

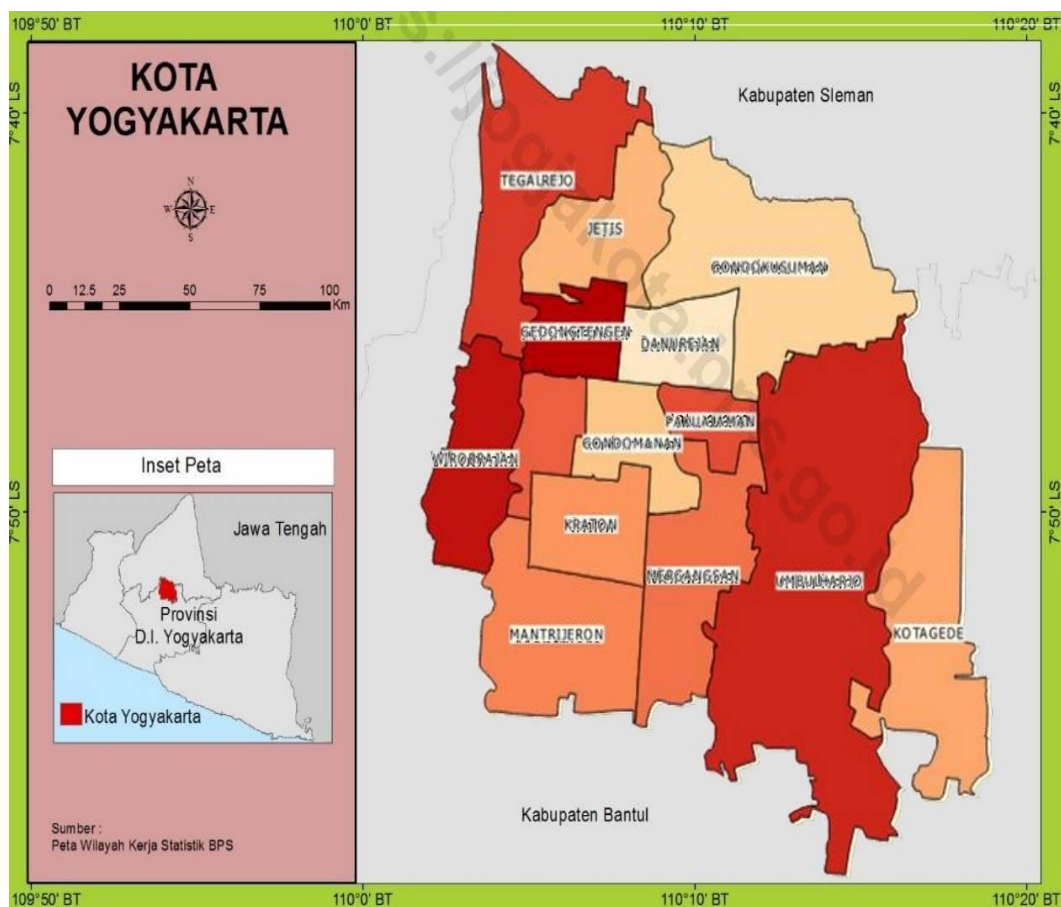
CHAPTER II

RESEARCH OBJECT DESCRIPTION

A. Yogyakarta

a. Geographical, Topographic and Administrative Borders

Graph 2.1 Map of Yogyakarta City



Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

The research area in which the city of Yogyakarta is part of the D.I.Yogyakarta area which is administratively the special area of Yogyakarta is located in the southern part of the island of Java, bordering the Central Java

Province and the Indian Ocean (BPS, 2018). Yogyakarta Special Region itself has an area of 3,185.80 km². As geographically D.I.Yogyakarta located at 830-720 south latitude and 10940-1110 east longitude. Based on the landscape, the Yogyakarta Special Region can be grouped into four physiographic units, which are the physiographic units of Mount Merapi, the physiographic unit of Kulon Progo Mountains, the physiographic unit of the Thousand Mountains and the Sewu Mountains, and the Lowland physiographic unit (Prabandaka, 2017).

