The Early Warning System Effectiveness of the Maritime Security Agency of the Republic of Indonesia (Bakamla RI) in the Prevention of Drug Invention through the Sea Lane

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Article Info

Abstract

The Republic of Indonesia Maritime Security Agency (Bakamla RI) was formed based on the mandate of Article 59 Paragraph 3 of Law Number 32 of 2014 concerning Maritime Affairs. Bakamla RI has implemented an early warning system to ensure security and safety in Indonesian waters and jurisdiction. The Bakamla RI Early Warning System (EWS), known as a choke point for maritime security and safety, has already been built and spread throughout Indonesian waters. However, in reality, drug smuggling by sea is still common. Drug smuggling by sea is still dominant today. The United Nations Office on Drugs and Crime (UNODC) revealed that 80% of drug trafficking is carried out by sea. Narcotics transactions in the middle of the sea are very safe transactions, this is due to very weak supervision in the middle of the sea by officers. The purpose of this study is to analyze the mechanism and effectiveness of an early-stage warning system in preventing drug smuggling by sea. This study uses a qualitative descriptive method with interview data collection techniques. Research shows that the Early Warning System Series produces ship detection and assistance data that can be processed into ship anomaly information. The application of the Bakamla RI early warning system to prevent drug smuggling by sea has not been effective. The difficulty of realizing information between agencies and the weak synergy in exchanging information are the main obstacles to the efficiency of the early warning system. Therefore, it is recommended to increase the capability of the Bakamla RI Early Warning System by integrating the Command and Control Center (Puskodal) or Control Center (Pusdal) of related agencies, as well as equipping it with monitoring equipment that integrates the Early Warning System.

INTRODUCTION

Indonesia is the largest archipelagic country in the world. There are 17,504 islands in Indonesia and 16,056 islands have been standardized and registered with the United Nations. Indonesia's land and water area is 8,300,000 km² with a coastline length of 108,000 km (Geospatial Information Agency, 2017). As an archipelagic country, Indonesia is in a very strategic position having various advantages as well as a place that has become a haven for transnational criminals. The geographical location of Indonesia which has waters and a large area also has a negative impact, namely in the form of organized crime and other social problems. Transnational crime or transnational crime has become a serious threat to global security and prosperity and has become one of the most profitable businesses (Wardani, 2018).

Based on Law Number 35 of 2009 concerning Narcotics, there are 4 (four) categorizations of unlawful acts that are prohibited by law and can be threatened with criminal sanctions, namely:

1. the first category namely acts in the form of possessing, storing, controlling, or providing narcotics and narcotic precursors;
2. the second category namely acts in the form of producing, importing, exporting, or distributing narcotics and narcotics precursors;
3. the third category namely acts in the form of offering to sell, sell, buy, receive, act as intermediaries in buying and selling, exchanging, or handing over narcotics and narcotics precursors; and
4. the fourth category, namely acts in the form of carrying, sending, transporting, or transiting narcotics and narcotic precursors.

Narcotic trade by sea is one of the threats that need attention. According to United Nations (2012) records, 80% of drug trafficking is carried out by sea. With Indonesia's status being called a narcotics emergency and data from the Indonesian National Narcotics Agency (BNN or *Badan Narkotika Nasional*) revealing that 80 percent of narcotics are smuggled into Indonesia by sea, the problem of maritime narcotics trafficking is a significant threat to Indonesia's maritime security. Narcotics transactions in the middle of the sea are the safest transactions, this is due to very weak supervision in the middle of the sea by officers (Suparta, 2015). Apart from being considered the safest route to be able to enter drugs, perpetrators of drug smuggling by sea can also gain greater profits because they can smuggle drugs in large quantities through containers. In addition, it is very easy to disguise your identity at sea using a boat by changing the flag that is raised, turning off Global Positioning System (GPS) and Automatic Identification System (AIS), or pretending to be a fisherman.
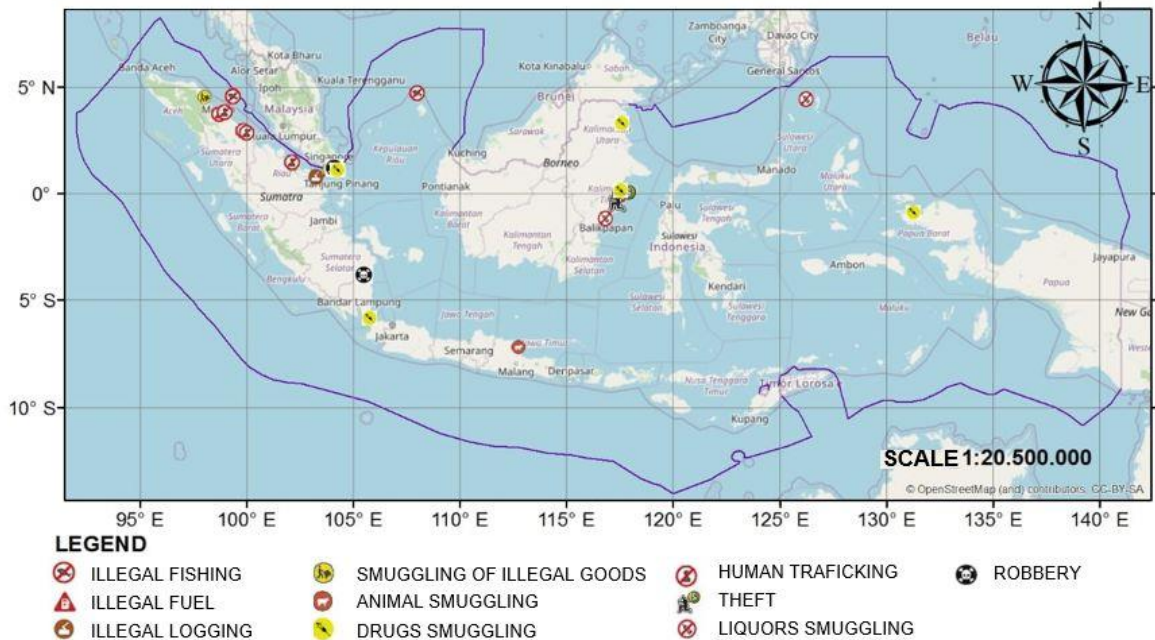
Figure 1. Map of Indonesia's Maritime Security Vulnerability
(Indonesian Maritime Security Agency, 2020)

