurisdiction of the South Sulawesi Regional Police

Traffic law enforcement in Indonesia is one of the key pillars in ensuring order, security, and safety in road transportation. In recent years, the Indonesian National Police (Polri), through its Traffic Corps (Korlantas Polri), has implemented a technology-based law enforcement system known as the Electronic Traffic Law Enforcement (ETLE) system. This system represents an innovation in law enforcement that utilizes surveillance cameras and electronic devices to automatically record traffic violations without direct interaction between officers and violators (Mais, Thalib & Hasyim, 2025).

From a normative perspective, the implementation of ETLE has a strong legal foundation. Article 272 of Law No. 22 of 2009 on Road Traffic and Transportation stipulates that electronic evidence can be used as a legal basis for enforcing traffic violations. This provision was reinforced by Police Regulation No. 5 of 2021 on the Implementation of Electronic-Based Traffic Law Enforcement, which legally authorizes the use of ETLE. Based on this framework, the ETLE system aims to improve law enforcement effectiveness, reduce potential abuse of authority, and enhance transparency in public services (Putra & Madjid, 2024).

The jurisdiction of the South Sulawesi Regional Police (Polda Sulsel) is among the regions actively implementing ETLE since 2021. According to data from the Traffic Directorate (Ditlantas) of Polda Sulsel, the ETLE system has been operational at several strategic locations in Makassar City, such as Jenderal Sudirman Street, AP Pettarani Street, and Urip Sumoharjo Street, which are known for high traffic density and frequent violations. The installation of ETLE cameras was carried out in collaboration with local governments and related agencies, aiming to raise public awareness of traffic discipline.

The law enforcement process through ETLE begins with violation detection by surveillance cameras connected to the Command Center of Ditlantas Polda Sulsel. These

cameras can detect various types of violations, including running red lights, not wearing seat belts, lane violations, or using mobile phones while driving. The recorded data is then verified by officers, and if it is valid, a violation confirmation letter is sent to the registered vehicle owner based on the Samsat (motor vehicle registration database).

Vehicle owners who receive the confirmation letter must clarify the violation, either by acknowledging or contesting it. If the violation is admitted, the violator is required to pay a fine through an integrated banking system connected with the Prosecutor's Office and the District Court. This procedure represents a form of digitalization of the legal process, designed to expedite case handling and minimize opportunities for illegal levies.

The implementation of ETLE in South Sulawesi demonstrates significant progress in technology-driven law enforcement. The system enables officers to monitor traffic in real time without deploying personnel at every high-risk location, thereby enhancing surveillance effectiveness and minimizing confrontation risks between officers and violators. Nevertheless, ETLE implementation still faces technical and social challenges. One major obstacle is the limited number of ETLE cameras, which are mostly concentrated in urban areas such as Makassar, while other regions like Gowa, Maros, and Bone remain inadequately covered. This creates an imbalance in the application of electronic-based law enforcement.

Moreover, public awareness regarding ETLE procedures and benefits remains relatively low. Many people do not fully understand that traffic violations can be automatically recorded without police presence. Uneven socialization has caused confusion and negative perceptions of the policy, especially during its early stages (Thalib, Ismail & Moha, 2025).

From a legal standpoint, the validity of electronic evidence in ETLE is legally recognized under Law No. 11 of 2008 on Electronic Information and Transactions, as amended by Law No. 19 of 2016. Article 5 paragraph (1) declares that electronic information and documents constitute valid legal evidence. Therefore, ETLE camera recordings can serve as legitimate proof of violations in judicial proceedings.

ETLE implementation in South Sulawesi also involves cross-sector collaboration between the Police, Department of Transportation, Prosecutor's Office, and Judiciary. Such synergy is essential to ensure that the law enforcement process runs comprehensively—from detection to sanction imposition. Each institution plays a specific role: the Police collect and verify violations, the Prosecutor's Office handles administrative prosecution, and the Court determines fines or sanctions based on applicable laws (Harianto & Komarudin, 2024).

In terms of effectiveness, the ETLE system has been shown to reduce traffic violations in monitored areas. According to a 2023 report by Korlantas Polri, the rate of traffic violations in Makassar City decreased by approximately 35% within one year of ETLE implementation. This decline serves as a positive indicator of technology's role in promoting legal compliance among citizens.