The capital of the Special Region of Yogyakarta is the City of Yogyakarta itself, which is located between 1102419-1102853 East Longitude and between 74926-71524 South Latitude with an area of 32.5 km² or 1.025% of the total area of the Special Province of Yogyakarta. The farthest distance from north to south is less than 7.5 km and from west to east approximately 5.6 km. The city of Yogyakarta has encompassed a number of surrounding areas, which makes administrative boundaries not prominent, for the sake of maintaining the sustainability of the region's development a secretariat called Kartamantul (Yogyakarta, Sleman and Bantul) was formed.

Yogyakarta City is located on Merapi Mountains valley having an inclination of between 0-2%. The land is on the average of 114 meters from sea surface. Yogyakarta have a number of 1,657 hectares on the height of less than 100 m and the rest (1,593 hectares) is located around 100-199 m height from the sea surface, and the type of land is contain regosol.

Administratively, Yogyakarta City consists of 14 sub-districts and 45 villages, 616 RW (citizens association) and 2,532 RT (neighborhood association) and an area of 32.5 km² with territorial boundaries (BPS, 2018).

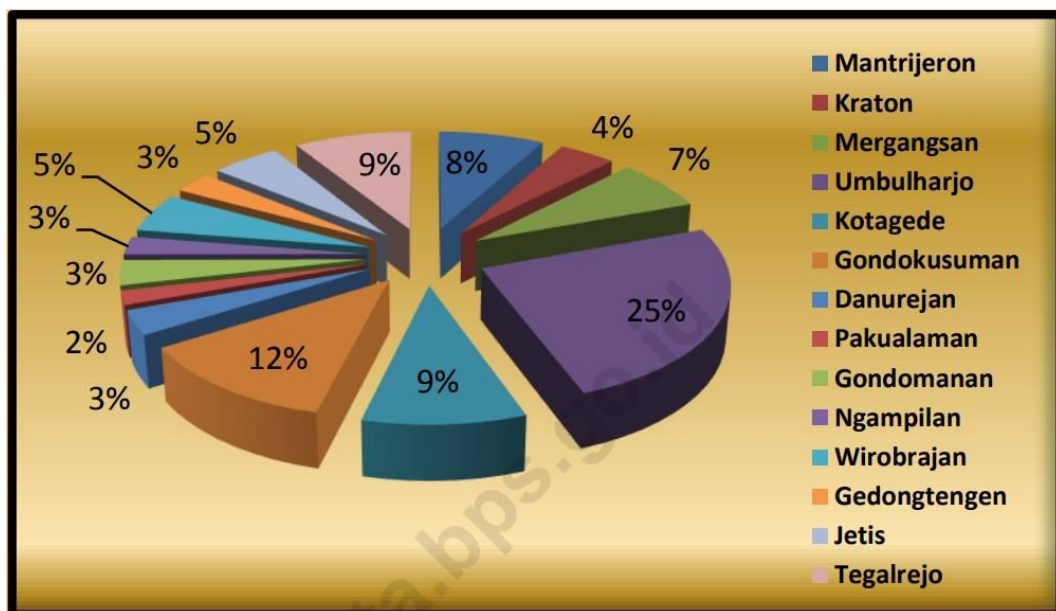
North : Sleman Regency

East : Bantul and Sleman Regency

South : Bantul Regency

West : Bantul and Sleman Regency

Graph 2.2 Percentage area of Yogyakarta City by Sub-district 2017-2018



Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

b. Population

The main source of population data is a population census that is carried out every ten years. The population census has been implemented six times since Indonesia's independence, namely 1961, 1971, 1980, 1990, 2000, and 2010. In the population census, enumeration is carried out on all residents who are domiciled in Indonesia's territorial territory including foreign nationals except members of the diplomatic corps of friendly countries and their families. Methods of data collection in the census were carried out by interviews between census officers and respondents and also through e-Census (BPS, 2018).

Population recording uses the usual residence concept, which is the concept in which ordinary people reside. The population of each region in Yogyakarta City influenced by the birth, death and migration or movement of people, Yogyakarta City population growth changes in every year. Changes in the structure and composition of the population also can be seen from the comparison of the population shape in which the population of Yogyakarta is dominated by young people. Total population in Yogyakarta City in 2017 based on Population Projection by BPS-Statistic Indonesia was 422.732 people, 206.421 people was male and 216.311 people was female. Population density can be calculated based on the number of population for each square kilometer. As known as the most densely of population in Ngampilan that was equal to 20.770 people per km². Different from Ngampilan that Umbulharjo have a most sparsely populated around 11.179 people per km² (BPS, 2018).