Based on the map of Indonesia's maritime security vulnerability by the Maritime Security Agency, drug smuggling routes are found at five points that are considered prone to smuggling, namely the Malacca Strait, Sunda Strait, North Kalimantan Province, West Kalimantan, and West Papua. Drug smuggling is rampant from Malaysia to Indonesia across all borders of the two countries (Fathurrohman, 2018). First Admiral, Ezekiel said that drug trafficking and smuggling allegedly mostly used sea routes, namely, Southeast Asia passed through the Riau Archipelago Waters, using ships as a medium of transportation, this happened because of the vast area of the waters plus the many people's piers (rat ports) that had not been monitored (Bintang, 2019). The Malacca Strait is an open passage and a traditional smuggling route between the two countries. Another route is in North Kalimantan, in June 2020 Tarakan Customs and the North Kalimantan Provincial Narcotics Agency Team (BNNP Kalimantan Utara) thwarted an attempt to smuggle narcotics into northern Indonesia (Ramdhani, 2020). Two perpetrators with evidence of methamphetamine-type narcotics weighing 6 kg were arrested. Previously, Tarakan Customs thwarted methamphetamine smuggling from Malaysia also in March and May with evidence weighing 3,000 grams.

Due to the vulnerability of crimes that occur, law enforcement is an important element in responding to maritime issues, so strong regulations are needed to accommodate marine law enforcers in carrying out national defense and security. Its ability to supervise marine and fishery resources is not fully optimal, and this is due to

the vast area of Indonesian waters and the ability to monitor drought and fishery resources which are still limited so that there are still many areas that are not yet reached for monitoring operations and fishery resources. Then for the problem, the technology used is also very limited. The monitoring technology owned by each agency has not been properly integrated, so it cannot be used together in monitoring illegal fishing. Then the crucial issue is the availability of data at the right time (Situmorang, Gustasya, Afrisal, & Supriyadi, 2022).

Currently, marine law enforcers in Indonesia are starting to implement a "Single Agency Multy Tasks" system, also known as "One Commando" by establishing an independent agency that is directly responsible to the President. To deal with all the complex problems in the maritime sector as well as guarantee security and safety, it is necessary to carry out law enforcement at sea by an institution that functions as a Single Agency Multi Tasks, namely The Republic of Indonesia Marine Security Agency (Bakamla RI). Bakamla RI was formed based on the mandate of Article 59 Paragraph 3 of Law Number 32 of 2014 concerning Maritime which stipulates that "in the framework of law enforcement in territorial waters and jurisdictional areas, particularly in carrying out security and safety patrols in territorial waters and jurisdiction of Indonesia, a Maritime Security Agency was formed" which was further regulated in Presidential Regulation Number 178 of 2014 concerning The Republic of Indonesia Marine Security Agency.

Bakamla RI is an agency that has the task of guarding security and safety in Indonesian waters, then to create its existence in international relations, Bakamla RI uses the name Indonesia Coast Guard (ICG). Bakamla RI's task is to carry out security and safety patrols in Indonesian waters and Indonesian jurisdiction. In carrying out its duties, Bakamla RI carries out functions including guarding, supervising, preventing, and taking action against law violations in Indonesian waters and Indonesian jurisdiction, synergizing and monitoring the implementation of water patrols by relevant agencies, and providing search and rescue assistance in Indonesian waters, and Indonesian jurisdictional areas (Indonesian Maritime Security Agency, 2020).

The early warning system is defined as an early warning report to ships that will be identified through an area with waves that are categorized as dangerous waves. This system aims to minimize the risk of ship accidents due to high or dangerous waves (Munaf & Halida, 2015). An early warning system for maritime security is a system that functions to integrate marine hazard parameters aimed at providing guidance and warnings in maintaining security at sea and shipping security (Munaf & Putra, 2015). The Early Warning System has been built since 2007 by Marine Security Coordinating Agency (Bakorkamla or *Badan Koordinasi Keamanan Laut*) based on Item I of the 2007-2014 Bakorkamla Roadmap which relies on the utilization of satellite information technology, which functions as a Security and Safety Early Warning System in Indonesian waters. Now, this system is continuously being developed by Bakamla RI (The Maritime Security Agency of the Republic of Indonesia), which is one of the functions that must be carried out by Bakamla RI by the mandate in Law Number 32 of 2014 concerning Maritime Affairs, Article 62 letter b which reads "Manage the Safety

and Security Warning System in Indonesian waters is the territory and jurisdiction of Indonesia" (Munaf & Putra, 2015).

Bakamla RI equipment that prioritizes an early warning system (EWS) can detect anomalies in ships sailing in all Indonesian waters from various types of ships, types, and sizes, making it very easy to chase, stop, inspect, and process further law enforcement, not only being able to detect ships in Indonesian water but also being able to monitor the tracking of ships a month ago and what actions were taken while in Indonesian waters. The limited budget of Bakamla RI has a direct impact on operational preparedness and law enforcement in the maritime area of the Republic of Indonesia. Apart from that, the budget limitation also limits Bakamla RI's strength development plan for the 2020-2024 period which includes the construction of the center for maritime security operations control (Kamla Pusdalops), coastal patrol boats, aircraft, and weapons systems. However, Bakamla RI made various efforts to overcome budget constraints. First, even though the operational strength is reduced, Bakamla will work around this by carrying out Kamla operations in selectively vulnerable waters. Second, increasing synergy in the implementation of Kamla operations with other stakeholders. Then, improve intelligence capabilities and information sharing with relevant stakeholders (Kiswondari, 2020).

Understanding the detection of Maritime Domain Awareness (MDA) data and information early warning systems is one of the important factors for building situational awareness in the Indonesian maritime domain, but its implementation requires the support of all relevant institutions. Marie (2010) states that achieving a mission requires mega-communication which includes interactions between all communities, partners, and stakeholders, and is managed by leaders who can motivate communities to achieve the highest level of vigilance. According to Capt. Hank Blaney in Rusfandi (2017), there are four planned targets in Maritime Domain Awareness (MDA), namely (1) managing stakeholders through governance, (2) responding to heightened awareness of the maritime domain, (3) increasing information and safeguarding through persistent engineering efforts, and (4) increasing collaboration in the offense. Based on this, each institution must have the courage to remove their respective egos and jointly synergize in integrated information exchange by utilizing the resulting data, namely data from each institution's early warning system to be put together in one container that is built with the ability to receive all data to produce early warning information and reuse it together according to its designation.