From a sociological perspective, ETLE has also transformed the pattern of interaction between the public and law enforcement officers. Previously, direct interactions often led to opportunities for bribery or on-the-spot negotiation; now, the process is data-driven and transparent, enhancing accountability and reducing misconduct.

However, continuous evaluation of ETLE effectiveness remains necessary. One challenge lies in the system's accuracy in identifying different types of violations.

Technical issues such as license plate misidentification or poor lighting conditions can affect the reliability of recorded evidence (Nurdin, 2023).

Furthermore, not all regions possess the technological infrastructure and network capacity needed to support ETLE. Geographic conditions and limited local government budgets hinder the system's expansion to districts outside Makassar. Thus, local government commitment and sustainable funding are crucial for broader ETLE implementation.

From a law enforcement perspective, human resources within the Police play a critical role in ETLE's success. Officers in Ditlantas Polda Sulsel must possess both technical competence in operating digital systems and legal understanding of electronic evidence. Training and capacity building are urgently needed to ensure that ETLE operations adhere to proper legal and procedural standards.

ETLE-based law enforcement should also be accompanied by public education efforts. Legal awareness cannot be built solely through sanctions but must be supported by public understanding of road safety importance. Public campaigns, digital outreach, and collaboration with local media should be strengthened to cultivate a culture of traffic discipline in South Sulawesi.

At the same time, the transparency of ETLE violation data managed by Polda Sulsel must be safeguarded against misuse. Public information management should comply with Law No. 27 of 2022 on Personal Data Protection, ensuring that ETLE implementation aligns with legal and ethical standards in the digital era.

ETLE adoption also supports the smart city system currently being developed by the Makassar City Government. Integrating ETLE data with city CCTV systems and public transportation platforms helps establish a digital ecosystem that promotes traffic safety and order. This synergy illustrates that technology-based law enforcement is an integral part of the region's digital governance transformation.

Beyond being a law enforcement instrument, ETLE also functions as a data collection tool for traffic statistics. Such data can inform transport policy planning, identify accident-prone areas, and analyze driver behavior in urban regions. With accurate data, the government can design evidence-based policies that are more effective and targeted (Utha & La Ode Mustafa, 2025).

Interviews with Ditlantas Polda Sulsel officers revealed that ETLE has helped reduce field workload and streamline administrative processes. However, they also emphasized the need for stronger inter-agency coordination to expedite confirmation and sanction procedures. This indicates that ETLE still requires institutional strengthening and inter-agency alignment.

Overall, the implementation of ETLE in South Sulawesi can be considered effective, though not yet optimal. Its effectiveness is reflected in reduced violations, greater transparency, and behavioral changes among drivers. However, maintaining this effectiveness requires continuous infrastructure improvement, wider coverage, and better technology management.

The ETLE system holds strategic value in achieving the objectives of traffic law—ensuring order, safety, and security for road users. With an objective and transparent digital system, law enforcement becomes fairer and freer from interference, aligning with the rule of law principle, which positions law as the primary instrument of social order.

From a public policy perspective, ETLE implementation in South Sulawesi represents a concrete form of bureaucratic reform in the legal service sector. The digitalization of traffic law enforcement demonstrates the governments and police's

commitment to establishing a legal system adaptive to technological advancements (Rahman, 2023).

Given the achievements and challenges, ETLE implementation in Polda Sulawesi Selatan must continue to be strengthened through sustainable policies, improved human resource quality, and synergy between technology and law enforcement. The success of ETLE depends not only on the sophistication of its system but also on the moral commitment and professionalism of all parties involved.

B. Factors Hindering and Efforts Made by the Police in Optimizing the Implementation of ETLE as a Traffic Law Enforcement Instrument in the South Sulawesi Regional Police Jurisdiction

The implementation of ETLE (Electronic Traffic Law Enforcement) within the jurisdiction of the South Sulawesi Regional Police faces various infrastructural challenges. Many areas outside the city center lack stable internet connections and supporting infrastructure, which slows down or interrupts data transmission and verification processes when ETLE is operated in those regions. These infrastructural limitations restrict the operational coverage of ETLE and reduce its monitoring effectiveness in rural and suburban areas.

