

The Function of the Indonesia Sea and Coast Guard in Maritime Patrol for Maritime Law Enforcement in Port Authority of Tanjung Mas Semarang

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ABSTRACT

The Indonesian Sea and Coast Guard is an institution which has function as a regulations protector and enforcer based on the Constitution of Republic of Indonesia no 17 year 2008 about Shipping. This institution is needed because there is a rapidly increasing number of ships entering Port of Tanjung Mas Semarang. Furthermore, it is necessary to have maritime patrol to avoid accident on the sea. The aims of this research are 1). To figure out the maritime patrol activities in Tanjung Emas Sea and Coast Guard. 2). To find some problems occurred in the maritime patrol, and 3). To determine some solutions to overcome the problems. We used descriptive qualitative to describe and elaborate the objects inspected. To get the data needed, we used observation, interview and literature review. The result of the research are followings: 1). The Indonesia Sea and Coast Guard has been carrying out the patrol based on the standard procedure called DLKr (work area) and DLKp (interest area) Port of Tanjung Mas Semarang, however, they face some problems in the patrol equipment. 2). The problems found are patrol supporting equipment such as patrol ships, the firearms, handy talky, updating the personnel of the Sea and Coast Guard skills. 3). Equipment maintenance and workshop enhancement to upgrade the personnel expertise.

Keywords: *The indonesian sea and coast guard, patrol ship, port of tanjung mas semarang*

1. INTRODUCTION

The Indonesia Sea and Coast Guard is a Directorate under the Directorate General of Sea Transportation, Ministry of Transportation of the Republic of Indonesia which is tasked with securing shipping in Indonesia. The guaranteed safety and security of shipping in Indonesian territorial waters certainly cannot be separated from the role of the KPLP in carrying out its function as a guardian and Law enforcement and regulations at sea and the coast. Provisions in article 276 of Law No. 17 of 2008 concerning Sailing mandating the establishment of the KPLP which is responsible to the President through the Minister. KPLP was formed based on article 276 of Law No. 17 of 2008 about Shipping. Indonesia Sea and Coast Guard is given the right to conduct "Hot Pursuit" (instant pursuit) this is based on Article 111 of UNCLOS 1982 on the Right of Hot Pursuit, namely instant pursuit carried out by coastal states to chase and stop vessels suspected of violating the provisions issued by the coastal country.

In carrying out its duties, KPLP is supported by infrastructure in the form of state ships as regulated by article 279 paragraph 1 of Law 17 of 2008 concerning Shipping. KPLP has the task to formulate and implement policies, standards, norms, guidelines, criteria and procedures, as well as technical guidance, evaluation and reporting in the field of patrol and security, safety supervision and Civil Servant Investigators (PPNS), orderly shipping, disaster management and work underwater, marine and coastal facilities and infrastructure. Therefore, the government needs to manage maritime security. The steps that need to be taken are directly related to providing a specific adequate legal framework and re-managing institutional aspects that overlap in maritime security governance. In connection with the hectic port activities at Tanjung Emas Semarang, supervision is needed from the KPLP in accordance with applicable laws and maritime patrols are needed to maintain the security of activities at the Tanjung Emas port in Semarang so that activities at sea continue to run well. In scientific writing the formulation the problem is very important, because the formulation of

the problem will make it easier to conduct research and look for more accurate answers.

Based on the background of the problem above, the formulation of the problem is as follows:

- 1). What is the description of the Indonesian Sea and Coast Guard maritime patrol activities in the KSOP (Port Authority) Tanjung Emas Semarang?, 2). What obstacles are encountered when conducting maritime patrols in the KSOP Tanjung Emas legal area in Semarang?, and 3). What are efforts to overcome the obstacles that occur?

2. LITERATURE REVIEW

The research method in this thesis is using descriptive qualitative method. According to Moleong (2014: 6), qualitative research is research that intends to meet the phenomena about what is experienced by research subjects such as behavior, perception, motivation, actions and by means of descriptions in the form of words and languages, in a special natural context by utilizing various scientific methods. Furthermore, Moleong (2014: 11) argues that descriptive research emphasizes data in the form of words, images, and not numbers caused by the application of qualitative methods. In addition, everything collected is likely to be the key to what has been studied.