**Table 2.1 Population Distribution and Density by Sub-district in Yogyakarta
City 2017-2018**

NO	Kecamatan Subdistrict	Persentase Penduduk Percentage of Total Population	Kepadatan Penduduk per km2 Population Density per sq.km
1	Mantrijeron	7,90	12 799
2	Kraton	4,16	12 554
3	Mergangsan	7,25	13 275
4	Umbulharjo	21,47	11 179
5	Kotagede	8,77	12 070
6	Gondokusuman	11,23	11 895
7	Danurajen	4,52	17 389
8	Pakualaman	2,21	14 827
9	Gondomanan	3,24	12 229
10	Ngampilan	4,03	20 770
11	Wirobrajan	6,15	14 768
12	Gedongtengen	4,35	19 154
13	Jetis	5,67	14 108
14	Tegalrejo	9,04	13 139
Kota Yogyakarta		100,00	13 007
Yogyakarta City		Male:	Female:
			422.732

Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

Labor is one of the most decisive factors in the development process in a region. The greater the number of workers, especially if accompanied by sufficient skills and expertise, the development of the region will be increasingly rapid. The labor force participation rate in 2017 was 65.72 percent. When classified by gender, the female TPAK level is 60.05 percent smaller than the male TPAK which reaches 71.81 percent. The unemployment rate in 2017 was 5.08 percent. When viewed from the sexes, the male unemployment rate is 6.06 percent higher than the female unemployment rate which is only 4.01 percent (BPS, 2018).

c. Government

The Regional Government is the Regional Leader and the House of Representatives (DPRD). The Regional Leader is responsible as the executive and the DPRD is responsible as a legislator.

The House of Representatives (DPRD) is the Regional Legislature. Yogyakarta City DPRD 2014-2019 service period consists of 40 members from six factions consisting of 40 percent PDI-P faction, 12.5 percent FPAN, 12.5 percent Gerindra Party, 12.5 percent FPG, 12.5 FPKS percent and FPPP 10 percent. The Regional Government is the Regional Leader and the House of Representatives (DPRD). The Regional Leader is responsible as the executive and the DPRD is responsible as a legislator (BPS, 2018).

The most civil servants at the sub-district level in Umbulharjo Subdistrict were 54 employees and the second was followed by Gondokusuman District with

45 employees. For the most vertical civil servants, the Office of the Ministry of Religion of Yogyakarta City reached 363 employees.

Table 2.2 Number of Members of the Regional House of Representatives by Political Parties and Sex in Yogyakarta City 2017-2018

NO	Partai Politik Political Parties	Jenis Kelamin/SEX		
		Laki-laki Male	Perempuan Female	Jumlah Total
1	PDI Perjuangan	14	1	15
2	Demokrat	1	0	1
3	PAN	4	1	5
4	PKS	4	0	4
5	Nasdem	1	0	1
6	Golkar	3	2	5
7	PPP	3	1	4
8	Gerindra	0	5	5
Kota Yogyakarta Yogyakarta City		30	10	40

Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

d. Justice and Criminality

The level of crime can describe the occurrence of social inequality in society, as well as a social phenomenon that requires serious handling. In 2017 the number of violations that entered the Yogyakarta City Court were 29,739 cases increased from 2016. All cases received a criminal decision and punishment, none

of them were free, appealed and punishment reduction or we called clemency. The number of cases included in the Yogyakarta City Prosecutor's Office increased from 363 in 2016 to 407 in 2017. Residential detainees decreased by 11.90 percent to 370 in 2017 (BPS, 2018).

e. Tourism

Yogyakarta City being known as a student city, is also known as a cultural city and tourism city. Many of the tourism potentials of this city include shopping, culinary tourism, nature tourism, and cultural tourism with all those unique things that Yogyakarta have.

