

LAW ENFORCEMENT CHALLENGES IN TRAFFIC FOR STUDENTS: BETWEEN REALITY AND IDEALISM

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Abstract

Students are one of the vulnerable groups who become the victim or perpetrators of traffic accidents. Adolescents in 17-21 years old are categorised as the biggest number of students who become perpetrators. It happens due to the basic driving skill level, the less experience in driving and unstable emotions. The young drivers tend not to own the ability to perceive a risky condition which closely related to the immaturity of driving experience and the will to take risky decisions. This research found that one of the ideal forms of fostering students who are among the highest contributors to the accident and violations of traffic is through legal counselling activities which increase their legal awareness. This is in line with the provision in Article 4 of Law Number 22 Year 2009 concerning Traffic and Land Transportation which stipulate that to foster and implement safe, secure, orderly and smooth traffic and transportation, one of the ways is through traffic education. In increasing the legal awareness of traffic on students through legal counselling methods, at least students are given the knowledge and understanding of proper traffic procedures and criminal sanctions that can be imposed if committing a traffic violation.

Keywords: *legal awareness, students, traffic.*

INTRODUCTION

Law Number 22 Year 2009 concerning Road Traffic and Transportation states that Road Traffic and Transportation has a strategic role in supporting national development and integration as part of efforts to advance public welfare as mandated by the 1945 Constitution of the Republic of Indonesia. The national transportation system, Traffic and Road Transportation must develop its potential and role in realizing security, welfare, traffic order and road transportation in the framework of supporting economic development and the development of science and technology, regional autonomy, and accountability for state administration.¹

The daily activities of the community are of course very dependent on traffic as the movement of vehicles and people in the road traffic space. Road traffic space is infrastructure designated for moving vehicles, people and/or goods in the form of roads and other supporting facilities. Therefore, this issue has become quite strategic and the responsibility of the government because safe, safe, orderly and smooth traffic has a considerable influence on people's lives.

Like Indonesia as a welfare state, in principle the state must intervene / actively regulate all areas of community life to create welfare, including in the field of traffic. According to Lemaire, the state organizes *bestuurszorg*, namely the administration of public welfare carried out by the government which covers all fields of society where the government actively participates in human relations. *Bestuurszorg* is the duty of the welfare state government, which is a modern legal state that pays attention to the interests of all the people. In this case, the state carries out the public interest. Therefore, the regulation of traffic implementation falls under the authority of the government, which in this case involves related agencies, namely:



The division of development authority is intended so that the duties and responsibilities of each supervisor in the Road Traffic and Transportation sector can be seen more clearly and transparently so that the administration of Road Traffic and Transportation can be carried out safely, safely, orderly, smoothly and efficiently, and can be accounted for.

Umi Enggarsasi & Nur Khalimatus Sa'diyah mentioned,² that traffic is one of the means of community communication which plays a vital role in expediting the development we carry out. Because with this traffic, it facilitates access for the community to carry out activities to fulfill their economy. Without traffic, it is difficult for people to get to work places or do work related to road use. There is no single job that does not escape the use of traffic.

However, in reality, traffic that is supposed to be safe can be an area that can be dangerous. Behind the benefits of traffic, there are also various problems related to road use. The number of road users every day is impossible to escape from traffic problems. One of the problems in traffic is what is called a traffic accident.³ A traffic accident is an event on the road that is unexpected and unintentionally involving a vehicle with or without other road users resulting in human casualties and/or property loss.⁴ According to the World Health Organization (WHO) about 1.3 million people die from traffic accidents annually, or more than 3000 deaths every day worldwide. WHO estimates that in 2020 traffic accidents are the third largest cause of death worldwide after coronary heart disease and

¹ General Explanation of Law Number 22 Year 2009 concerning Road Traffic and Transportation.

² Umi Enggarsasi & Nur Khalimatus Sa'diyah, 2017, 'Kajian Terhadap Faktor-Faktor Penyebab Kecelakaan Lalu Lintas dalam Upaya Perbaikan Pencegahan Kecelakaan Lalu Lintas', *Jurnal Perspektif*, 22 (3), 238-247 <<http://dx.doi.org/10.30742/perspektif.v22i3>>, p. 239

³ *Ibid.*

⁴ Article 1 point (24) of Law Number 22 Year 2009 concerning Road Traffic and Transportation.