This study aims to obtain a clearer, more complete, and possible picture and information for researchers to conduct research. Therefore, the authors determine the location of the study is the place where the research will be conducted. In this case, the research location is located at the Office of the Sea and Coast Guard Unit (KPLP) which is located on Jl. Yos Sudarso No. 30 Bandarharjo, North Semarang, Semarang City, Central Java. The time of research conducted by researchers is in May 2018 until August 2018.

3. RESULTS AND DISCUSSION

What is the description of the Indonesia Sea and Coast Guard maritime patrol activities in the KSOP (Post Authority) Tanjung Emas Semarang?

The Sea and Coast Guard Unit or the Indonesia Sea and Coast Guard is a Directorate under the Directorate General of Sea Transportation, Ministry of Transportation of the Republic of Indonesia which is tasked with securing shipping in Indonesia. The KPLP motto is "Dharma Jala Praja Tama" means "As a marine person, always strive to carry out the best service for the nation and state.

- a. The task of *Indonesia Sea and Coast Guard*:

In Law No. 17 article 277 (paragraph 1) of 2008 concerning Shipping, the Directorate of Sea and Coast Guard Units has the task of carrying out the formulation and implementation of policies, formulation of norms, standards, procedures and criteria, providing technical guidance and supervision as well as evaluation and

reporting in the field of patrol and security, law enforcement and advocacy, orderly shipping, disaster management and underwater works, facilities and infrastructure.

- b. The function of Directorate Indonesia Sea and Coast Guard

In Law No. 17 article 277 (paragraph 2) of 2008 concerning Shipping, the Directorate of Sea and Coast Guard Units has the function to:

- 1) Formulate and establish general law enforcement policies at sea, 2) Develop integrated policies and standard operating procedures for law enforcement at sea, 3) Safeguarding, supervising, preventing and enforcing violations of law and safeguarding shipping and securing the activities of the community and the Government in Indonesian waters, and 4) Provide administrative technical support in the field of law enforcement at sea in an integrated manner.

The Work Environment Area (DLKr) is an area of water and land at the port used for port activities. This area is intended to cover basic port facilities such as jetties, coastways and trestle that connect docks with land, stacking fields, container terminals, dry / liquid bulk terminals, passenger terminals, waste collection facilities, waste treatment facilities, and fire fighting facilities. The Sea and Coast Guard Unit (KPLP) also conducts surveillance in the Work Environment Area (DLKr) which includes shipping lanes to and from the port, where ships do loading and unloading, ship to ship transhipment, port ponds for berthing vessels, port ponds for the area of ship motion, quarantine activities and government activities.

Regional Environmental Interest (DLKp) is the waters around the working area of the port waters that are used to ensure the safety of shipping. This area is intended to include port support facilities such as office areas, clean water and electricity installations, road networks, wastewater networks, trade areas or industrial areas. KPLP also conducts supervision in the Work Environment Area (DLKp) which includes monitoring the needs of emergencies (such as burning ships or leaking vessels), scouting activities as well as vessel repair or maintenance facilities. In addition, there are Officer Civil Servants (PPNS) under the coordination and supervision of the police of the Republic of Indonesia. The task of PPNS is to conduct an investigation of shipping crime. At present there are 3 people who are qualified PPNS within the Tanjung Emas Port and Syahbandar Office (KSOP).

The following is a table listing the nominative recapitulation of civil servants at the Syahbandar Office and

the Port Authority class I Tanjung Emas port according to maritime education:

Tabel 1. Recapitulation of Civil Servants according to maritime education

NO	POSITION	MARITIME EDUCATION									
		ANT I	ATT I	ANT II	ATT II	ANT III	ATT III	ANT IV	ATT IV	ANT V	ATT V
1	Head of KSOP	-	1	-	-	-	-	-	-	-	-
2	Administrative Section	-	-	1	-	-	-	-	-	1	-
3	Traffic and Transportation and Port Sector	1	-	-	-	-	-	-	-	2	-
4	Field of Legal Status and Ship Certification	1	-	3	2	5	-	-	-	-	-
5	Sailing Safety, Guard and Patrol	2	-	8	3	4	2	1	1	10	2
	TOTAL	5	-	11	5	11	2	1	1	13	2

