



***Law Enforcement Against Foreign Vessels That Illegally Anchor to Maintain
Indonesia's Maritime Security***

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ABSTRACT

The recognition of Indonesia as an archipelagic country by the international community provides a strong legal basis in an effort to uphold State Sovereignty in safeguarding Indonesian sea waters. When conducting sea security operations, the Indonesian Navy, one of the law enforcement entities at sea, frequently discovers violations against foreign ships that anchor illegally. This is particularly common in the waters of the North Bintan Riau archipelago, which is immediately adjacent to the Strait of Malacca. In consequence of this, maritime security is affected, and law enforcement institutions at sea require legal certainty in order to establish order and take decisive action against foreign ships that anchor illegally. Examining maritime law enforcement and legal clarity in relation to foreign ships anchoring in Indonesian waters is the aim of this study. This study implements a qualitative approach to descriptive analysis as its method. Qualitative methods are used to further evaluate data collected from reliable respondents. According to the study's findings, foreign ships that engage in illegal anchoring pose a serious threat to maritime security. As a result, the Navy and other law enforcement agencies may collaborate to enforce laws that the government has fixed, complementing one another and making it easier for agencies to carry out their respective duties and responsibilities in stopping and taking action against these ships.

Keywords: law enforcement at sea; lego anchor; maritime security

INTRODUCTION

At UNCLOS 1982 (United Nations Convention on the Law of the Sea) in Montego Bay, Jamaica, the UN acknowledged Indonesia's status as an archipelagic state. This means that, as an archipelagic state, the territory of the archipelago must be given a clear basis so that it can be included in the sovereignty of the Unitary State of the Republic of Indonesia (NKRI), which was formerly part of the high seas but is now under Indonesian control (Gauci, 2018; Kerr, 2022; Khng, 2024; Mega Jaya et al., 2024; Musyaffa et al., 2022). Subsequently the nation is able to make benefit from the sea's abundant natural resources (Dewi, 2023) Hence, Indonesia's efforts to maintain state sovereignty have a solid legal foundation (Ilham, 2022).

Since Indonesia is a large sovereign state with all four of these characteristics-territory, population, government, and recognition from other sovereign states-it can be classified as a

sovereign state. In fact, the 1945 Constitution's article 25A declares that the Unitary State of the Republic of Indonesia is an archipelagic country, defined as such by having boundaries and a population whose rights are defined by law (Putra, 2023). One of the most significant and well-respected fundamental ideas included in the UN Charter is the idea of sovereignty, particularly with regard to the equal standing of rights among all governments in the globe. This is one of the ideas or theories known as "*jus cogens*," sometimes known as "*peremptory norms*," which is a rule that is acknowledged as a fundamental rule of international law in its whole and as a rule that cannot be broken (Damanik, 2023).

For Indonesia, the sea has an important role, namely as a media in unifying the nation, biological resources media, inter-island transportation media, state defense media, diplomacy media, having maritime industry space, *Sea Lane on Communication (SLOC)*, as a territory to maintain state sovereignty and as an ecosystem, and Indonesia as an archipelagic country has sovereignty in archipelagic waters and territorial seas. The incorporation of maritime zones by Indonesia in one term, namely Indonesian waters. In Law No. 6 of 1996 concerning Indonesian Waters, it is stated that Indonesia has *sovereignty (Sovereignty)* in Indonesian waters consisting of archipelagic waters, inland waters, and the Indonesian territorial sea.

Basically, not every archipelagic nation has a sea area that is strategically located and rich in maritime resources that can be used to stimulate the national economy. For this reason, the people of Indonesia are obliged to manage, maintain, utilize, and preserve this sea area in compliance with Article 33 of the 1945 Republic of Indonesia Constitution. But despite the size of the region, there are risks and issues which may arise, like the smuggling of illegal products like narcotics and firearms, maritime piracy and robbery, illicit fishing, human trafficking, contamination of the marine environment, and the disposal of toxic and hazardous waste (B3), among other things.