tuberculosis (TB).⁵

Accidents can occur due to negligence of the driver himself. The efficiency of the police performance needs to be understood. In law enforcement carried out by the Traffic Police, the existence of the police in the community depends on the behavior of its members. The basic job of the Traffic Police is to control traffic. Keep an eye on traffic, helping to keep the road transportation system functioning smoothly and efficiently. If someone was allowed to use the road to their heart's content, what happened was chaos. If the road system has defects and is left undetected and unreported, it can disrupt activities for traffic drivers. Therefore, the task of traffic control is basically to provide a system for people who share the road to be able to travel with the least amount of annoyance, delay and danger.⁶

Road accidents are a major cause of death at a young age, especially for men and cause physical disability. The high number of deaths due to traffic accidents at a young age is due to their low perception of the risk of hazards on the road. Young riders often put themselves in dangerous situations, for example by driving a motorbike at high speed, running red lights, not using safety equipment such as helmets and gloves. Another study conducted by Rakhmani in 2013 found that teenagers think they are old enough to ride a motorbike on the road, but knowledge of shallow driving often leads to fatal accidents. Their knowledge about vehicles is still lacking because it is still new to them. This lack of knowledge and experience makes teen drivers less responsive to dangerous situations, which can lead to road accidents.⁷

Based on data from the National Police,⁸ There were 107,500 traffic accidents in 2019, an increase from 103,672 events in 2018. Most of the incidents of traffic accidents are caused by human factors, so that steps to improve the ability of the community in traffic, especially traffic system users can be carried out through three methods, namely, education (education starts from an early age, counseling through the mass media, and the education center Traffic Safety), improvement of laws and regulations (driving procedures), and law enforcement.

In addition, it is also necessary to emphasize the realization of traffic ethics and national culture (just culture) through the efforts of coaching, providing guidance, and traffic education from an early age and carried out through continuous programs. Therefore, in order to reduce the perceived very high number of traffic accidents, efforts in the future are directed at comprehensive countermeasures that include efforts to develop, prevent, regulate and enforce the law. This guidance effort is carried out by increasing the intensity of traffic education and legal counseling. This is in line with the mandate of Article 4 of Law Number 22 of 2009 concerning Road Traffic and Transportation which stipulates that to foster and administer Road Traffic and Transportation that is safe, safe, orderly and smooth, one of them is carried out through traffic education.

Students are a group that is very vulnerable to perpetrators and victims in traffic accidents. Students and university students are the highest contributor to traffic accidents compared to other professions. Therefore, education about safety for young children is needed to reduce the number of accidents.⁹ The high number of deaths due to traffic accidents that occur in students is caused by a lack of knowledge and information about driving and the hazards that can occur on the road. This then causes the youth to often do dangerous things such as breaking traffic lights and driving at high speed. Of course, considering the high risk of death due to this, it is very important for the community, especially for students to be given an understanding of how to drive properly and correctly so as to create a safe driving condition for the community as a whole and reduce the death rate due to road accidents.

METHOD

The method used in providing information about good driving to students is by carrying out

⁵ Egiya Goldarosa Sinuraya, et.al., 2018, 'Kepatuhan Remaja SMA Negeri di Kota Denpasar Terhadap Keselamatan Berkendara (Safety Riding) Sepeda Motor', *Jurnal Kesehatan Masyarakat*, 5 (1), 51-56, <<https://ojs.unud.ac.id/index.php/ach/article/view/58524>>, p. 51-52

⁶ Umi Enggarsasi & Nur Khalimatus Sa'diyah, *Op. Cit.*, p. 239

⁷ Dina Lusiana Setyowati, et.al., 2018, 'Faktor Penyebab Kecelakaan Lalu Lintas pada Siswa Sekolah Menengah Atas di Kota Samarinda', *The Indonesian Journal of Occupational Safety and Health*, 7 (3), 329-338, <<http://dx.doi.org/10.20473/ijosh.v7i3.2018.329-338>>, p. 330

⁸ Kompas. Polri Sebut Jumlah Kecelakaan Lalu Lintas Meningkat pada 2019, <<https://nasional.kompas.com/read/2019/12/28/10355741/polri-sebut-jumlah-kecelakaan-lalu-lintas-meningkat-pada-2019>>, accessed on July 1, 2020.

⁹ Tempo.co. Inilah Para Pelajar Pelopor Keselamatan Lalu Lintas dan Angkutan Jalan. <<https://nasional.tempo.co/read/1135924/inilah-para-pelajar-pelopor-keselamatan-lalu-lintas-dan-angkutan-jalan>>. accessed on July 1, 2020.

legal counseling specifically carried out at SMAN 7 Wajo Regency where Wajo is one of the areas in South Sulawesi with a high mortality rate due to traffic accidents.