Source: KSOP Class I Tanjung Emas Employment and Financial Subdivision

From the table above we can see a list of nominative recapitulations of civil servants at the Tanjung I Port Office and Syahbandar Office (KSOP) class I according to maritime education. This table shows the Sailing Safety, Guard and Patrol fields having personnel at every level of seafarers' expertise. For ANT I has 1 personnel, then the ATT I level has 1 personnel, ANT II has 8 personnel, while for ATT II has 3 personnel. For ANT III has 4 personnel then for ATT III has 2 personnel then ANT IV and ATT IV have 1 personnel, the last for ANT V has 10 personnel and ATT V has 2 personnel.

a. General Patrol Operation Pattern

- 1) Every day there are 2 ships on duty / picket carrying out patrols alternately for 24 hours
- 2) Hours of work start at 8:00 to 8:00 the next day.
- 3) If needed, assistance can be requested from the relevant security agencies in the port.

b. Routine Patrol Operation Pattern

- 1) Patrol the harbor pond and shipping lanes, ensuring safe conditions and no fishermen who disturb the smooth running of ships in and out of the port, 2) Approach the fisherman, record the name of the ship, the captain's name and warn him not to fish or spread the nets in the port / shipping lane, 3) Monitors navigation aids, and 4) Monitor ship activities in and out of the port.

c. Foreign Ship Security Patterns

- 1) Coordination with ISPS Code / Scouting posts regarding the arrival and departure of foreign vessels

- 2) Pick up the arrival of foreign ships from the buoy outside the shipping lane so that the ship rests at TPKS.
- 3) Periodic patrol in the shipping lane.
- 4) Oversight of foreign vessels during leaning, to dispel fishermen and people who are not interested or suspicious.
- 5) If the foreign ship is anchoring anchor, patrol will be conducted every 4 hours.
- 6) If foreign ships leaving the port are escorted to outside buoys.

The following data is the Patrol boat used to carry out patrol activities at the port of Tanjung Emas

Tabel 2. KPLP Patrol Boat Data

NO	Information	KN 525	KNP 40007	KNP 337
1	Year of production	1981	1985	2005
2	Full length	5,30 Meter	12 Meter	28,50 Meter
3	Length between vertical lines (LBP)	5 Meter	11 Meter	25,75 Meter
4	The largest width (B) of molded	2,03 Meter	3 Meter	5,40 Meter
5	Height (Depth Molded)	0,95 Meter	-	1,10 Meter
6	Hull material / condition	Fiberglass / 60%	Fiberglass / 60%	Fiberglass / 70%
7	Brand / Type	Yamaha CE 406	Perkins	Volvo Penta 165 P-770 HP
8	Crew accommodations	3 people	6 people	14 people

9	Passenger accommodation	-	-	-
10	Fuel	Gasoline mixed	Solar HSD	Solar

Source: Marine and Coast Guard Unit (KPLP)

The data on Table 2 shows the number of KPLP patrol fleets totaling 3 patrol vessels, each of which has different characteristics. KNP 337 is a patrol boat that is most often used to carry out patrols in accordance with DLKr and DLKp because this ship is the best ship among the other

vessels, although the similarities of these 3 ships are too old to carry out patrols. In the implementation of maritime patrol, the Marine and Coast Guard Unit (KPLP) is equipped with patrol equipment such as: Handy Talky (HT), handcuffs, flashlights, Infra-red binoculars, weapons and radio communications.

In addition to patrol vessels, KPLP is equipped with firearms in order to increase security while on duty. The following is a list of firearms used by the Marine and Coast Guard Unit (KPLP) personnel on duty.