Rusfandi (2017) states that synergy between agencies has been established through joint patrol operations, however, the pattern of exchange of information between agencies in handling illegal fishing based on the Early Warning System is still informal, partly due to the absence of software such as Standard Operational Procedures that regulate information exchange, one of them is in terms of utilizing data to become early warning information needed by each institution so that the process of sharing information that occurs is still sectoral and conventional or requests based on good relations. Octavian, Marsetio, Yulianto, & Rahman (2018) said that to prevent narcotics smuggling into the South Sulawesi region, four instruments were used by security

forces. These instruments are the ability of human resources with intelligence capabilities, the use of sniffer dogs or commonly called K9 to detect drugs at ports, and the use of x-ray scanning technology for goods. Joint efforts and the involvement of many parties, especially law enforcement agencies, are needed in eradicating drug smuggling to South Sulawesi. Good communication and coordination are needed both in terms of joint operations and information sharing.

Bakamla RI as the Indonesian Coast Guard has kept an early warning system to safeguard Indonesian waters and the Indonesian jurisdiction, but in fact, efforts to smuggle narcotics by sea are still frequently found. This shows that there is still a lack of supervision of official routes or ports and rat ports. From this gap, how effective is the early warning system owned by Bakamla RI for efforts to prevent drug smuggling by sea? How can the early warning system be integrated with other stakeholders so that narcotics smuggling by sea can be handled properly? The focus of this article is to analyze the mechanism and effectiveness of the early warning system of the Maritime Security Agency of the Republic of Indonesia (Bakamla RI) in efforts to prevent drug smuggling by sea and also aims to find out the obstacles faced by Bakamla RI in overcoming efforts to prevent drug smuggling by sea, so that later it can be interpreted and useful for the strategy for developing Bakamla RI's early warning system in the future. This study uses the theory of effectiveness with a stakeholder approach and competitive values approach (Silalahi, 2017), where sources come from other stakeholders who develop an early warning system to prevent drug smuggling. Evidence that the Maritime Security Agency of the Republic of Indonesia (Bakamla RI) has developed an early warning system since 2007 but according to traffic recapitulation data in Indonesian waters for 2015-2019 cases of drug smuggling tend to increase every year. However, it is different in other maritime crime cases (Indonesian Maritime Security Agency, 2020).

METHODS

The method used in writing this study uses a qualitative method because the researcher wants to describe the conditions that will be observed in the field in a more specific, transparent, and in-depth manner. Qualitative research is a process of understanding inquiry based on different traditions and methodologies of inquiry that explore social or human issues. The writer constructs a complex, holistic picture, analyzes words, reports detailed views of informants, and conducts field studies (McMillan & Schumacher, 2001). The type of research method chosen is descriptive analysis, while the understanding descriptive-analytical method according to Sugiyono (2009) is a method that functions to describe or give an overview of the object under study through data or samples that have been collected as they are without conducting analysis and draw general conclusions.

This article will describe the situation or phenomenon of drug smuggling which is increasing every year. This article also describes a series of steps for the early warning system used by Bakamla RI so that the information presented can explain the purpose of this research. The descriptive analysis method is a fact-finding method with the right

interpretation because the descriptive analysis method is a method for making a picture of a situation or activity, so this type of case study research is about the initial effectiveness of the Indonesian Maritime Security Agency. The Warning System of Bakamla RI to prevent drug smuggling by sea is an option. This study did not test the hypothesis.

Measuring the effectiveness of an organization or a system can be done through various approaches. Some of these are based on a goals approach, a systems resource approach, or an internal process approach. In addition, a more integrative and widely accepted approach was developed. These approaches are the stakeholder approach and the competing values approach (Silalahi, 2017). Data collection for writing this article uses in-depth interviews with key informants who are policymakers in stakeholders who intersect with Narcotics and Narcotics smuggling by sea. The resource persons were the Director of Data & Information Bakamla RI, the Head of the Bakamla Indonesia Distress Handling Service, the Director of Narcotics Deputy for Eradication of the BNN, Pabantik Koarmada I, the Director of Enforcement and Investigation and the Head of Directorate of Water Police of Water and Air Police Corps of Security Maintenance Agency of the Republic of Indonesia Police (Ditpolair Korpolairud Baharkam Polri). The results of the information in the field are then supported by secondary data in the form of literature searches related to the early warning system, drug smuggling, and maritime security. The data that has been collected, the data is analyzed using Interactive Data Analysis from Miles & Huberman (2014) in their book Qualitative Data Analysis: an Expanded Sourcebook 3rd ed which includes data condensation, data presentation, withdrawal, and verification of conclusions.

RESULTS AND DISCUSSION
Bakamla RI Early Warning System Implementation Mechanism

To strengthen efforts to prevent drug smuggling by sea, the Indonesian National Narcotics Agency (BNN) and The Republic of Indonesia Marine Security Agency (Bakamla RI) have collaborated, through cooperation agreements and the signing of a memorandum of understanding (National Narcotics Agency, 2019). This cooperation focuses on implementing integrated maritime security operations related to the Prevention and Eradication of the Abuse and Illicit Traffic of Narcotics and Narcotics Precursors (P4GN or *Pencegahan, Pemberantasan, Penyalahgunaan, dan Peredaran Gelap Narkoba*) in Indonesian territorial waters and jurisdiction. In addition, the two parties are also committed to exchanging data and information related to P4GN (National Narcotics Agency, 2019). Bakamla RI's current role is more to support BNN in taking action regarding perpetrators who are active or distributing by sea, by carrying out patrols either independently or jointly and supporting monitoring of vessels that are indicated to be carrying out illegal activities related to narcotics.

Meanwhile, in the field of prevention, through a cooperation agreement agreed upon by both parties, the focus of future activities will include forming anti-narcotics volunteers and disseminating information about P4GN. Whereas in the field of community empowerment, BNN and Bakamla RI focus on empowering anti-drug

activists, carrying out drug tests or tests, empowering the potential of coastal and island communities, and developing facilitators or mentors for coastal and island communities (National Narcotics Agency, 2019).

Working Methods of the Early Warning System in the Prevention of Drug Smuggling

To prevent accidents or threats at sea, Bakamla RI implements an early warning system, this is related to the duties and functions of Bakamla RI, namely safety and security patrols in Indonesian jurisdiction and Indonesian waters. An early warning system is needed to continuously monitor Indonesian waters so that accidents and illegal activities at sea can be detected and also detect ship anomalies that are thought to have the potential to pose a threat early on. Indirectly, Bakamla RI will collect data and exchange information with various stakeholders, then the data will be processed and presented to make it easier to take preventive measures as early as possible. Information exchange is obtained through informal meetings with stakeholders regarding threats, public meetings, Forum Group Discussions (FGD) or directly contacting agencies in the area. While Bakamla RI directly conducts patrols and monitoring in areas that are considered threat-prone areas, where this data is sourced from the Indonesian National Narcotics Agency, Bakamla RI will then carry out monitoring and filtering of certain types of ships that have been previously informed, and study the activities of these ships. If the ship's activity raises an anomaly such as turning off Automatic Information System (AIS) in a certain area or circling without a clear purpose, Bakamla RI will focus on monitoring the ship and if possible, an inspection will be carried out via a patrol boat.