DISCUSSION

Awareness and Law Enforcement in Traffic

Legal awareness is actually the awareness or values that exist in humans about existing laws or about laws that are expected to exist. In fact, what is emphasized is the values about the function of the law and not a legal assessment of concrete events in the society concerned.¹⁰ In general, people argue that the high level of awareness among citizens of the law results in community members obeying the provisions of the prevailing laws and regulations. Conversely, if the community's awareness of the law is low, the degree of compliance is also low. Thus, the issue of legal awareness of the community actually concerns the factors of whether a certain legal provision is known, understood, obeyed and respected. If people only know that a legal provision exists, the level of legal awareness is lower than those who understand it, and so on. This is called legal consciousness or knowledge and opinion about law.¹¹ Legal awareness is closely related to legal compliance which is reflected in human attitudes and actions. The problem of legal compliance is a psychological process that can be developed into three basic processes, as stated by H.C. Kelman, namely:¹²

- a. Compliance
An obedience based on the expectation of a reward and an effort to avoid punishment that might be imposed. This compliance is in no way based on a belief in the objective of the law in question, and is more based on control from the power holder. As a consequence, there will be compliance if there is strict supervision of the implementation of these legal principles.
- b. Identification
Occurs when legal compliance exists not because of its intrinsic value, but so that group membership is maintained and there is good relationship with those who hold power.
- c. Internalization
A person obeys the law because intrinsically that obedience has a reward.

Devyra Pravitasari, et.al., mentioned,¹³ that in everyday life traffic problems are so complex that people use roads as a means of business, road users, infrastructure, transportation systems, officials or officers who handle them (Police, Transportation Agency, Public Works Office), business sector and spatial planning. Not to mention natural problems and other social problems. Dealing with traffic cannot be done from one side only, it must be handled in an integrated (holistic/comprehensive) and sustainable manner.

Soerjono Soekanto sees that from the point of view of compliance with road users, there are several groups, namely:¹⁴ 1) The group that obeys traffic regulations, the group that truly understands the benefits of legal principles and the conformity of legal principles with the values they adhere to; 2) The group that is potentially a violator. This group seems to be obedient to legal principles, but compliance is actually fragile because it depends on whether the enforcement of legal principles is supervised or not; 3) The group which clearly violates the law. Against this group imposed the imposition of sanctions or penalties; 4) Class of former offenders. Groups that have violated and are subject to sanctions and penalties.

Community indiscipline behavior in traffic, such as driving a vehicle exceeding the specified speed limit, driving through traffic lights, passing road dividing markers, not completing safety equipment such as not using helmets, mirrors, vehicle lights, incomplete motorized vehicle certificates, not obeying paying taxes, using vehicles that are not suitable for use, and traffic violations that often occur, namely "breaking through vehicle queues, driving zigzags at high speed, having hit traffic lights

¹⁰ Soerjono Soekanto, 1982, *Kesadaran Hukum dan Kepatuhan Hukum*, Jakarta: Rajawali Press, p. 182.

¹¹ Zainuddin Ali, 2006, *Sosiologi Hukum*, Jakarta: Sinar Grafika, p. 66

¹² Soerjono Soekanto, 1985, *Perspektif Teoritis Studi Hukum Dalam Masyarakat*, Jakarta: Rajawali Press, p. 240.

¹³ Devyra Pravitasari, et.al., 2017, 'Pengaruh Pendidikan Kesadaran Hukum Berlalu Lintas pada Pelajar Terhadap Kecelakaan Lalu Lintas di Polres Bogor Kota Berdasarkan Undang-Undang Nomor 22 Tahun 2009 Tentang Lalu Lintas dan Angkutan Jalan', *Jurnal Hukum De'rechtsstaat*, 3 (2), 173-189, <<https://ojs.unida.ac.id/LAW/article/download/964/pdf>>, p. 175

¹⁴ Soni Sadono, 2016, 'Budaya Tertib Berlalu Lintas "Kajian Fenomenologis Atas Masyarakat Pengendara Sepeda Motor di Kota Bandung"', *Jurnal Channel*, 4 (1), 61-79, <<http://journal.uad.ac.id/index.php/CHANNEL/article/view/4207/2314>>, p. 67

several times, and violating signs that are prohibited from cornering".¹⁵ As for the types of motorized vehicles, according to Law Number 22 Year 2009 concerning Road Traffic and Transportation (LLAJ Law), namely:¹⁶