Tabel 3 weapons of KPLP

No	Weapons data					
	Brand	Type	Serial number	Kal	Condition	Placing
1	2	3	4	5	8	9
1.	Astra Cadix / Spain	Revolver	R.357857	32 mm	Good	Bandar
	Astra Cadix / Spain	Revolver	R.296275	32 mm	Good	Pamtib
2.	Astra Cadix / Spain	Revolver	R.296276	32 mm	Good	Pamtib
	Astra Cadix / Spain	Revolver	R.327856	32 mm	Good	Kabid
3.	Astra Cadix / Spain	Revolver	R.296274	32 mm	Good	Pamtib
	S&W	Revolver	H.99103	32 mm	Good	Kasie. Pamtib
4.	S&W	Revolver	H.97997	32 mm	Good	Kasie. Penyel.
	S&W	Revolver	H.97990	32 mm	Good	Pamtib
5.	S&W	Revolver	H.99127	32 mm	Good	Pamtib
	S&W	Revolver	H.99115	32 mm	Good	Pamtib
6.		Gun	4992	7,62 mm	Good	Pamtib
7.		Gun	156545	222 Rim	Good	Pamtib
8.		Gun	11517101	270 Win	Good	Pamtib
9.		Gun	1028002	270 Win	Good	Pamtib
10.		Gun	1027998	270 Win	Good	Pamtib

Source: Sea and Coast Guard Unit (KPLP)

From the table we can see a list of official firearms used by KPLP personnel in their duties at sea. This weapon functions when there are criminal acts or threats from outside that disturb the security of the area around the port.

In addition, KPLP also has a SAR function, namely as a party tasked with safeguarding, monitoring, preventing and preventing violations of the law and safeguarding shipping and securing the activities of the community and the Government in Indonesian waters and providing administrative technical support in the field of law enforcement at sea in an integrated manner between other:

1. Patrol the ship in the SAR operation to prevent pollution
2. Patrol ships in SAR operations of aground vessels
3. Patrol the ship in the SAR operation of the sinking ship.
4. Patrol the ship in collision ship SAR operations.
5. Patrol the ship in the SAR operation of the ship on fire.

1.1 What obstacles are encountered when conducting maritime patrols in the KSOP Tanjung Emas legal area of Semarang?

The researcher will explain the problems faced by KPLP when carrying out patrol activities in the KSOP Tanjung Emas jurisdiction in Semarang

1. The condition of patrol boats that are no longer suitable to use

Every year there is a rapid growth in economic activities at the port of Tanjung Emas in Semarang so that many ships will enter the port and exit the port in turn, here needs special supervision from government agencies to secure every activity that occurs at the port. Government agencies here means the task of the KPLP for security at the port. Patrol aids are needed to facilitate the mobilization between activities in the area around the port, the intended device is the patrol boat. At present there

are 3 patrol vessels owned by KPLP. Each patrol boat has duties and obligations in the patrol activities, a vessel which has good specifications is needed to make it easy for patrol activities. At present the patrol boat owned by KPLP is deemed necessary to renew again because in terms of years it is not suitable to use.

From the data obtained from the KPLP office, the ship accident that occurred at Tanjung Emas Port in Semarang requires a lot of attention because there were many accidents from 2015 to 2019. We can see the accident data in the table 4.

Tabel 4. Number of ships accident in port Tanjung Emas Semarang

No	Vessel name	Type of accident	Accident location	Information
2015				
1	TK. Freight Express 01 digandeng TB. Freight Express 1	Crashing fisherman boat, named Mugi Berkah	North position Karowelang waters	of 8 crews passed away
2	KLM. Surya Kencana	Sinking	04°15' S - 110°13' T, ±87 Miles southwest of central Kalimantan	10 crews survived, the ship and the cargo ship sank
2016 (no accident)				
2017				
1	KM. Dharma Kencana II	Burnt out	Position 05°04',9"S - 109°53,6T 45 Miles northwest of Karimunjawa island	The ship caught fire and sank, there were no fatalities
2	BG. KLN – 3002	Grounded	Break Water Tanjung Emas port	There were no fatalities, some of the cargo fell into the sea
3	KLM. Akbar Jaya – IV	Burnt out	Deep harbor dock	There were no fatalities, the ship and part of the cargo caught fire
Tahun 2018				
1	KLM. Jagawana Setia	Sinking	Position 04°30'S 1111°30 T ± 60 miles Tanjung Putting, Karimunjawa	There were no human victims, the ship sank no cargo
Tahun 2019				
1	TK. Osco Petro VII/TB. Osco X	Grounded	Position 06°55'681"S / 110°25'955"E	-Process of the Court of Justice's decision -No fatalities, ship ran aground
2	KM Awu	Burnt out	Dockyard PT. Janata Marina Indah I Semarang	-BAP process -No fatalities, the ship is damaged

Source : KPLP Tanjung Emas Semarang

From the table above, we can see that almost every year there are always ship accidents at the port of Tanjung Emas in Semarang. The accidents start from crashing into fishing boats, sinking vessels, burning ships, aground vessels etc., resulting in many losses both from material and physical losses of the ship. And also the accident certainly entered

into the Sailing Court session which aims to determine the party entitled to compensation for the accident.