The number of tourist visitors in 2017 was 3.89 million million visitors, with foreign visitors as much as 11.12 percent and domestic 88.88 percent. With considerable tourism potential, it is expected to be a mainstay of power to increase regional income (Prabandaka, 2017).

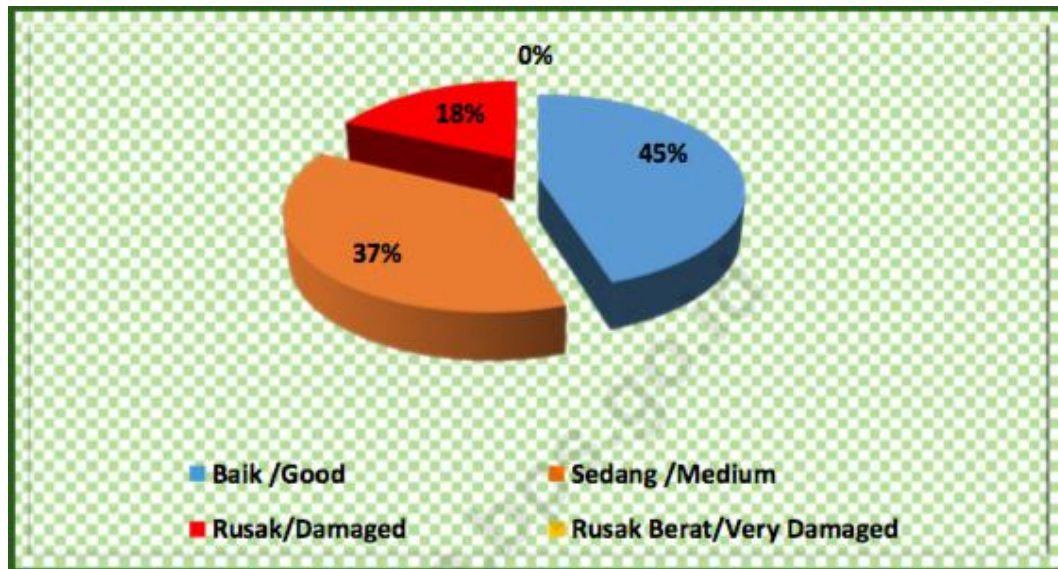
f. Transportation

The availability of adequate infrastructure/infrastructure is one of the basic capital to increase the activities of a region's community, both for activities that are social and economic activities. One of the basic infrastructure/infrastructure is the road. Increasingly, development efforts demand an increase in road construction to facilitate population mobility and facilitate inter-regional trade.

The length of the road in the entire area of Yogyakarta City in 2017 is 233.21 km, all of which are under the authority of the City of Yogyakarta whose surface is entirely asphalt. Road conditions in general can be said to be feasible to

pass, 44.63 percent of good road conditions, 37.34 percent of moderate road conditions, and 18.02 percent of damaged road conditions (BPS, 2018).