1. motorcycle is a two-wheeled motorized vehicle with or without houses and with or without side-trains or three-wheeled motorized vehicles without houses.
2. Passenger car is any motor vehicle equipped with a maximum of 8 (eight) seats excluding the driver's seat, either with or without luggage transportation equipment.
3. Bus car is any motorized vehicle equipped with more than 8 (eight) seats excluding the driver's seat, either with or without luggage transportation equipment.
4. Cargo car is any motorized vehicle other than those included in motorbikes, passenger cars and buses.
5. Special vehicles are motorized vehicles other than motorized vehicles for passengers and motorized vehicles for goods, which are used for special purposes or transporting special goods.

The Indonesian National Police recorded the number of traffic accidents and violations in 2019 as written in the following table:

Table 1
Number of Accidents and Traffic Violations in 2019

No.	Sub Elemen	Tahun
		2019
1	2	3
1	Jumlah Kecelakaan	107,500
2	Korban Meninggal Dunia	23,530
3	Pelanggaran Lalu Lintas (Tilang)	7,456,913
4	Pelanggaran Lalu Lintas (Teguran)	3,620,393

Source: Kompas, 28 December 2019

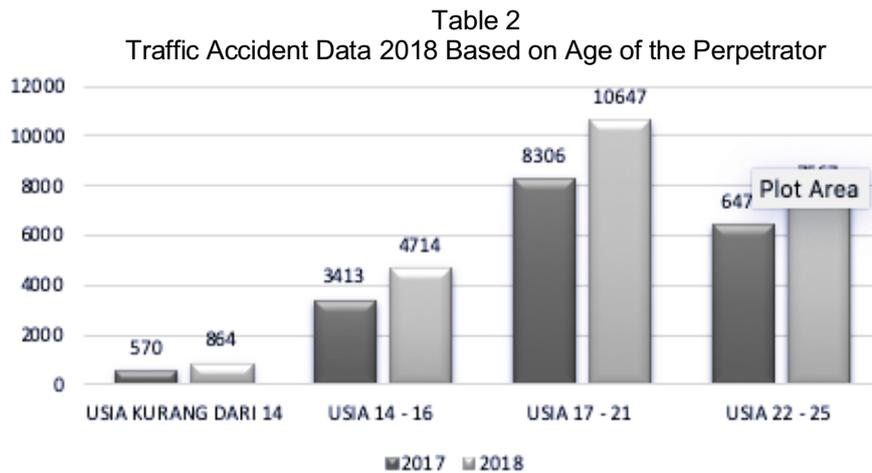
The Indonesian Academy of Young Scientists (ALMI) also explained,¹⁷ that the results of the Patuh Jaya Operation which were held to improve order for motorized vehicle users in the August-September 2019 period showed that the largest number of offenders came from motorcyclists. The number of motorbike violations was more than 84,000 cases or nearly 74% of the number of violations in that period which reached around 114,000 violators. The number of violations in 2019 increased by 63.29% compared to operations in 2018. The results of research conducted by ALMI showed that young motorcyclists and students were the groups that tended to commit violations more often. Young motorists between the ages of 17 and 29 are more likely to commit repeated offenses. Motorists with student status often commit repeated violations.

Furthermore, according to data from Korlantas Polri, adolescents aged 17-21 years who are categorized as student age are the age of the perpetrators then the largest compared to other ages. This is because at that age the driver's skill factor is still at the basic or beginner level, there are not many flying hours and emotions are still unstable.

¹⁵ *Ibid.*, p. 62

¹⁶ Article 47 of Law Number 22 Year 2009 concerning Road Traffic and Transportation.

¹⁷ ALMI. Riset: Kematangan Pribadi dan Pengendara Lain Jadi Penyebab Utama Pengendara Motor Langgar Lalu Lintas. <<https://almi.or.id/2019/10/01/Riset-Kematangan-Pribadi-Dan-Pengendara-Lain-Jadi-Penyebab-Utama-Pengendara-Motor-Langgar-Lalu-Lintas/>>. accessed on July 3, 2020.