From the table above, we can know the function of the KPLP is very vital here because in addition to checking the ships that will enter the port of Tanjung Emas Semarang, the function of the KPLP is also

needed for the evacuation process during a ship accident to help victims of the accident, therefore required skills and abilities of KPLP personnel in carrying out their duties at sea. Capability here means the ability of KPLP personnel as well as the equipment used in carrying out patrols boat from ship worthiness, ship equipment completeness and SAR equipment.

The following is a table of patrol vessels used in maritime patrol activities used by the Marine and Coast Guard Unit (KPLP):

Table 5. Comparison of KPLP patrol vessels

No	KNP 525	KNP 40007	KNP 337
Production year	1981	1985	2005
Hull Material	Fiberglass	Fiberglass	Fiberglass
Roaming capabilities (new)	8 Mil	12 Mil	350 Mil
Roaming capabilities (now)	6 Mil	6 Mil	270 Mil
Speed (new)	10 Knot	10 Knot	24 Knot
Speed (current)	8 Knot	5 Knot	20 Knot

Source : KPLP Tanjung Emas Semarang

From the table above, we can see the comparison of each patrol boat between KNP 525, KNP 40007 and KNP 337. The 3 (three) ships above show a decrease in the quality of their respective ships, we can see that the ships were also very old and the year of construction was very long and it disrupts patrol activities at sea besides needing special care things that need to be considered are damage when carrying out patrols at sea, therefore it is necessary to rejuvenate the fleet for this activity.

Another thing that shows the weakness of each ship is the decreasing of cruising capability during maritime patrols, especially KNP 337 which is a ship that is often used for patrols in the DLKr and DLKp environments. A decline in cruising capability that was originally 350 miles to 270 miles, this will disrupt planned patrol activities. If you find or report a ship accident at sea if the ship's capability is inadequate it will certainly disrupt the function of this KPLP while on duty.

From the table above we can see the decline in the speed of the ship. KNP 337 whose initial speed is 24 Knots now slows to 20 Knots. This is because ships that are old and need to be rejuvenated, while other ships operating in the port area of Tanjung

Emas Semarang are more modern, ships from KPLP should also rejuvenate the fleet to help the government secure national waters so it is safer and can do first aid when it occurs disaster at sea.

2. The need for additional skills or training for personnel

The Human Resources (SDM) factor is the most important element in maintaining security. Humans play an important role in this matter KPLP personnel need special training to support their skills in duty. In carrying out the duties of the state as a guardian of security and safety of shipping, KPLP personnel are the front guard who carry out duties as law enforcement in the field of shipping safety. Related to this, the professionalism of KPLP personnel is needed to overcome the problems faced in the field. The need for additional training skills is useful to add, improve and develop professionalism, knowledge, skills, attitudes, abilities and skills of KPLP personnel in the port of Tanjung Emas Semarang. The training can also build the behavior of KPLP personnel who have high integrity, are productive, responsible and are able to provide excellent service.

What are the efforts to overcome the obstacles that occur?

In the above problem, it has been explained about the function of KPLP in carrying out maritime patrols in the KSOP Tanjung Emas legal area, Semarang. To improve and facilitate the tasks of the KPLP itself requires efforts to improve the performance of KPLP personnel to be more skilled and alert if there is a threat or event at sea that endangers the survival of the national economy, especially in the port of Tanjung Emas Semarang. So at this point the researcher will explain in full the steps that should be taken by the KSOP in this case which oversees KPLP so that maritime patrol activities can run well and smoothly.