Graph 2.3 Percentage of Road by Condition in Yogyakarta City 2017-2018

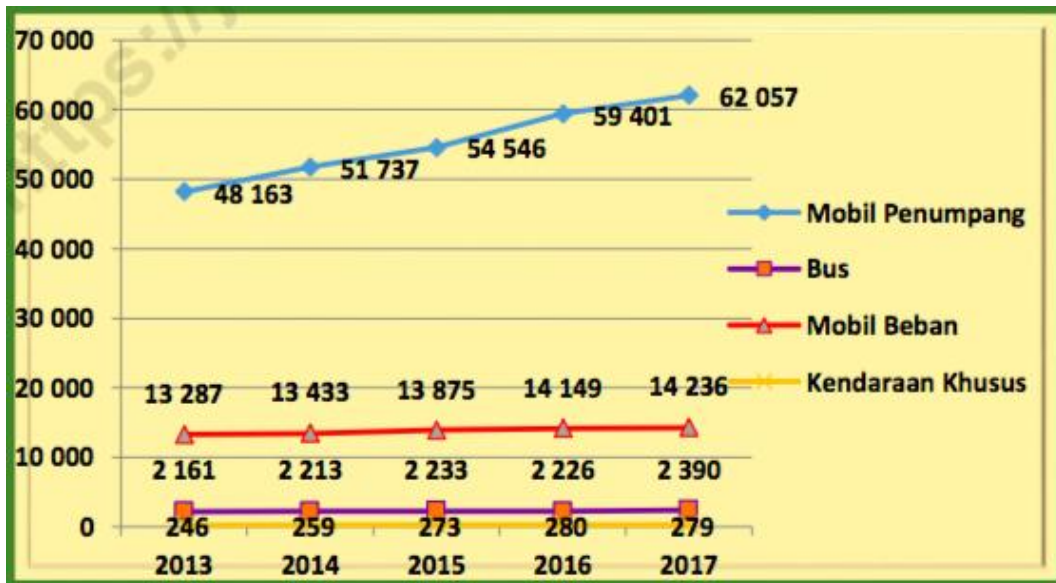


Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

To meet land transportation, there are two main types of land transportation vehicles, motorized vehicles and trains. In 2017 the number of motorized vehicles was 507,332 units. Its composition in 2017 is at most 84.44 percent motorcycle, passenger car 12.23 percent and car load 2.81 percent.

The railway transportation in the city of Yogyakarta includes transportation for passengers and goods, which consists of two stations namely the Tugu station which is specifically intended for the departure of business and executive train passengers, and the Lempuyangan station which is intended for the departure of economic train passengers and goods (BPS, 2018).

Graph 2.4 Trend Chart of The Number of Motorized Vehicles in Yogyakarta City 2013-2018



Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

Tabel 2.3 Number of Motorized Vehicles in Yogyakarta City 2017-2018

No	Jenis Kendaraan Type of Vehicle	2014	2015	2016	2017/2018
1	Mobil Penumpang	51 737	54 546	59 401	62 057
2	Bus	2 213	2 233	2 226	2 390
3	Mobil Beban	13 433	13 875	14 149	14 236
4	Kendaraan Khusus	259	273	280	279
5	Sepeda Motor	381 770	399 615	415 749	428 370
Jumlah/Total		449 412	470 542	491 805	507 332

Source: Kota Yogyakarta Dalam Angka 2018 (BPS, 2018)

g. Social Conditions

The movement of people in Yogyakarta City especially with private vehicles cannot be separated from the social conditions of the community. Private vehicle ownership can improve a person's social status, so that it can cause everyone to be more accustomed to using private vehicles to travel than using public transport. This also causes the people's habit of walking to be less, so that when traveling in the community it is more comfortable to use a motorized vehicle than walking even though the distance is only close (Prabandaka, 2017).

The situation in Yogyakarta where political, economic, political and cultural conditions have created traffic congestion situations caused by excessive use of private vehicles. Private vehicle use that has increased has resulted in a decrease in the quality of private public transport services. Thus the role of government authority is very important to determine and control the congestion that occurs in the city of Yogyakarta.

B. Ditlantas Polda D.I Yogyakarta

Ditlantas is in charge of organizing traffic activities which include Education for Traffic Communities (Dikmaslantas), law enforcement, assessment of traffic problems, administration of resident drivers and motorized vehicles, conducting highway patrols between regions.