Indonesian maritime law enforcement is particularly challenging since it requires a thorough understanding of territorial boundaries and areas, necessitating the use of law enforcement authorities to carry out law enforcement in Indonesian maritime territories (Gantika, 2023). In compliance with the approved norms of international law, the Indonesian Navy (TNI AL) is among the authorities tasked with upholding law and order and ensuring security in the sea area under governmental authority. Law enforcement carried out by Navy investigators is very important in building trust and a positive image of law enforcement institutions. Through coordinated and professional law enforcement efforts, the public can see that agencies such as the Navy are acting decisively in combating economic crime and protecting the public interest. This will strengthen public trust in law enforcement agencies and improve overall law compliance (Dantez, 2023).

The Indonesian Navy's commitment to protecting the sea waters in the Koarmada I Tanjung Pinang operational area is demonstrated by vulnerability data and threat assessments in the Riau islands, particularly in the North Bintan islands' waters. These sea areas are particularly important because they are situated in the Singapore Strait, one of the busiest trade routes in the world. Every year hundreds of thousands of ships pass, this causes the Singapore Strait to have a very high

economic value and is directly proportional to the increase in transnational crime (Suyadi, 2022). Based on data from the *Marine Department of Malaysia*, ships that pass every year are as follows:

Table 1 Recapitulation of Ships Passing through the Singapore Strait

Type of vessel	2020	2021	2022	2023	2024
VLCC	8282	7824	8823	9547	5622
Tanker Vessel	20550	19765	19946	20154	11907
LNG & LPG Carrier	3735	3909	4513	4855	2977
Cargo Vessel	6195	5957	6382	6838	4569
Container Vessel	21908	20540	22145	24617	14211
Bulk Carrier	16314	15240	15700	18171	11535
Ro-Ro	1930	2336	2502	2386	1300
Passenger Vessel	548	298	663	987	1027
Livestock Carrier	27	39	35	26	16
Tug/Tow	563	609	490	435	302
Government Vessel	66	52	101	107	54
Fishing Vessel	128	79	54	129	186
Others	1134	1669	1465	1138	812
Total	81380	78317	82819	89390	54563

Source: *Marine Department of Malaysia*, Updated until July 2024

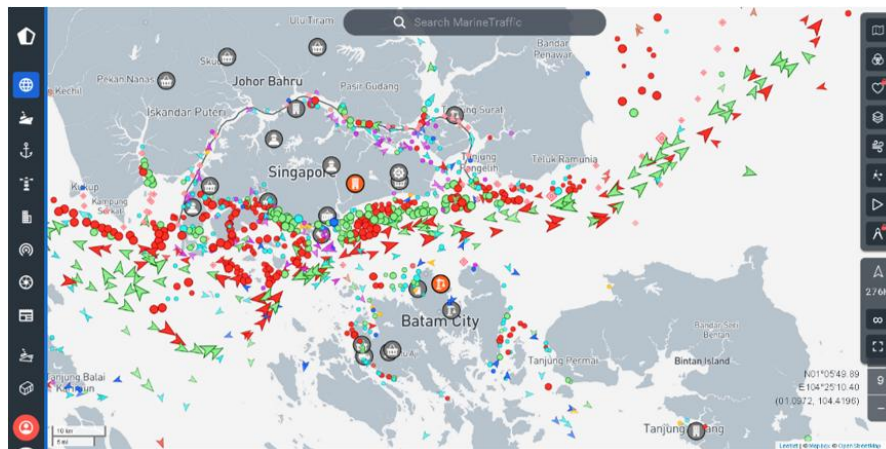


Figure 1. Traffic Routes in the Strait of Malacca
 Sumber: *Marine Traffic*, Updated bulan Mei 2024