Types of Early Warning System Data and Information

According to the country's Intelligence Act, the Early Warning System is a series of electronic equipment to monitor all Indonesian waters that can detect and identify ships crossing Indonesian waters, to be further assessed and analyzed to produce information as an early warning of potentially illegal activities and distress at sea (Rusfandi, 2017). Currently, Bakamla RI provides a system that can detect ships using Automatic Information System (AIS), besides that Bakamla RI has Visible Infrared Imaging Radiometer Suite (VIIRS) data to detect ships using lighting so that the two data can be combined to detect cooperative and uncooperative vessels.

The series of Early Warning Systems produces data detection and summons ships which can be processed into ship anomaly information so that vessels indicated to be carrying out illegal activities can be identified, and become the basis for decision-making in supporting maritime security operations. In handling the prevention of Narcotics smuggling, the Early Warning System detects the presence and movement of ships that have previously been informed by trusted informants or agencies that the ship is suspected of carrying Narcotics. Bakamla RI acts to handle ships carrying narcotics ashore to be handed over to the Indonesian Police so that they can be processed legally further. To become accurate information, the data generated by the Early Warning System must be processed in such a way, by combining it with other data and analyzing

the combined data. In this case, it is to utilize the data generated by the vessel's early detection facility to become early warning information for relevant agencies against ships that have indications of carrying out drug smuggling efforts so that maritime security patrol operations can respond to rapidly developing situations.

Achievements in Implementing Bakamla RI's Early Warning System in Efforts to Prevent Drug Smuggling

In supporting the implementation of the security and safety early warning system functions in Indonesian waters and Indonesian jurisdiction, using the dashboard application owned by Bakamla RI detects ships that are in Indonesian waters through Automatic Information System (AIS). From the pattern of ship movements detected on the dashboard application, it will be analyzed for in-depth analysis of ship data so that it can provide information for consideration by leaders in making further decisions.

Analysis of Validated Anomaly Data and Information

The use of marine security and safety information systems to support the implementation of maritime security and safety operations, one of which is to carry out an analysis of monitoring of ships that are indicated to be carrying out suspicious movements to produce a ship anomaly analysis which aims to support the implementation of effective patrols. The Anomaly Analysis is carried out every working day and reported in the daily meeting of the leadership of Bakamla RI. The activity of collecting and managing data and information (Pulahinfo or *pengumpulan dan pengelolaan data dan informasi*) on security and safety at sea aims to collect data in the form of a map of sea security and safety vulnerabilities which can be used as a reference in the implementation of sea security and safety operations.
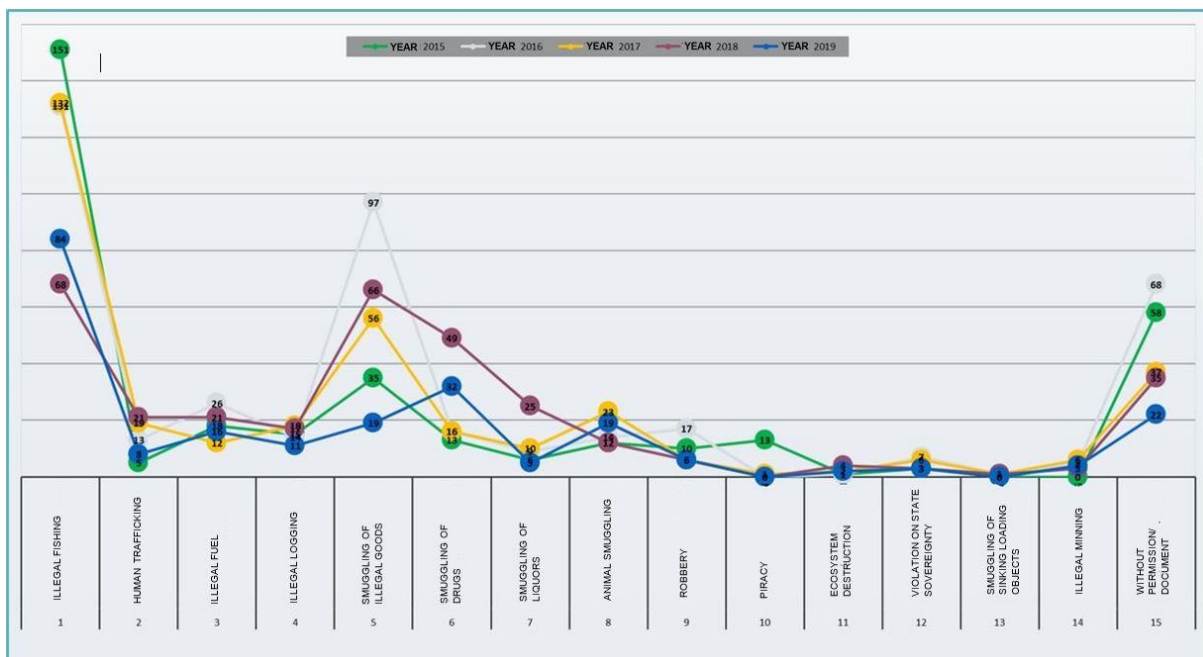

Figure 2. Recapitulation of traffic in Indonesian Waters 2015 – 2019 (Indonesian Maritime Security Agency, 2020)

Based on the recapitulation of security vulnerabilities in graphical form from 2015 to 2019. It can be seen that the number of violations at sea has decreased, but several things still require special attention, namely illegal fishing and cases of drug smuggling by sea. Because judging from the Bakamla RI vulnerability map data, the number of incidents increases every year. Some areas that are prone to illegal fishing activities include Natuna waters, and North Sulawesi waters while areas that are prone to drug smuggling activities are Batam waters and the Malacca Strait.