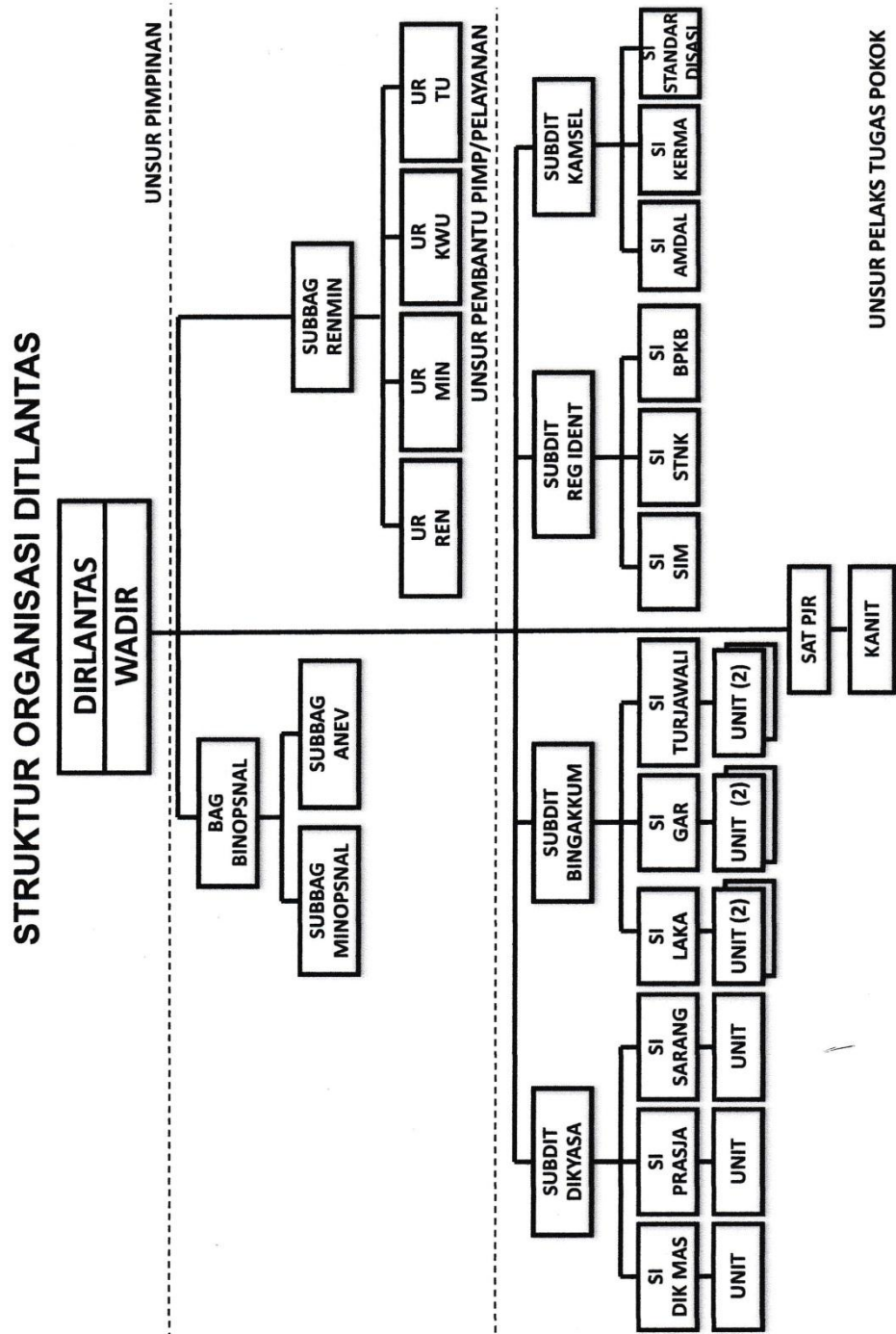
Ditlantas was led by Dirlantas (traffic director) which was responsible to the Regional Police Chief and in carrying out daily tasks under the control of the

Regional Police Chief. Dirlantas in carrying out its duties is assisted by Wadirlantas (vice traffic director) who is responsible to Dirlantas.

Ditlantas consists of:

1. Subbagian Perencanaan dan Administrasi (Subbagrenmin)
2. Bagian Pembinaan Operasi (Bagbinopsnal)
3. Subdirektorat Pendidikan Masyarakat dan Rekayasa (Subditdikyasa)
4. Subdirektorat Pembinaan Penegakan Hukum (Subditbingakkum)
5. Subdirektorat Registrasi dan Identifikasi (Subditregident)
6. Subdirektorat Keamanan dan Keselamatan (Subditkamsel)
7. Satuan Patroli Jalan Raya (Sat PJR)