Due to the heavy flow of shipping, many foreign ships engage in loading and unloading operations as well as anchoring in Indonesian waters. These activities necessitate the creation of a designated sea space area for anchoring, waiting for cargo contracts, performing minor repairs,

and waiting for buyers (ships that have been sold). Additionally, many foreign ships get involved in loading and unloading activities between ships without using the dock. However, the negative impact caused by ships that anchor can disrupt fishing lane activities and potential conflicts with local communities, cause impacts on ecology especially if the ships lego in coral reef areas and disturb other marine life, create marine traffic chaos, increase the risk of accidents at sea, bring threats to the security and safety of shipping in Indonesia because foreign ships can be used for smuggling activities or criminal activities at sea and pollution of the Indonesian sea due to dumping waste fuel and harmful chemicals directly into the sea, oil spills are one type of pollution that has a considerable effect in the long run (Sjeh, 2023). Especially after the Singapore government issued a regulation *'Maritime & Port Authority of Singapore Number 16 Year 2008 Section 2 Paragraph D & E'* that ships can only dock at Singapore ports if the ship is in clean condition and already has a certificate from the ship hygiene checking authority in Singapore (Pratama, 2020).

Based on the description above, the role of the Navy and other authorized agencies at sea is needed as law enforcement officers at sea in securing Indonesia's maritime security. Maritime security is considered very important by realizing law enforcement and guaranteed safety at sea so that conditions are achieved where there is no maritime "threat" (*absence of threats*) (Herlambang, 2022). In carrying out law enforcement at sea, law enforcers need legal certainty in cracking down on foreign ships that carry out violations, especially illegal anchor lego violations.

The novelty of this study lies in its juridical-applied analysis of the enforcement measures and institutional synergy between the Indonesian Navy and other authorized bodies in handling illegal anchoring by foreign vessels, with a focus on the strategic Malacca Strait region. The objective of this research is to evaluate the effectiveness of law enforcement against illegal anchoring practices by foreign vessels in Indonesian waters, by examining the legal foundations, enforcement practices, and cross-agency collaboration mechanisms. The expected benefits of this study include theoretical contributions to the development of maritime legal studies in Indonesia and practical insights for policymakers in strengthening the regulatory framework and inter-agency coordination in maintaining national maritime security.

RESEARCH METHODS

This study adopted a descriptive way of analysis using a qualitative methodology. Qualitative methods are used to further evaluate data collected from reliable respondents. A study technique called descriptive research aims to describe and comprehend objects as they are. Additionally, the main objective of descriptive research is typically to precisely and methodically characterize the facts and features of the object or subject being studied using the Navy Trinity Theory, Legal Certainty Theory, and Synergy Theory.

Data were gathered through documentary studies and interviews. The documentary study involved examining primary legal sources such as laws, government regulations, and international treaties (e.g., UNCLOS 1982), as well as secondary sources including journal articles, legal commentary, and official government documents. In-depth interviews were conducted with key

informants, including officers from the Indonesian Navy, Maritime Security Agency (Bakamla), and officials from the Ministry of Transportation.

The population of this study includes stakeholders involved in maritime law enforcement in Indonesian waters. A purposive sampling technique was used to select informants who possess expertise or direct involvement in handling cases related to foreign vessel anchoring, such as legal experts, naval officers, and port authority personnel.

The collected data were analyzed using content analysis and legal interpretation techniques. Content analysis was employed to identify themes, patterns, and categories in the qualitative data, while legal interpretation was applied to assess how current laws are implemented and interpreted in cases of illegal anchoring. The findings are then discussed based on three theoretical lenses: the Navy Trinity Theory, Legal Certainty Theory, and Synergy Theory.

RESULTS AND DISCUSSION

General Situations in Bintan Islands

Bintan Regency has a characteristic that consists of thousands of large and small islands scattered in the waters of the South China Sea, so it is nicknamed "Land of Segantang Lada". This area has many opportunities in tourism, industry, fisheries, mining and animal husbandry. Bintan Regency is located at: 0°6'17" - 1°32'52" N (N), 104°12'47" - 108° 2'27" E (BT). Bintan Region borders Natuna Regency, Anambas Islands Regency, and Malaysia in the north; Batam City and Tanjung Pinang City in the west; the region of Lingga in the south; and West Kalimantan Province in the east.