Technical obstacles also arise from hardware-related aspects. In several locations, the number and quality of static cameras remain insufficient to cover all high-risk traffic points. Moreover, camera placement and environmental factors—such as low light conditions at night or visual pollution (e.g., stickers on license plates)—affect the camera's ability to read plate numbers and produce valid evidence. This situation demands careful technical planning prior to installation.

Apart from static cameras, the implementation of mobile ETLE introduces its own operational challenges. Handheld and onboard ETLE devices require stable connectivity, durable batteries, and protection from field conditions. Pilot tests and public dissemination of mobile ETLE in Makassar indicate that such devices must be integrated with clear standard operating procedures (SOPs) and rapid technical support in the event of malfunctions.

The quality of ETLE data largely depends on interoperability among institutional databases, particularly between the ETLE system, vehicle registration (SAMSAT), population data (ID card), and the judicial/adjudication system. The absence of seamless data integration causes delays in verifying vehicle ownership, resulting in many records pending validation and unissued tickets. This slows down enforcement impact and lowers public satisfaction with administrative responsiveness.

Human resources are another decisive factor. Operating the ETLE system requires personnel who are skilled not only in the technical use of cameras but also in electronic evidence verification, digital file management, and public communication. The South Sulawesi Regional Police have conducted training and outreach programs, yet the scale of training and frequent personnel rotation necessitates a continuous capacity-building program. Without adequate human resources, even advanced technology cannot function optimally.

Legal and procedural issues also influence ETLE effectiveness. Although the Police Regulation (Perpol No. 2/2025) provides a legal framework, protocols for verification, equipment calibration standards, and chain-of-custody rules for electronic evidence must be consistently disseminated and enforced to ensure that ETLE recordings are admissible

in court in the event of a dispute. Ambiguities in such procedures may open opportunities for legal objections from violators.

Public perception represents a crucial non-technical challenge. Many citizens still lack understanding of the reporting procedures, appeal mechanisms, and fine payment systems under ETLE, leading to confusion or skepticism upon receiving violation confirmation letters. Therefore, beyond technological enhancement, public education and service transparency are prerequisites for improving the program's legitimacy.

Administrative constraints arise during validation and sanctioning phases. Data shows that the number of recorded violations greatly exceeds the number of tickets issued because certain cases require manual verification—such as when ownership identity is unclear or footage quality is insufficient to determine the violator. This condition highlights the need for procedural efficiency and improved recording quality to increase validation rates.

Budgetary and funding aspects are also limiting factors. Procuring high-quality cameras, maintaining devices, upgrading software, and financing mobile ETLE operations require significant budgets. The availability of financial resources at the regional police level and local government support are key determinants in expanding ETLE coverage to other cities and regencies across South Sulawesi. Without consistent budget allocation, the ETLE program risks stagnation.

From an ethical and data protection perspective, ETLE data management must comply with personal data protection regulations to ensure citizens' privacy. The South Sulawesi Regional Police must implement strict data security policies, access restrictions, and audit mechanisms to prevent misuse of sensitive personal information in accordance with relevant data protection laws. Failure to manage this aspect may trigger public resistance to ETLE implementation.

To address various technical and administrative obstacles, the South Sulawesi Regional Police have undertaken several optimization measures, including mobile ETLE trials, increasing the number of camera points in Makassar, and applying back-office verification procedures. These efforts demonstrate a gradual approach that integrates technology with internal process strengthening.

Inter-agency synergy has become a key strategy. Meetings and coordination between the South Sulawesi Traffic Directorate, the Regional Revenue Agency (Bapenda), One-Stop Integrated Administration System (SAMSAT), and related institutions focus on accelerating data integration for vehicle registration and administrative sanction collection to ensure smoother enforcement. This cross-sector collaboration also enables shared funding opportunities and essential data exchange.

The South Sulawesi Regional Police also emphasize public outreach and education as part of optimization efforts. Socialization activities for mobile ETLE and traffic safety campaigns during police operations help raise public awareness of ETLE procedures and reduce initial resistance to new policies. These campaigns are conducted through local media and field activities to reach diverse community groups.