- a. Renewal of patrol boats & maintenance of ships properly

Maintenance of patrol boats is very important to maintain the quality of the patrol boats, it needs routine maintenance every year to ensure the seaworthiness of the patrol vessels. Then with good care can prevent a greater or more severe damage, by implementing a planned maintenance system and to maintain the ship always in seaworthy conditions in all weather and places. To further facilitate the implementation of patrols, it would be even better if the patrol

vessels used by the ship's hulls were updated to aluminum material because today there are many class III patrol vessels that already use materials from aluminum, such as KN Damaru and KN. Jembio. Many advantages when using materials from aluminum such as aluminum, lighter handling and relative movement will be smoother on the contrary, because fiberglass boats are heavier, they are more stable during large wave conditions. Then the aluminum ship has a longer lifespan compared to fiberglass ships. It is undeniable that with complete, sophisticated and appropriate equipment and equipment, security activities can run optimally and effectively.

b. Specific skills training and required Updating certificate of expertise

To support the performance of KPLP personnel, special training is needed in accordance with the KPLP field, namely patrolling, prevention of marine pollution, sea accidents and others. Education and training programs that can be taken include:

- 1) syahbandar Classification A
- 2) syahbandar Classification B
- 3) KPLP level Tamtama
- 4) KPLP level Bintara
- 5) KPLP level Commissioned Officer
- 6) Rescue Team Basic
- 7) ISPS Code (PFSO)
- 8) Port State Control Officer (PSCO)
- 9) Underwater Work
- 10) diving
- 11) Constable (Shooting)
- 12) Prevention & Management of Marine Pollution.

Implementation of this training can be used to increase knowledge and understanding of tasks in the field given to KPLP personnel. The purpose of this training program is so that the patrol boat crews understand how to deal with shipping crimes, knowledge of certificates and documents on board. For personnel who already have certificates, they can renew their certificates such as taking seafarers' skills tests, such as those who want to upgrade their sea diplomas to even higher levels.

In addition, KPLP personnel can train together with relevant agencies in the port to prevent outside disturbances and to train when disasters occur at sea. And can also hold a

seminar to KPLP personnel on the implementation of the International Ship and Port Facility Security (ISPS) Code in the Tanjung Emas port area of Semarang so that the personnel know what are the rules in the ISPS Code.

4. CONCLUSION

Based on the previous descriptions of the discussion on the function of the Marine and Coastal Guard Unit (KPLP) in the implementation of maritime patrols for enforcement of the Shipping Law in the KSOP Tanjung Emas area, Semarang, the researcher provides conclusions and related recommendations with the problem as follows:

1. Patrol conducted by KPLP based on the Area of Interest (DLKp) and the Regional Work Environment (DLKr) in the port of Tanjung Emas Semarang is in accordance with its duties and functions. But there are still obstacles in the implementation of facilities and equipment that can support the implementation of the tasks and functions of the KPLP.
2. The obstacle faced by KPLP is that the condition of the facilities and equipment supporting patrol requires rejuvenation. For example, patrol boats that have been too old so that the mobilization to carry out patrol activities is hampered; renewal of firearms for service; and also the need for special skills training for KPLP personnel.
3. Efforts that need to be made by KPLP include: always maintaining the facilities and equipment used, such as periodic patrol boat maintenance, proper service of weapons, and also following skills training that has been provided by the Government so that the functions of the KPLP will be better.

Based on the results of research that has been carried out by researchers, the researchers provide suggestions for consideration and input for the Marine and Coast Guard Unit (KPLP) as follows:

1. KPLP should implement patrols to be strict in law enforcement at the port so that activities at the port of Tanjung Emas continue to run safely and in an orderly manner, because threats and security disturbances can come at any time by increasing professionalism and sense of responsibility to all KPLP personnel.
2. The need for increasingly sophisticated equipment systems and operational equipment in the implementation of patrols such as the renewal of patrol vessels in order to be able to carry out patrols over long distances, renewal of firearms, and improvement of other supporting equipment. In addition, qualified skills from the KPLP personnel are also needed.
3. The Government of the Republic of Indonesia should provide better facilities and infrastructure for security at

sea, in this case the KPLP and also the Government to provide facilities for personnel to improve their capabilities, expertise and accuracy in order to overcome all threats and disturbances at the port and to train together with other agencies such as the Navy and Police to further strengthen security at the port.

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