The total area of Bintan Regency is 1,320.10 km². The largest subdivision is Teluk Sebong Subdivision with an area of 294.24 km² and the smallest subdivision is North Bintan with an area of 43.24 km². In addition to so much natural wealth, the Bintan Islands also have a very promising marine wealth and its very strategic location is also directly facing the Strait of Malacca / Singapore Strait which is one of the densest trade routes in the world. Every year hundreds of thousands of ships pass through both domestic / foreign sea transportation. The busy traffic carrying out loading and unloading activities and berthing in Indonesian waters that require a special sea space area for lego anchors.

The Role of the Indonesian Navy as a Law Enforcement Authority in Combating Maritime Crime.

The Indonesian Navy is the main instrument used by the State for defense and security, and it is professionally constructed and developed in accordance with State Politics, which includes adherence to ratified international law, national law, and democratic and civil supremacist principles. The Indonesian Navy has five (five) constitutional basis upon which to operate in its capacity as maritime law enforcement, namely:

- a. Law Number 3 of 2002 concerning State Defense. This regulation states that the Navy is

the main component of defense at sea.

- b. Law Number 34 of 2004 concerning the TNI. In this regulation, the Navy has the duty as the main defense component of the sea service, maintaining security, and carrying out law enforcement at sea. Then also carry out maritime and naval diplomacy, carry out the development of the strength of the Navy in order to carry out its main duties, and carry out the empowerment of sea defense areas throughout Indonesia.
- c. TNI Tri Dharma Eka Karma Doctrine. Where the function of the TNI is to deter every threat, obstacle, and disturbance that disturbs the state to be a crackdown on every attack or threat that has entered Indonesian territory. Also, become a restorer when the threat begins to disappear and restore the situation as before.
- d. The Jalasveva Jayamahe Navy doctrine states the role of the military in law enforcement at sea as well as diplomacy and support.
- e. *United Nations Convention on the Law of the Sea (UNCLOS) 1982 and Universal Rule.* These two rules state that Indonesia is an archipelagic country that is not separated from one unit and is related to the universal role of navies throughout the world as a defense force, diplomatic force, and national law enforcement force at sea, as mandated by the Law, the Navy is obliged to support efforts to realize the stability and security of the Indonesian seas which leads to the realization of Indonesia as a large maritime country and the world's maritime axis according to function Basically, the Navy is ready to carry out its main task of maintaining national sovereignty.

In accordance with its universally applicable authority and applicable laws and regulations, the Navy enforces the law and maintains security based on the regulations mentioned earlier. This means that the Navy engages in all activities related to law enforcement at sea in order to combat threats to navigation, violent threats, and legal infractions in the sea area under national jurisdiction. Navy law enforcement is restricted in what it may do, including arrests, pursuits, and investigations into cases that are subsequently turned over to the Attorney General's Office.

Shooting events and/or ship sinkings are frequently associated with pursuits of vessels thought to possess enough evidence to facilitate a criminal offense. Important components and broad foundations found in legal rules that incorporate ethical standards are known as legal principles found in the relevant law. The implementation of the law in addition to being able to take place normally and peacefully, can also be carried out when there is a violation of the law, in this case the law that has been violated must be enforced. Through the enforcement of these laws, the law then becomes a reality (Sudikno, 1996).