The data shows an increase every year. This could indicate that Bakamla RI's achievement of early warning system implementation is still not optimal. Because it can be seen that every year there is an increase, the increase here indicates that it is easy for drug smugglers to penetrate Indonesian waters. Vice versa, if there are fewer and fewer arrests of perpetrators of drug smuggling at sea, this could also indicate that supervision of threat-prone areas or rat ports is still weak. Therefore, it is necessary to improve facilities and infrastructure in preventing drug smuggling. Improvements here can be made by adding fleets and personnel as well as increasing technological capabilities. However, this is also constrained by controls that have an impact on operational preparedness and law enforcement in guarding Indonesia's maritime territory (Kiswondari, 2020). This is necessary given Indonesia's very strategic position which is between 2 oceans (the Indian and Pacific oceans) and 2 continents (Asian and Australian continents). Meanwhile, based on safety hazard recapitulation data in graphical form from 2015 to 2019 in Indonesian territorial waters, it can be seen that the incidence rate has decreased but is still a concern for burning and sinking ships.

The Effectiveness of the Republic of Indonesia Marine Security Agency's Early Warning System (Bakamla RI) in Preventing Drug Smuggling by Sea

The Early Warning System is a system organized by Bakamla RI to prevent acts of violations at sea that threaten the safety and security of Indonesian waters and Indonesia's jurisdiction. The Early Warning System can be said to be effective if the decision-making to follow up on allegations of ships taking actions that threaten the safety and security of Indonesian territorial waters and jurisdiction is carried out as early as possible and on target. To prevent drug smuggling, Bakamla RI cooperates with several authorized agencies in terms of the prevention and prosecution of drug smuggling by sea.

Bakamla RI builds a system that is capable of monitoring, detecting, and analyzing ships that behave anomalously (unnaturally) where from the movement of the ship, potentially illegal activities can occur so that clear measurable actions are taken and by the stages of the ship inspection process in the field, where this involves data and information as system technical supervisor, Marine Distress Information Monitoring Office (KPIML or *Kantor Pemantauan Informasi Marabahaya Laut*) as the user operator of the system and Sea Operations as the executor in the field so that the movement of patrol boats can be more effective and efficient because they go to locations that do have ship targets or areas where illegal activities may occur at sea.

The explanation above shows that currently Bakamla RI already has a system to accelerate the handling of illegal incidents that occur at sea. This system is supported by the facilities and infrastructure owned by Bakamla RI, namely AIS (Automatic Identification System) to identify ship anomalies in Indonesian waters. In addition to using Automatic Information System (AIS), information from the public or related agencies is also needed to facilitate the process of chasing ships in the middle of the sea. The exchange of information is initial information to strengthen Automatic Information System (AIS) data so that the pursuit and prosecution of ships carrying out illegal activities can be carried out as early as possible and on target.

The activity of collecting and managing data and information (Pulahinfo) on security and safety at sea aims to collect data in the form of a map of sea security and safety vulnerabilities which can be used as a reference in the implementation of sea security and safety operations. Data generated from early detection means of exchange between Stakeholders to produce early warning information which is carried out through communication and interaction. However, in reality on the ground, the exchange of early information on marine crimes has not run quickly and accurately.

Until now there have been requests for data from other agencies when handling ships suspected of carrying out illegal activities submitted conventionally through written requests in official letters, as well as through conventional electronic media such as communication groups, telephone, email, and others. Such a system has many drawbacks, including not well-documented data, and answers to requests for information that take longer so the development of information is slow, which in turn causes a less rapid response. For this reason, the need for a data center as a container for integrated information exchange becomes a necessary thought to produce a faster response to minimize the deficiencies that exist in exchanging information with conventional systems.

Bakamla RI's Synergy with the National Narcotics Agency (BNN), Indonesian Navy (TNI AL), Water and Air Police Corps of Security Maintenance Agency of the Republic of Indonesia Police (Polairud), and Customs in Efforts to Prevent Drug Smuggling by Sea

Synergy is a process of cooperation between various parties to combine ideas, resources, and expertise possessed by each party which is process oriented from joint results and common goals which can produce a larger amount than is done individually. Rahmawati, Noor, & Wanusmawatie (2014) explains that synergy can be achieved in two ways; communication and coordination. To generate synergy, good communication, and coordination must be created. Because synergy can occur if there is coordination and communication between two actors and even more in realizing this common goal. Synergy can be done through coordination and communication. Coordination is needed regarding the relationship between stakeholders both vertically, and horizontally, command, coordination, and partnership relations. Meanwhile, communication is the exchange of information involving various parties (Firmansyah, 2016).

In synergy, each section or sub-section has its role, and within it is part of itself and part of the large group (which consists of sub-sections). For this reason, no one part has a bigger role than the other parts. But the whole part contributes to the overall goal. The existing instruments in synergy in the context of eradicating drug smuggling by sea are as follows (Gunawan, Adriyanto, & Zaini, 2020):

1. A common goal is to overcome crime at sea

Synergy is a cooperation between several existing stakeholders as an institution based on the law having the task of enforcing the security and safety of areas in the territorial sea and Indonesia's national jurisdiction. Overcome various kinds of threats and disturbances that could threaten the territorial integrity of the unitary state of the Republic of Indonesia, can be realized with the same goal of overcoming crimes at sea, especially those that occur in the territorial waters and jurisdiction of Indonesia. According to Stoner, Freeman, & Gilbert (1996), elements that support synergy between maritime agencies in overcoming threats to territorial integrity have the same goal of upholding security and safety in Indonesian territorial waters and jurisdiction.

The aim of overcoming crimes at sea carried out by stakeholders in Indonesian waters and jurisdictions is quite good. Maritime stakeholders have actively carried out patrols to maintain the safety and security of Indonesia's territorial waters and jurisdiction. Meanwhile, in terms of understanding the suspects in the crime of narcotics smuggling in the waters and seas, it is a joint responsibility of the Indonesian National Police (Polri) and the Indonesian Navy (TNI AL) as the authorities in taking action, according to their authority according to the applicable laws and regulations.

2. Communication and interaction

Communication and interaction between stakeholders in the context of eradicating drug smuggling by sea have not been well established up to now, this is because the existing maritime agencies still adhere to the main tasks of each of these agencies. However, the current communication is still limited in terms of information disclosure and exchange of information, the existence of sectoral egos from related ministries or national agencies is one of the obstacles to creating integrated communication and information exchange. Communication and exchange of information between ministries or national agencies are held in public meetings, Forum Group Discussions (FGD) or directly contacting agencies.