Source: *Korlantas Polri (Kumparan, 6 March 2019)*

Students are generally seen very freely on the highway in using two-wheeled vehicles / motorbikes, even many students do not use helmets, modify the vehicle so that it looks not according to factory standards, such as racing exhaust, not wearing rearview mirrors, etc. Most of them do not carry a STNK so that if traffic checks or operations are carried out by officers, many raids will be caught.¹⁸

The existence of safety for young riders related to the ability to ride has been more or less studied by experts. Sun, et al, Masten, Heck and Carlos explained that the threat of safety risks to young riders is inseparable from the lack of driving experience they have. As a novice rider, the existence of experience in driving becomes an obstacle that can increase the risk of accidents. This is inseparable from the existence of experience in driving which directs the level of the driver's ability to master the vehicle both in ordinary conditions and in sudden conditions that require a quick response. Briem, et al. Explained that the risk of accidents that arise in young motorists leads to two things, namely, the concept of errors and lapses.

Errors illustrates a condition where young drivers who are inexperienced, are still in the stage of learning to use a vehicle and ineffective driving behavior due to not being accustomed to using a vehicle. Lapses refers to the ability of a young rider who is unable to perform his proper driving tasks. In addition to discussing driving ability, the existence of the perception of risk in driving is also a study that is often discussed in relation to this young driver. For young drivers, several studies have revealed several things related to the perception of the risk of driving. The existence of a risk perception among young drivers is closely related to immaturity in assessing risky conditions. Young riders in this case have a tendency not to have the ability to perceive a risky condition which in this case is closely related to the immaturity of driving experience and the urge to make risky decisions (for example: high speed, taking short distances, breaking regulations, overtaking a risky vehicle) regardless of the consequences it will bear. The existence of behavior that leads to risky decisions for a young rider according to Briem, et al, this leads to the concept of violations which can increase the risk of driving accidents.¹⁹

According to Pignataro, accidents can be caused by road users (drivers and pedestrians), vehicle factors and environmental factors. Pignataro also stated that accidents are caused by a combination of several factors of bad behavior from drivers or pedestrians, roads, vehicles, drivers or pedestrians, bad weather or bad views. Hobbs classifies the factors that cause accidents into three groups, namely road user factors (humans), vehicle factors, and road and environmental factors.²⁰ C.S.

¹⁸ Anny Yuserlina, 2019, 'Penanggulangan Pelanggaran Lalu Lintas oleh Satuan Lalu Lintas Polres Bukittinggi terhadap Pelajar', *Jurnal Cendekia Hukum*, 4 (2), 334-346, <<http://e-jurnal.stih-pm.ac.id/index.php/cendekiahukum/article/download/133/135>>, p. 336

¹⁹ Handrix Chris Haryanto, 2016, 'Keselamatan Dalam Berkendara: Kajian Terkait Dengan Usia Dan Jenis Kelamin Pada Pengendara', *Inquiry Jurnal Ilmiah Psikologi*, 7 (2), 92-106, <<https://media.neliti.com/media/publications/231153-keselamatan-dalam-berkendara-kajian-terk-32e76d3d.pdf>>, p. 96-97

²⁰ Raja Desril, dkk., 2018, 'Penyuluhan Hukum Keselamatan Lalu Lintas Sebagai Strategi Mewujudkan Budaya Patuh Hukum Lalu Lintas', *Jurnal Pengabdian Untuk-Mu Negeri*, 2 (2), 93-103, <<http://download.garuda.ristekdikti.go.id/article.php?article=1705740&val=10088&title=PENYULUHAN%20HUKU>>

T. Kansil said that the imbalance between road capacity and the increase in vehicles, both two-wheeled and four-wheeled vehicles and other road transportation on the highway, resulted in an increase in violations which had a negative impact on society. To prevent traffic violations from increasing, it is necessary to have a rule of law which is a safeguard in order to achieve traffic order. The rule of law is one of the rules needed to anticipate legal problems, including laws regulating road traffic problems.²¹

Based on the above views, one form of effective social control for students and the public in using road traffic and transportation is traffic regulation, namely, Law Number 22 Year 2009 concerning Road Traffic and Transportation (LLAJ Law). The LLAJ Law is present as a consideration that road traffic and transportation as part of the national transportation system must develop its potential and role in realizing security, safety, order and smoothness of road traffic and transportation in order to support economic development and regional development. The LLAJ Law consists of 22 chapters and 326 articles with the following systematics:

Table 2
Systematics of Law No. 22 Year 2009 concerning Road Traffic and Transportation