In accordance with the Trinity of Naval Roles, Navies around the world have three roles (Ken Booth, 1977), namely The military role is carried out as an enforcer of state sovereignty at sea by means of state defense and deterrence, preparing forces for war preparations in warding off any threat that comes through the sea media. The role as a *constabulary role* is carried out in order to uphold the rule of law at sea, protect national marine resources and wealth, maintain order at sea and support nation building in contributing nationally to security stability and playing an active

role in supporting national development. While the diplomatic *role* carried out by the Navy is a very important role for a show of force which means how communication is built with the presence as well as a military function against threats that may come and also as a form of support for foreign policy.

The role of the Navy in the context of law enforcement at sea is carried out based on the provisions of national law and international law that have been ratified, this means that the Navy in applying its law enforcement duties is not only guided by Law Number 8 of 1981 concerning the Criminal Procedure Code but must also be guided by special provisions regulated in each positive law relating to certain criminal acts in The sea or in law is known as the principle *lexspecialist derogat legi generalis*. One of them is related to space or territory that is a law enforcement task that must be carried out by the Navy, not only within the sovereign territory (Inland Waters, Archipelagic Waters and Territorial Seas) but reaches to the sovereign rights area (Additional Zone, EEZ and Continental Shelf) even to the High Seas.

In law enforcement against foreign ships that commit violations of shipping crimes in the form of illegal anchoring activities in Indonesian waters, the Navy has the authority to enforce shipping criminal laws, based on Law Number 17 concerning Shipping in article 282 paragraph (1) states that in addition to investigators of officials of the National Police of the Republic of Indonesia and other investigators, certain Civil Servant Officials within the scope of duties and His responsibilities in the field of shipping are given special authority as investigators as referred to in this Law. As for the explanation, what is meant by other investigators is investigators in accordance with the provisions of laws and regulations, including Navy Officers. In accordance with A.F. James Stones' assertion that interaction between two or more parties can lead to a level of communication faced with elements of cooperation and trust, law enforcement efforts to maintain state sovereignty in Indonesian waters are carried out jointly by stakeholder Other maritime in addition to the Indonesian Navy. As such, cooperation and trust are essential components of law enforcement at sea.

In dealing with the activities of foreign ships that illegally anchor at sea, the Indonesian Navy must ignite trust and cooperation with organizations like the Maritime Security Agency (Bakamla), the Attorney General's Office, the Sea and Coast Guard Unit (KPLP), the Port Authority and Port Office, the Marine Resources and Fisheries Supervision (PSDKP), the Ministry of Marine Affairs and Fisheries, and the Directorate General of Customs and Excise. The Coordinating Agency for Maritime Security (Bakorkamla) has been replaced by the Maritime Security Agency (Bakamla) (Hari, 2023). The Ministry of Transportation, the National Police, the Ministry of Marine Affairs and Fisheries, the Ministry of Finance, Bakamla RI, and the Navy are the six law enforcement organizations that have patrol task teams at sea. Sector-specific maritime safety and security patrols are conducted by these law enforcement organizations in compliance with the jurisdiction granted by their individual statutes and regulations. The national laws and regulations used by law enforcement in upholding sovereignty and security in Indonesian sea waters include the following:

- a. Law No. 5 of 1983 concerning Indonesia's Exclusive Economic Zone (EEZ). The EEZ

Law gives the authority to enforce the law and state sovereignty to the Navy. Article 13 of the EEZ Law specifies that in order to implement sovereign rights, jurisdiction, other rights, and obligations under the Law of the Sea Convention stipulated in Article 4 paragraph (1) of the EEZ Law, authorized law enforcement officials of the Republic of Indonesia may take law enforcement actions in accordance with the Criminal Procedure Code. This EEZ Law also specifies that law enforcement officials in the field of investigation in Indonesia's EEZ are Navy officers appointed by the Commander of the Armed Forces of the Republic of Indonesia, regulated in Article 14 paragraph (1) of the EEZ Law.