3. Coordination

According to Stoner et al. (1996) that synergy can be seen from an organizational point of view which is an interconnected action between separate parts within an organization and the results will be more productive than acting individually. Synergy can be understood as a combination or combination of several elements to produce better output, in this case, synergy can be built through good coordination. Coordination between stakeholders in Indonesian territorial waters and jurisdiction in eradicating drug smuggling by sea has not been carried out properly. Coordination between stakeholders is carried out by way of coordination

meetings, and visits to agencies, while non-formal uses a contact person who is already known at the intended agency, as information that Bakamla RI has personnel sourced from various related agencies so that non-formal communication is often carried out. Collecting data and integrating information systems from each agency and synergizing operational plans with all law enforcement officials. The coordination that occurs between agencies at this time is still constrained by sectoral ego. If there is an exchange of information, it can happen because of personal relationships between leaders or based on good relations.

4. Cooperation

Teamwork is a necessity in realizing successful work performance and achievement. Teamwork will become a driving force that has energy and synergy for individuals who are members of teamwork. According to Stoner et al. (1996), synergy can be seen from an organizational point of view which is an act of cooperation and interconnectedness between separate parts of an activity and the results will be more productive.

The synergy between Bakamla RI and Indonesian National Narcotics Agency (BNN) has been carried out and well established, this is evidenced by the Memorandum of Understanding and Cooperation Agreement between Bakamla RI and the Indonesian National Narcotics Agency (BNN) of the Republic of Indonesia in the form of:

a. Memorandum of Understanding regarding Prevention and Eradication of Abuse and Illicit Traffic of Narcotics and Narcotics Precursors in Indonesian Waters and Jurisdiction;

b. Cooperation Agreement regarding Anti-Drug Activists, Drug Tests/Tests, and Empowerment of Alternative Communities in Drug-Prone and Vulnerable Areas; and

c. Cooperation Agreement regarding Anti-Drug Volunteers and Information Dissemination.

Integration of Stakeholder Early Warning System Facilities and Infrastructure related to Bakamla RI

The facilities and infrastructure owned by each stakeholder consist of various types, and functions of equipment based on the scope of work of the agency. Each Command and Control Center (*Pusat Komando dan Pengendalian* or Puskodal) has not been integrated. The data from each stakeholder should be complete. Monitoring system equipment from each stakeholder is still limited and not yet integrated. On the other hand, the condition of the equipment that does not work optimally results in not optimal data and information support for the implementation of operational tasks of legal action at sea.

This condition is also due to the existence of sectoral ego from each stakeholder which causes the data and information obtained from the monitoring system equipment to be used only by the ministry or institution. The non-disclosure of data and information to related agencies is a very prominent issue. Most maritime stakeholders

are still prioritizing agency interests and ignoring national interests. This resulted in many problems at sea that could not be resolved comprehensively and took a long time.

One of the problems found from this integration effort is that not all agencies are willing to disclose the internal details of their application to other parties, for security reasons, it also suggests that there is still a strong ego-sectoral, exchange of information that occurs only because of good personal relationships between leaders. In addition to ego-sectoral problems, the existence of different systems used by maritime agencies with each system using a different platform is also a separate obstacle, where this occurs because the information systems of each agency are developed separately resulting in a heterogeneous system terms of operating systems, database server, database format and structure, programming language, and interface system (desktop based and web-based). Based on this, to make it easier to obtain and access crime data by sea, information should be compiled in one container. Currently, Bakamla RI has prepared a Marine Distress Information Monitoring Office (KPIML or *Kantor Pemantauan Informasi Marabahaya Laut*) as a suggestion to collect all information indicating marine crimes that will make it easier for other stakeholders to speed up the handling of these crimes.

CONCLUSIONS, RECOMMENDATIONS, AND LIMITATIONS

Bakamla RI's current role is to support the Indonesian National Narcotics Agency (BNN) in taking action regarding perpetrators who are active or distributed by sea, by carrying out patrols either independently or jointly and supporting monitoring of vessels indicated to be carrying out narcotics-related disturbance activities. The Early Warning System series produces data detection and ship recognition that can be processed into information on ship anomalies, so that vessels indicated to be carrying out illegal activities can be identified, and become the basis for decision-making in supporting maritime security operations.

The implementation of the Bakamla RI early warning system to prevent drug smuggling by sea is still not effective. The difficulty in obtaining information between agencies and the weak synergy in information is a big obstacles to making the early warning system efficient. So that the data obtained is not immediately handled. Communication that is currently established is still limited in terms of generating information and exchanging information, the existence of sectoral ego from related Ministries/Institutions is one of the obstacles to creating integrated communication and information exchange.

The Early Warning System work method in preventing drug smuggling Bakamla directly conducts monitoring and monitoring of areas that are considered to be areas that are prone to threats, where this data is sourced from the National Narcotics Agency, then Bakamla RI will carry out monitoring and filtering of certain types of ships that have been previously informed, and study the activities of the ship. In addition, Bakamla RI also collects data and exchanges information with various stakeholders and then the data is processed and presented to make it easier to take preventive measures as much as possible.

The achievement of implementing the Early Warning System can be seen in the decrease in the number of violations at sea. However, cases of narcotics smuggling by sea still require special attention, as evidenced by the security vulnerability map data, the number of incidents is increasing every year. Areas prone to drug smuggling are Batam waters and the Malacca Strait. The data indicate that the Early Warning System implemented by Bakamla RI is still not optimal, drug smugglers can easily enter Indonesian territorial waters.

Therefore, it is recommended to increase the capability of the Bakamla RI Early Warning System by integrating the Command and Control Center (Puskodal) or Control Center (Pusdal) of related agencies, as well as equipping it with monitoring equipment that integrates the Early Warning System. The synergy between stakeholders is carried out through coordination and communication both vertically, and horizontally, command, coordination, and partnership relationships. Coordination between stakeholders in Indonesian territorial waters and jurisdiction in eradicating drug smuggling by sea has not been carried out properly. However, the synergy between Bakamla RI and the Indonesian National Narcotics Agency has been carried out and well established, this is evidenced by the Memorandum of Understanding and Cooperation Agreement between Bakamla RI and the Indonesian National Narcotics Agency (BNN).

This article can be used as a reference in increasing the effectiveness of Bakamla RI and other agencies to deal with efforts to smuggle drugs by sea and reduce the number of drug smugglers which also contribute to crime rates. This research has limitations, some of the research data needed by the relevant agencies cannot be provided, because it is an agency secret that can only be issued for the agency's benefit. Future research is expected to be able to review the constraints of related stakeholders to integrate data monitoring related to security and safety to Bakamla to Strengthen the Capacity of the Early Warning System to maintain National Security stability. This research is also expected to be able to compare the advantages and disadvantages of early warning systems owned by other maritime stakeholders. So that it can evaluate the early warning system owned by Bakamla RI so that in the future safeguarding the security and safety of Indonesian territorial waters and jurisdictions can be carried out more effectively.