Graph 2.5 Struktur Organisasi Ditlantas Polda D.I Yogyakarta



DAFTAR SUSUNAN PERSONEL DITLANTAS

UNIT	NOMOR		URAIAN	PANGKAT	ESELON	JUMLAH	KETERANGAN
	1	2					
20			3	4	5	6	7
	00		DITLANTAS				
	01		PIMPINAN				
	01		Dirilantas	KBP	II B	1	
	02		Wadirilantas	AKBP	III A	1	
						2	
	02		SUBBAGRENMIN				
	01		Kasubbagrenmin	KP	III B	1	
	02		Kaurren	AKP/PNS III c/d	IV A	1	
	03		Kaurmin	AKP/PNS III c/d	IV A	1	
	04		Kaurkeu	AKP/PNS III c/d	IV A	1	
	05		Kaurtu	AKP/PNS III c/d	IV A	1	
	06		Pamin	IP/PNS II a/b	IV B	7	
	07		Bamin/Banum	BA / PNS II / I	-	5	
						17	
	03		BAGOPSNAL				
	01		Kabagbinopsnal	AKBP	III A	1	
	02		Kasubbagminopsnal	KP	III B	1	
	03		Kasubbaganev	KP	III B	1	
	04		Paur pada subbag	AKP	IV A	2	
	05		Bamin/Banum	BA/PNS II/I	-	2	
						7	

Source: Ditlantas Polda DIY

NOMOR UNIT	JAB	URAIAN	PANGKAT	ESELON	JUMLAH	KETERANGAN
04	01	SUBDITDIKYASA				
	02	Kasubditdikyasa	AKBP	III A	1	
	03	Kasidikmas	KP	III B	1	
	04	Kasiprasja	KP	III B	1	
	05	Kasisarang	KP	III B	1	
	06	Kanit	AKP	IV A	3	
	07	Banit	BA	-	6	
		Banum	PNS II / I	-	3	
					16	
05	01	SUBDITBINGAKKUM				
	02	Kasubditbingakkum	AKBP	III A	1	
	03	Kasilaka	KP	III B	1	
	04	Kasigar	KP	III B	1	
	05	Kasiturjawali	KP	III B	1	
	06	Kanit	AKP	IV A	6	
	07	Banit	BA	-	6	
		Banum	PNS II / I	-	3	
					19	

Source: Ditlantas Polda DIY

NOMOR UNIT	JAB	URAIAN	PANGKAT	ESELON	JUMLAH	KETERANGAN
06		SUBDITREGIDENT				
01		Kasubditregident	AKBP	III A	1	
02		Kasi SIM	KP	III B	1	
03		Kasi STNK	KP	III B	1	
04		Kasi BPKB	KP	III B	1	
05		Paur pada seksi	AKP	IV A	3	
06		Pamin pada seksi	IP	IV B	6	
07		Bamin/Banum	BA / PNS II / I	-	9	
					22	
07		SUBDITKAMSEL				
01		Kasubditkamsel	AKBP	III A	1	
02		Kasiamdal	KP	III B	1	
03		Kasikerma	KP	III B	1	
04		Kasistandar	KP	III B	1	
05		Paur pada seksi	AKP	IV A	3	
06		Bamin/Banum	BA / PNS II / I	-	6	
					13	

Source: Ditlantas Polda DIY

4

1	NOMOR		3	4	5	6	7
	UNIT	JAB					
	08	2	SATPIR				
	01		Kasat PJR	AKBP	III A	1	
	02		Kanit	AKP	IV A	5	
	03		Panit	IP	IV B	10	
	04		Banit	BA	-	40	
	05		Banum	PNS II / I	-	5	
						61	