- b. Law No. 17 of 1985 concerning the Ratification of UNCLOS 1982. This law regulates all aspects of the law of the sea that have been established in UNCLOS 1982 including its enforcement, but does not specify the competent agency as law enforcement. Article 224 of UNCLOS 1982 states that the implementation of coercive obedience at sea shall mean officials, warships, military aircraft or other ships or aircraft bearing clear and recognizable marks who are in government service and authorized to carry out such acts. This means that UNCLOS implicitly determines that the most authoritative agency at sea is the armed forces of a country.
- c. Law No. 3 of 2002 concerning State Defense. The State Defense Law specifies that state defense is prepared by taking into account the geographical conditions of Indonesia as an archipelagic state, so that the Indonesian defense system must lead and pay attention to the configuration of Indonesian territory as an archipelagic state. The law specifies that the TNI and POLRI act as the main system of state defense which one of the main tasks is to uphold state sovereignty, the territorial integrity of the Republic of Indonesia, and protect the entire nation and Indonesian bloodshed from threats and disturbances to the nation and state.
- d. Law No. 17 of 2008 concerning Shipping. The Shipping Law stipulates that the *syahbandar* is responsible for the safety and security function of shipping and carries out duties as PPNS in coordination and under the supervision of POLRI investigators as stipulated in Article 80 paragraph (3) and Article 207 and Article 282 of the Shipping Law, *sea and coast guard* responsible for the implementation of the function of guarding and enforcing laws and regulations at sea and beach as specified in Article 276 and Article 277, and the Navy carries out law enforcement authority in EEZ waters as stipulated in Article 340 of the Shipping Law.

In order to realize the sovereignty and safety of shipping in Indonesian sea waters, efforts are needed by mobilizing the forces of various agencies authorized to carry out law enforcement at sea. All Ministries/Agencies involved in maritime law enforcement must work together and cooperatively. Information sharing is one way that Ministries/Agencies may collaborate together to carry out integrated security operations. As a result, the top concern must be how to integrate all branches of the state machinery in a cohesive way to carry out operational actions at sea in an

effective and efficient manner. Law enforcement at sea is different from law enforcement on land, synergy between law enforcement according to their authority so that they are able to enforce the law faced with budget constraints. Law enforcement at sea involves maritime *stakeholders* because each other needs each other.

Legal Certainty Regarding Foreign Vessels Engaging in Unauthorized Anchoring in Indonesian Waters

The Minister of Transportation's Regulation Number PM 51 of 2015 Governing the Operation of Sea Ports governs anchor use in Indonesian waterways. Nonetheless, criminal penalties may be imposed in accordance with article 193 of Law Number 17 of 2008 concerning Shipping if Anchor regulations are violated. The application of the anchor rule in the eastern waters of Bintan Island has been issued Transportation Meter Decree Number KM 30 of 2021 concerning the Determination of the Location of Certain Areas in Waters Outside the Work Environment Area and Port Interest Environmental Areas that Function for Anchor Anchoring Activities in Tanjung Berakit Waters, with the issuance of this Ministerial Decree, it is hoped that ships that are and need lego areas in the Eastern Waters of Bintan Island can enter the Tanjung area Rafting. Law enforcement at sea may enforce policies that have been implemented addressing the anchoring of ships that are sailing in the area in compliance with both ratified international law and national law. According to the Dictionary of Law Complete Edition, Law Enforcement (Law Enforcement) is a legal sanction for the application of counter-performance that causes losses for those who violate current laws and regulations. It is determined at the court level and takes the form of fines and the suspension of operations pertaining to carried out industrial activities(Marwan, 2009).