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Appendix

Interview with the Director of Data and Information of Bakamla RI

What is the role of Bakamla in drug prevention?

Bakamla's current role is more to support BNN in taking action regarding perpetrators who are active or distributing by sea, by carrying out patrols either independently or jointly and supporting monitoring of vessels that are indicated to be carrying out illegal activities related to narcotics.

What types of early warning system data does Bakamla provide?

Currently, Bakamla provides a system that can detect ships using AIS, besides that Bakamla has VIIRS data to detect ships using lighting so that the two data can be combined to detect cooperative and non-cooperative vessels.

How does the Bakamla early warning system work in handling drug smuggling by sea?

Bakamla monitors areas that are considered vulnerable, such as the Andaman area, where this data is sourced from BNN, then Bakamla will carry out monitoring and filtering of certain types of ships that have been previously informed, and study the activities of these ships. If the ship's activity raises an anomaly such as turning off AIS in a certain area or circling without a clear purpose, Bakamla will focus on monitoring the ship and if possible an inspection will be carried out via a patrol boat.

What is the impact of the early warning system used by Bakamla in handling drug smuggling by sea?

The impact has not yet affected the whole, because, in addition to the limitations above, Bakamla also has limitations in terms of personnel to carry out analysis and deepening of data in the field as a follow-up to initial information, as well as the organization of Bakamla which is still administrative so that it creates obstacles when initial information will be followed up because it requires processing. before dropping the team onto the field.

What obstacles did Bakamla face in handling drug smuggling by sea?

The lack of integrated data is still one of the obstacles in supporting the early warning system owned by Bakamla in preventing the spread of narcotics by sea, but this continues to be encouraged through the Kemko Marves by establishing a joint decree between 8 related ministries/institutions to support the exchange of data and information Kamla. Apart from that, limited fleets and personnel are also an obstacle because Bakamla is also focused on all threats related to security and safety at sea.

Apart from using an early warning system, how does Bakamla handle drug smuggling by sea?

It is carried out through communication with the community and relevant agencies in the field, as well as building an understanding in the community that prevention of the spread of narcotics needs to involve the participation of the community so that one

of them is Bakamla building Rapala (Relawan Laut Penajaga Nusantara) as an extension of Bakamla to gather initial information in the field and conduct coaching on coastal villages related to increasing understanding of drug problems

What do you think about the communication between maritime security stakeholders in dealing with drug smuggling by sea from the past to the present?

Bakamla and BNN have established a very good relationship, in which an MoU has also been formed between the two agencies, so that implementation in the field can be carried out more easily, especially in the exchange of data and information. In addition, as mentioned above, Bakamla and BNN are currently building a system that can later be integrated to support enforcement in the field.

What is the coordination method/data collection method between ministries/agencies in dealing with drug smuggling by sea? What is the flow to create a sea lane that is free from the threat of drugs?

Currently, the method of collecting data between ministries/institutions is carried out formally and non-formally, with the following description:
a. Formal includes coordination meetings, visits to agencies, using the agreed system;
b. Meanwhile, non-formal uses a liaison that is already known in the institution being addressed, as information that Bakamla has personnel sourced from various related agencies so that non-formal communication is often carried out.

Is the early warning system method very effective?

Currently, it is still not effective because the data they have is still limited and there has not been integration between relevant agencies which are felt to have important information such as data from Hubla, Customs, KKP, and Immigration.

How are Bakamla's efforts to shorten the prevention time so that the early warning system can be said to be effective?

Bakamla builds a system that is capable of monitoring, detecting, and analyzing ships that behave anomalously (unnaturally) where from the movement of the ship, potentially illegal activities can occur so that clear measurable actions are taken and by the stages of the ship inspection process in the field, where things This involves Datin as system technical supervisor, KPIML as system user operator and Sea Operations as field executor so that the movement of patrol boats can be more effective and efficient because they go to locations that do have ship targets or areas where illegal activities at sea may occur.

In the 2020-2024 RPJMN, one of the government's projects is Strengthening the Capacity of the Early Warning System to maintain National Security stability. Then the relevant Stakeholders must integrate monitoring data related to security and safety into Bakamla. Has this been implemented?

Currently, the integration of monitoring data has not been carried out in its entirety, especially those related to narcotics. However, some data has been connected, namely potential fish point data, weather data, marine accident data, underwater cable data, and data on waste disposal by ships.

Interview with Head of Maritime Hazard Management Office of Bakamla RI
So far, what is the role of Bakamla in drug prevention?

Bakamla's current role is to monitor ships that have anomaly values or are indicated to be carrying out drug-related offending activities.

What types of early warning system data does Bakamla provide?

The early warning system is a system that is implemented to prevent illegal activity from happening as early as possible. Currently, Bakamla has STKKL at 14 points, 3 Maritime Zones, and 2 Early Stations which systematically carry out continuous monitoring to produce anomalies that unravel early the potential of vessels suspected of carrying out threatening activities.

The output is in the form of providing information on the movement of the ship. Bakamla routinely monitors the movement of the ship, after providing initial information in the form of ship anomalies, it is then submitted to the Data and Information section for analysis, then deepening or direct checks are carried out.

How does the Bakamla early warning system work in handling drug smuggling by sea?

Bakamla obtains initial information from the public or agencies or intelligence teams. After that, monitoring of the ship was carried out so that it produced the ship's anomaly. Furthermore, Bakamla carried out operations and direct checks on the field.

What is the impact of the early warning system used by Bakamla in handling drug smuggling by sea?

The impact of drug smuggling is not very significant. This is because Bakamla has not conducted special patrols for drug smuggling

What obstacles did Bakamla face in handling drug smuggling by sea?

Lack of initial information regarding drug smuggling from the public and other maritime agencies. Early warning system Bakamla is also felt to be lacking because there is still a lack of facilities and infrastructure to support the implementation of an early warning system, for example, Bakamla does not yet have drones or jet sky.

Apart from using an early warning system, how does Bakamla handle drug smuggling by sea?

Carry out routine patrols in areas that are considered to have spots for potential drug smuggling by sea.

What is the coordination method/data collection method between Ministries/Agencies in dealing with drug smuggling by sea? What is the flow to create a sea lane that is free from the threat of drugs?

Currently, the method of collecting data between ministries/institutions is carried out formally and non-formally, with the following description:

a. Formal includes coordination meetings, visits to agencies, using the agreed system;

b. Meanwhile, non-formal uses a liaison that is already known in the institution being addressed, as information that Bakamla has personnel sourced from various related agencies so that non-formal communication is often carried out.