BAB I	:	KETENTUAN UMUM (Pasal 1)
BAB II	:	ASAS DAN TUJUAN (Pasal 2 s.d. 3)
BAB III	:	RUANG LINGKUP KEBERLAKUAN UNDANG-UNDANG (Pasal 4)
BAB IV	:	PEMBINAAN (Pasal 5 s.d. 6)
BAB V	:	PENYELENGGARAAN (Pasal 7 s.d. 13)
BAB VI	:	JARINGAN LALU LINTAS DAN ANGKUTAN JALAN (Pasal 14 s.d. 46)
BAB VII	:	KENDARAAN (Pasal 47 s.d. 76)
BAB VIII	:	PENGEMUDI (Pasal 77 s.d. 92)
BAB IX	:	LALU LINTAS (Pasal 93 s.d. 136)
BAB X	:	ANGKUTAN (Pasal 137 s.d. 199)
BAB XI	:	KEAMANAN DAN KESELAMATAN LALU LINTAS DAN ANGKUTAN JALAN (Pasal 200 s.d. 208)
BAB XII	:	DAMPAK LINGKUNGAN (Pasal 209 s.d. 218)
BAB XIII	:	PENGEMBANGAN INDUSTRI DAN TEKNOLOGI SARANA DAN PRASARANA LALU LINTAS DAN ANGKUTAN JALAN (Pasal 219 s.d. 225)
BAB XIV	:	KECELAKAAN LALU LINTAS (Pasal 226 s.d. 241)
BAB XV	:	PERLAKUAN KHUSUS BAGI PENYANDANG CACAT, MANUSIA USIA LANJUT, ANAK-ANAK, WANITA HAMIL, DAN ORANG SAKIT (Pasal 242 s.d. 244)
BAB XVI	:	SISTEM INFORMASI DAN KOMUNIKASI LALU LINTAS DAN ANGKUTAN JALAN (Pasal 245 s.d. 252)
BAB XVII	:	SUMBER DAYA MANUSIA (Pasal 253 s.d. 255)
BAB XVIII	:	PERAN SERTA MASYARAKAT (Pasal 256 s.d. 258)
BAB XIX	:	PENYIDIKAN DAN PENINDAKAN PELANGGARAN LALU LINTAS DAN ANGKUTAN JALAN (Pasal 259 s.d. 272)
BAB XX	:	KETENTUAN PIDANA (Pasal 273 s.d. 317)
BAB XXI	:	KETENTUAN PERALIHAN (Pasal 318 s.d. 319)
BAB XXII	:	KETENTUAN PENUTUP (Pasal 320 s.d. 326)

By understanding the provisions of Law Number 22 Year 2009 concerning Road Traffic and Transportation, legal awareness in traffic will be higher and can reduce the number of accidents and traffic violations. In addition, it is also important for law enforcement officers to understand the

[M%20KESELAMATAN%20LALU%20LINTAS%20STRATEGI%20MEWUJUDKAN%20BUDAYA%20PATUH%20HUKUM%20LALU%20LINTAS>](#), p. 96

²¹ Anny Yuserlina, *Op.Cit.*, p. 335

provisions of the LLAJ Law in carrying out law enforcement in the field of road traffic and transportation. The purpose of law enforcement, namely, to regulate society to be peaceful and just by balancing the protected interests, so that each member of society gets as much as possible what is his right.²² According to Soerjono Soekanto, law enforcement is an activity to harmonize the relationship of values that are described in solid and embodying principles and attitudes as a series of defining the final stage of values to create, maintain and have a peaceful relationship in life.²³

The higher public awareness of the law, the more possible law enforcement in society. Because the law comes from society and is intended to achieve peace in the community as well. Therefore, from a certain point of view, the community can influence law enforcement. Law enforcement is closely related to obedience to users and implementers of laws and regulations, especially in traffic in an orderly and safe manner.²⁴ However, looking at the accident and violation data as previously stated, it can be assessed that in addition to negligence, ignorance and lack of understanding of traffic regulations can be the cause of accidents and violations. Thus, one ideal form of increasing public awareness, especially students, who are among the highest contributors to accidents and violations, legal counseling activities are needed to increase their legal awareness capacity.