Each law enforcement agency must work together to address the issue of unlawful foreign ship anchoring activities. This cooperation can take many forms, from technical to non-technical. For example, Navy Investigators who are looking into illegal anchoring cases often consult with Ministry of Transportation expert witnesses. In addition, coordination is carried out in handling shipping problems, especially technical issues that are the domain of the Ministry of Transportation. Sanctions given to foreign ships that carry out illegal lego anchor activities in Indonesian waters are criminal sanctions if foreign ships are proven to have committed shipping crimes that carry out illegal lego anchor activities, in accordance with the provisions in article 317 jo article 193 paragraph (1) of Law Number 17 of 2008 concerning Shipping with the threat of imprisonment of 1 year and a fine of 200,000,000 (two hundred million rupiah). The regulation of anchor activities in Indonesian waters has been regulated by the Government in this case the Ministry of Transportation. The purpose of regulating the activities of anchoring is the obligation of coastal states to maintain the safety of ships passing through Indonesian sea waters, as well as to secure Indonesia's interests at sea. The rhythm conveyed by Gustav Radbruch generally interpreted that legal certainty does not always have to be a priority for compliance in every positive legal system, as if there must be legal certainty first, then justice and expediency. The regulation of anchoring activities needs to be known by each Ministry/Agency in order to get

common perceptions in law enforcement of lego anchors in Indonesian waters.

Anchoring arrangements for foreign ships in Indonesian waters are implemented in accordance with national law, among others by Law Number 17 of 2008 concerning Shipping, Regulation of the Minister of Transportation Number PM 51 of 2015 concerning the Operation of Sea Ports. Regulating the determination of the location of certain areas in waters outside the working environment area and port interest environmental areas can function as anchor berthing locations for ship-to-ship transfer *activities, lay-up, floatingstorage, tank cleaning, blending, filling oil or clean water (bunker)* and ships in emergencies, light ship repairs, and *ship chandlers*. Ship activities in the designated lego area are supervised by Syahbandar.

At this point, law enforcement efforts have been conducted in compliance with established protocols and have been coordinated with other law enforcement entities, including the Navy, Police, Customs and Excise, and other associated organizations. The International Maritime Organization (IMO), whose Directorate General of Sea Transportation serves as the maritime administration in charge of shipping safety and security as well as maritime environmental protection, has issued international rules that the law enforcement process must adhere to despite the ship's foreign ownership.

The Navy's function in socializing, which involves hailing the passing ships in Indonesian seas, is connected to activities that are forbidden if the ship is using its rights of passage. Another responsibility is to take action against ships that are observed intentionally anchoring in Indonesian seas without authorization. This involves extracting the *Jarkap* member from the ship and moving it to a nearby base for further investigation and potential legal action.

Freedom of navigation (FoN) is one of the main principles of UNCLOS 1982. The FoN principle is applied to the "Right of Passage" to all marine regimes established in UNCLOS 1982. The definition of passage according to article 18 is sailing or navigating "continuously", "directly" and "as quickly as possible". Whether it's to just pass through a coastal country, or to go to / from the port in the coastal country. Sailing behavior other than the above may be permitted if the ship is in an emergency or danger situation or is performing emergency assistance.

CONCLUSION

Law enforcement against foreign vessels that illegally anchor in Indonesian waters is essential to ensure maritime safety and uphold national sovereignty. While the Indonesian Navy plays a key role in enforcing maritime law, effective operations require coordination with other authorized agencies. A synergistic approach involving joint patrols and continuous monitoring is necessary to address illegal anchoring. Additionally, regulatory policies have been implemented to protect national interests through legal, political, and physical measures. In response to illegal anchoring near Bintan Island, the Ministry of Transportation has issued specific anchoring regulations to ensure legal certainty and proper maritime governance.

To strengthen maritime law enforcement, several strategic actions are recommended. First, regulatory harmonization between relevant ministries and agencies must be improved to avoid

overlapping authorities and increase operational efficiency. Second, capacity building and continuous training for Navy investigators and maritime law enforcers are necessary to handle increasingly complex maritime crimes. Third, the government should enhance technological infrastructure for surveillance and tracking, including the use of satellite and drone systems. Fourth, it is important to increase community awareness and local stakeholder participation in maritime surveillance, particularly in strategic areas like Bintan. Finally, international cooperation should be intensified to handle cross-border illegal anchoring, ensuring that foreign vessels respect Indonesian maritime law.

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