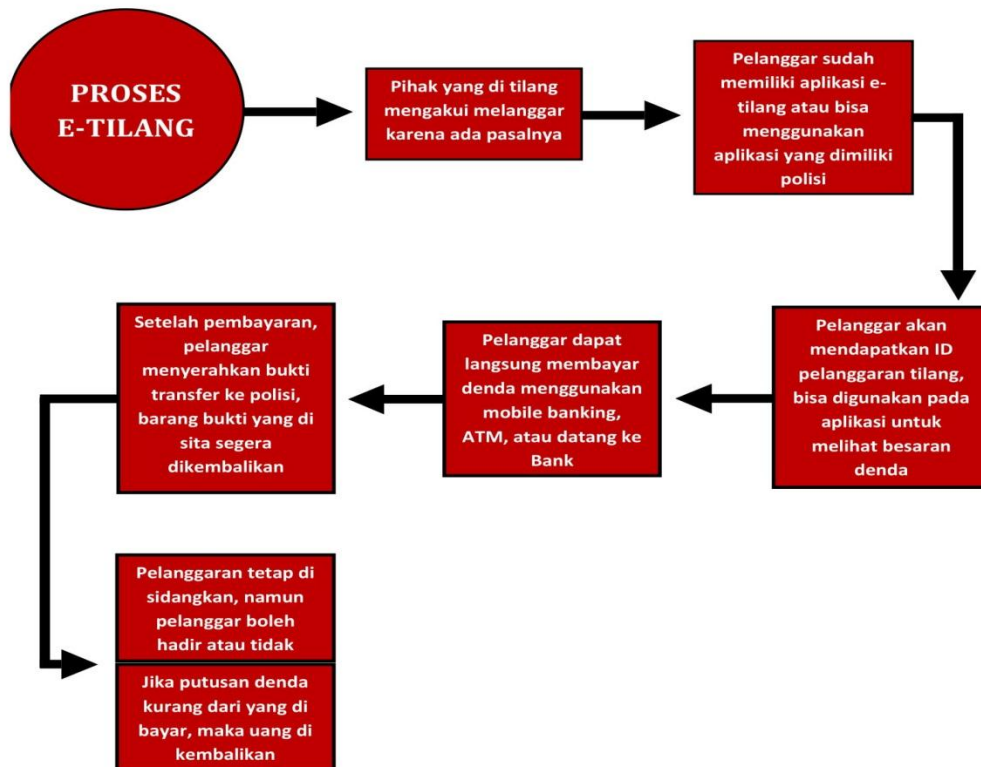
Source: Ditlantas Polda DIY

Ditlantas main tasks:

1. Police traffic guidance
2. Fostering community participation through traffic-sectoral collaboration, social security, and assessment of traffic problems
3. Conducting traffic police operations in the context of law enforcement and traffic order
4. Administrative guidance for registration and identification of motorized vehicles and drivers
5. Conducting road patrols and prosecuting violations and handling traffic accidents in the context of traffic law enforcement, as well as guaranteeing kamseltibcarlantas (security, safety, order and smooth traffic)
6. Security and rescue of road users
7. Data collection and processing and presentation of information and documentation of Ditlantas activity programs.

C. Mechanism of e-Tilang

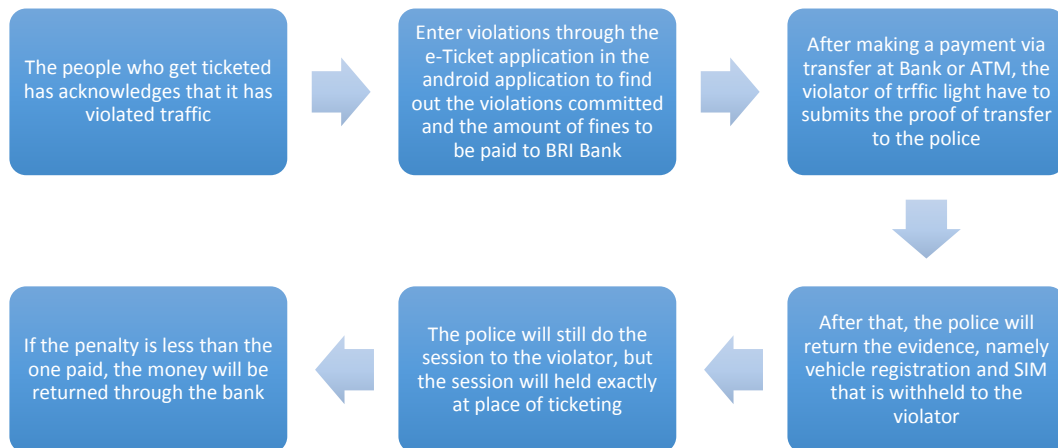
Graph 2.6 The Mechanism of e-Tilang



Source: Ditlantas Polda DIY

e-Tilang process:

Graph 2.7 The Mechanism of e-Tilang



Source: Organized by researcher 2018

In general the mechanism of e-Tilang is as follows:

First, the offender will receive a ticket in the form of a ticket. Second, the violator will get a BRI number and the amount to be paid as a fine from the redemption. Third, after payment the customer will be in the on-site trial and after that can retrieve the evidence that has been detained.