The juridical provisions regarding legal counseling are regulated in the Regulation of the Minister of Law and Human Rights of the Republic of Indonesia No. M-01.PR.08.10 of 2007 concerning Amendments to the Regulation of the Minister of Law and Human Rights of the Republic of Indonesia No. M-01.PR.08.10 of 2006 concerning the Pattern of Legal Counseling. The background for the issuance of these regulations is in the framework of developing a legal culture at all levels of society so that awareness and legal compliance can be created for the sake of upholding the rule of law in the Unitary State of the Republic of Indonesia, it is necessary to conduct legal counseling nationally and so that the implementation of legal counseling nationally can run in an orderly manner, directed, and integrated, need to be based on a pattern of legal counseling. Legal counseling is one of the activities to disseminate information and understanding of legal norms and prevailing laws and regulations in order to create and develop public legal awareness so as to create a legal culture in an orderly form and obey or comply with legal norms and laws and regulations in force for the sake of its enforcement.²⁵

Legal counseling according to Soerjono Soekanto is a certain type of legal aid, namely preventive legal assistance. Legal counseling is an activity, which deliberately and deliberately provides (legal) assistance to certain parties through communication so that these parties are able to make a decision. The main objective of legal counseling is so that the community members understand the applicable law so that the law institutionalizes and even animates the community concerned.²⁶ Legal education is the most rational method in forming students' legal awareness. On the one hand, the condition that shows the more orderly regulation of the life of the state, nation and society, is evidence that the law has functioned in regulating the lives of citizens.

For efforts to implement legal rules, characteristically these legal rules are equipped with sanctions, so that there is an incentive for citizens to obey the law, but what is desired is more than that where the aim is that legal rules are implemented without any cause. feeling afraid of sanctions, but they obey the rule of law because of their awareness and respect for the law. This is a vision and mission that legal counseling activities must carry out, this is synonymous with the thought that the threat of legal sanctions no matter how hard they will not be able to fully control the behavior of legal subjects, where there are always gaps and opportunities, no matter how small they will try to be exploited by someone. the legal subject at a calculated risk in order to avoid the legal control which is inherently external control.

Conditions that indicate the weakness of such sanctions, with the formation of public legal awareness, efforts can be made to overcome them. So that the effectiveness of the law can be optimized even more. Lawyers must realize that the task at hand is to design human life through knowledge, understanding and awareness of the law. Structurally, the system of all legal rules has the

²² R. E. Baringbing, 2001, *Catur Wangsa Simpul Mewujudkan Supremasi Hukum*, Jakarta: Pusat Kajian Informasi, p. 54

²³ Soerjono Soekanto, 2005, *Faktor-Faktor yang Mempengaruhi Penegakan Hukum*, Jakarta: Raja Grafindo, p. 5

²⁴ Raja Desril, et.al., *Op.Cit.*, p. 101

²⁵ Sudjana, 2016, 'Penyuluhan Hukum dalam Upaya Peningkatan Kesadaran Hukum Berlalulintas melalui Pemahaman terhadap Isi Undang-Undang Nomor 22 Tahun 2009 Tentang Lalu Lintas dan Angkutan Jalan', *Jurnal Pendidikan Ilmu Sosial*, 25 (2), 1-14, <<https://doi.org/10.17509/jpis.v25i2.6186>>, p. 3

²⁶ Evie Rachmawati Nur Ariyanti, 2017, 'Penyuluhan Hukum Hak dan Kewajiban Wajib Pajak Bagi Peserta Didik Sekolah Menengah Atas Negeri (SMAN) 10 Jakarta', *Jurnal Pengabdian Masyarakat*, 23 (2), 261-267, <<https://doi.org/10.24114/jpkm.v23i2.6874>>, p. 264

potential to design human life as a national community, as long as these legal rules normatively meet the requirements of a good legal rule, are consistently implemented by law enforcers, and get support from all levels of society. Systematically, of course, these legal rules have levels both in the ranking of the container and the quality of the norm. The 1945 Constitution provides an indication that this constitutional state of the Republic of Indonesia was established for the realization of a prosperous and happy life. The spirit of a rule of law is what must be the main principle that must be implemented concretely in various legal counseling activities, so that all legal counseling activities are ideal instruments towards which the Indonesian people and nation want to be taken.²⁷

In increasing traffic law awareness among students through legal counseling methods, at least students are given the knowledge and understanding of correct traffic procedures and criminal sanctions that can be imposed if they commit a traffic violation. In brief, the criminal provisions in traffic in Law Number 22 of 2009 concerning Road Traffic and Transportation are divided into three types of violations, namely serious, moderate, and minor violations. The serious violation category has a sentence of 6 months or more with a fine of more than Rp. 1,000,000, several types of serious violations include, committing an act that results in damage and/or malfunction of the road, illegal racing on the highway, resulting in traffic accidents with minor injuries/serious injuries/death and damage to vehicles and/or goods, and damage and interfere with road functions. Medium violation category has a criminal provision of 3 - 4 months with a fine of around Rp. 500,000 - Rp. 1,000,000, several types of serious violations including, not having a permit