Technically, the police have applied a data-driven approach in selecting camera installation points based on accident and violation statistics, ensuring that resources are focused on high-risk areas. This evidence-based method enhances violation detection effectiveness and contributes to better road safety planning.

Operator capacity strengthening is carried out through regular training sessions. Training materials cover technical device operation, verification procedures, and public service ethics. This capacity-building effort aims to minimize operational errors and

speed up administrative processing. However, challenges remain as the demand for trained personnel often exceeds availability (Raslin et al., [year missing]).

Procedural improvements also include drafting clearer and measurable verification SOPs, including minimum standards for footage quality that can be processed into tickets. This standardization simplifies administrative decision-making, reduces ambiguity, and accelerates ETLE back-office workflow.

Information technology enhancement is another priority: upgrading image recognition software, improving back-office servers, and using better algorithms to read license plates under difficult conditions are key improvement focuses. Investment in software components is expected to increase the ratio of verified recordings that can serve as valid evidence.

In addition to device upgrades, the South Sulawesi Regional Police are working to integrate ETLE with public service applications, allowing vehicle owners to receive real-time notifications, access evidence, and make clarifications or payments online. This digital service is designed to reduce manual administrative burdens and improve user satisfaction.

A humanistic approach remains essential in enforcement practices. Officers are trained to combine punitive measures with persuasive and educational approaches, especially during traffic safety campaigns. This approach is expected to foster long-term behavioral change rather than mere administrative compliance.

Monitoring and evaluation form part of the continuous improvement strategy. The South Sulawesi Regional Police periodically release ETLE performance data during major operations—such as “Operation Safety” and “Operation Compliance”—as evaluation material for technical improvement, equipment placement, and future outreach strategies. Impact measurements, such as accident reduction, serve as a key indicator for program sustainability.

Operational experience shows the need to handle false positives and develop efficient appeal mechanisms. The police have created a clarification procedure allowing violators to submit objections with supporting evidence; this process must remain transparent and quick to maintain public trust. These measures also help reduce litigation potential and court workload.

A mixed funding model—combining regional budgets (APBD), national police funds, and partner support—has been explored to accelerate ETLE deployment in currently uncovered regions. Such financing models enable shared responsibility and local ownership, ensuring better program sustainability.

Legal framework strengthening continues to address procedural gaps, for instance, ensuring that police regulations and their derivatives clearly define minimum technical standards and audit procedures for electronic evidence. Legal certainty is essential so that administrative and judicial decisions can be made based on well-defined provisions.

Evaluative studies and local research (e.g., academic studies and internal reports) serve as vital references for mapping ETLE implementation weaknesses and formulating policy recommendations. The findings of such studies provide a technical foundation for improving devices, SOPs, and outreach strategies.

Finally, fostering a culture of traffic discipline represents a long-term goal that must go hand in hand with technological implementation. ETLE will only be effective when combined with road safety education in schools, continuous media campaigns, and policies that facilitate compliance (e.g., simplified fine payment systems). The

combination of technology, policy, and education is expected to produce a sustainable reduction in traffic violations.

Conclusion

The implementation of law enforcement through the Electronic Traffic Law Enforcement (ETLE) system within the jurisdiction of the South Sulawesi Regional Police demonstrates significant progress in modernizing the traffic law enforcement system based on digital technology. The application of ETLE has made a tangible contribution to enhancing the effectiveness of supervision, ensuring transparency in enforcement, and reducing the potential for abuse of authority by officers in the field. Empirical data indicate a decline in traffic violations and an increase in public legal awareness in areas where ETLE has been installed.

Nevertheless, the implementation of ETLE still faces several challenges, including infrastructure limitations, uneven regional coverage, and a gap in public understanding of the digital law enforcement mechanism. The main obstacles to optimizing ETLE within the jurisdiction of the South Sulawesi Regional Police include technical, administrative, and social barriers.

Technical obstacles involve the limited number of cameras, unstable internet networks, and imperfect inter-agency data integration. Administrative challenges arise during the stages of violation validation and coordination among law enforcement institutions. Meanwhile, social constraints include the public's low awareness of ETLE procedures and benefits, as well as concerns regarding data privacy.

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