Driving (SIM), not concentrating while driving, and breaking through train doors. The category of minor offenses has a sentence of 15 days - 2 months with fines ranging from Rp. 100,000 - Rp. 500,000, several types of minor violations including, disturbing the function of signs, road markings, APIL, pedestrian facilities and road user safety devices, cars not equipped with spare tires, safety triangles, jacks, wheel openers, and first aid kit, not wearing number plates, not having STNK or STCK, driving a motorbike not wearing an Indonesian National Standard (SNI) helmet, and the driver or passenger who sits beside the driver who is not wearing a seat belt.

A good or qualified legal counselor in carrying out legal extension activities can not only invite people to act and act in accordance with the applicable law but also can provide a good example in society so that other people can implement what the legal educator exemplified. In other words, before people carry out the invitation that is conveyed by us as legal counselors, a law educator must first carry out what he tells other people. For example, if a legal counselor provides legal education (socialization) regarding road traffic and transportation laws, for example, where the law stipulates that a motorist driving a motorized vehicle must wear a helmet and have a SIM, it turns out that the extension worker does not wear a helmet and Driving license when driving a vehicle, of course this is not in accordance with what is conveyed by legal counselors to the wider community. In other words, a legal educator must know what approaches to implement when carrying out legal education to the community, whether the approach is persuasive, educative, communicative, and accommodating. The most important thing is that it must be adapted to the conditions and circumstances of the local community.²⁸ In addition, positive social support will be able to help adolescents (students) to show positive behavior in their social environment. Baron and Byrne stated that social support is a physical and psychological comfort provided by friends/family members.

Social support can provide several benefits, including increasing work productivity, increasing psychological well-being and adaptability, clarifying identity, increasing self-esteem and reducing stress, and improving and maintaining physical health, as well as further learning to manage the stress and pressures faced. It can be concluded that social support can support youth as road users to be more adaptive in acting while driving a motorized vehicle.²⁹

Traffic discipline has an important role to play in maintaining the safety of yourself and other road users. Discipline means orderly obeying the rules and norms of traffic norms on the road. In practice, traffic discipline on the road can take the form of obeying traffic signs, controlling emotions, controlling oneself while driving, respecting the rights of others to use existing facilities, and being patient and focused. Traffic discipline can be seen using the following aspects: a) Alertness, motorists who have alertness will always be alert and alert to road users. Being vigilant makes drivers more aware of themselves and others; b) Awareness, drivers who have traffic awareness will understand good, correct and safe driving procedures and have knowledge of driving rules. Awareness of the importance of

²⁷ Yul Ernis, 2018, 'Implikasi Penyuluhan Hukum Langsung Terhadap Peningkatan Kesadaran Hukum Masyarakat', *Jurnal Penelitian Hukum De Jure*, 18 (4), 477-496, <<http://dx.doi.org/10.30641/dejure.2018.V18.477-496>>, p. 482

²⁸ *Ibid.*, p. 486

²⁹ Amherstia Pasca Rina, et.al., 2018, 'Kedisiplinan Berlalu Lintas Pada Siswa SMA', *Jurnal Psikologi Indonesia*, 7 (2), 200-214, <<http://jurnal.untag-sby.ac.id/index.php/persona/article/download/1799/pdf>>, p. 203

driving properly, making motorists obey traffic signs in driving; c) Attitude (mentality), good attitude and mentality are shown to be more concerned with the public interest and the safety of others. By prioritizing the interests of others, drivers indirectly maintain their own safety. Drivers who have a good attitude and mentality will appreciate and respect road users more.³⁰

CONCLUSION

Adolescents aged 17-21 years who are categorized as student age are the age of perpetrators then the largest compared to other ages. This is because at that age the driver's skill factor is still at the basic or beginner level. Students are generally seen very freely on the road in using two-wheeled vehicles/motorbikes with various forms of violations committed. Responding to this, one ideal form of increasing student awareness is holding legal counseling activities that aim to implement legal rules without fear of sanctions, but obeying the rules of law because of their awareness and respect for the law. In increasing traffic law awareness among students through legal counseling methods, at least students are given the knowledge and understanding of correct traffic procedures and criminal sanctions that can be imposed if they commit a traffic violation.

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³⁰ *Ibid.*, p. 201-201

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