Is the early warning system method very effective?

Currently, EWS Bakamla is effective in several cases of violations. However, it is still not effective for drug smuggling cases, this is because there is very little initial information regarding drug smuggling either from agencies or the local community.

How are Bakamla's efforts to shorten the prevention time so that the early warning system can be said to be effective?

Bakamla builds a system that is capable of monitoring, detecting, and analyzing ships that behave anomalously (unnaturally) where from the movement of the ship, potentially illegal activities can occur so that clear measurable actions are taken and by the stages of the ship inspection process in the field, where things This involves Datin as system technical supervisor, KPIML as system user operator and Sea Operations as field executor so that the movement of patrol boats can be more effective and efficient because they go to locations that do have target ships or areas that allow illegal activities at sea.

In the 2020-2024 RPJMN, one of the government's projects is Strengthening the Capacity of the Early Warning System to maintain National Security stability. Then the relevant Stakeholders must integrate monitoring data related to security and safety into Bakamla. Has this been implemented?

This cannot be done fully, because there is still sectoral ego from agencies and overlapping duties and functions of other maritime stakeholders.

Interview with the Head of the Directorate of Water Police Corps of Water and Air Police Security Maintenance Agency of the Indonesian National Police

What is the form of cooperation between the agency and Bakamla in efforts to prevent drug smuggling?

So far, the collaboration between Bakamla and Polairud has been going well through various activities such as joint operations, training, and coordination meetings. Regarding cooperation in efforts to prevent drug smuggling, specifically carried out with Bakamla, it has never been carried out. However, Polairud has collaborated in efforts to prevent drug smuggling with Customs and BNN.

In the 2020-2024 RPJMN one of the government's projects is Strengthening the Capacity of the Early Warning System to Maintain National Security Stability. So several agencies including these agencies must integrate monitoring data related to maritime security and safety into Bakamla. Has this been done?

So far, the data monitoring system that has been carried out by each agency has not been integrated. The exchange of information is still carried out both informally and formally.

What is the form of communication or data exchange between the agency and Bakamla when there are suspected indications of drug smuggling on ships?

Communication or data exchange between Polairud and Bakamla when there are ships suspected of smuggling can be done formally or informally to speed up information.

a. Formal communication, namely through official letters from the head of leadership to the head of leadership of each agency.

b. Informal communication through unofficial channels, namely by telephone, facsimile, or email.

What does the agency think about Bakamla's early warning system, especially for drug smuggling cases? Is it effective? Give a reason.

Until now Korpolairud has not benefited from the Bakamla Early Warning System, especially for drug smuggling cases, so it cannot be said that the system is effective.

How does the agency say communication between stakeholders (KPLP, TNI AL, Police/Polairud, BNN, Customs) maritime security in dealing with narcotics smuggling by sea from the past to the present?

The form of Polairud communication or data exchange between stakeholders (KPLP, Customs, BNN, TNI AL) when there are suspected indications of smuggling of ships, namely through a joint operation pattern, exchange of intelligence information, and settlement of cases

What is the coordination method/data collection method between Ministries/Agencies in dealing with drug smuggling by sea? How does it work to create synergy?

Coordination methods/methods of data collection between Ministries/Agencies in dealing with drug smuggling by sea, namely through:

a. Collection of information or information from intelligence.

b. Operational Area Analysis (ADO) or regional vulnerability characteristics.

c. Information reports from the public.

d. Information reports from other ships.

Efforts have been made to build coordination, data collection, and integration of information systems from each agency as well as to synergize operational plans with all law enforcement officers.

What are Polairud's efforts to minimize the time in preventing and taking action against ships suspected of carrying drugs?

There are several activities carried out by Polairud to minimize the time in prevention and prosecution in general and against ships suspected of carrying narcotics, namely:

a. Pre-emotive activities

Through persuasive social touch activities in the form of outreach activities, the Sambang Nusa Water Police aims to invite the community to participate and cooperate with Polair if they have relevant information and report it so that it can be followed up.

b. Preventive Activities

Namely prevention activities in the form of patrolling activities in the waters that are being traversed by ships that are suspected of and based on the information reports received then carry out VBSS followed by inspections, searches, detention of evidence if suspicious items are found, in the case of implementation still following the applicable SOP.

c. Law Enforcement Activities

Namely enforcement activities in the field if a criminal is found acting. Then it will be taken to the nearest port and handed over to the National Police investigators at the Regional Police and investigators from the National Narcotics Agency.

Interview with the Director of Customs Enforcement and Investigation

What is the form of cooperation between the agency and Bakamla in efforts to prevent drug smuggling? There is no concrete form of cooperation between Customs and Excise and Bakamla in efforts to prevent drug smuggling

In the 2020-2024 RPJMN one of the government's projects is Strengthening the Capacity of the Early Warning System to Maintain National Security Stability. So several agencies including these agencies must integrate monitoring data related to maritime security and safety into Bakamla. Has this been done?

Customs and Excise have heard information regarding the application for Strengthening the Capacity of the Early Warning System to Maintain National Security Stability, but there has been no socialization regarding the use or implementation of the application so it has not been implemented

What is the form of communication or data exchange between the agency and Bakamla when there are suspected indications of drug smuggling on ships?

Customs and Excise have heard information regarding the application for Strengthening the Capacity of the Early Warning System to Maintain National Security Stability, but there has been no socialization regarding the use or implementation of the application so it has not been implemented.

What does the agency think about Bakamla's early warning system, especially for drug smuggling cases? Is it effective? Give a reason.

Not yet, because Customs and Excise have never received any information regarding the Bakamla Early Warning System.

How does the agency think about maritime security in dealing with drug smuggling by the sea from the past to the present?

Until now, information regarding NPP smuggling has only been received from BNN and POLRI, Customs and Excise have never received information regarding this matter from Bakamla.

What is the coordination method/data collection method between Ministries/Agencies in dealing with drug smuggling by sea? How does it work to create synergy?

With a closed intelligence system.

What are Customs' efforts to minimize the time to prevent and take action against ships suspected of carrying narcotics?

Customs and Excise synergizes with other law enforcement agencies such as BNN and POLRI have a very supportive information network and IT facilities and their implementation is strengthened by the Maritime Patrol Command and Control Center (PUSKODAL) of the Directorate General of Customs and Excise.

Interview with Sops Factory Command 1
What is the form of cooperation between the agency and Bakamla in efforts to prevent drug smuggling?

There is no cooperation between the Indonesian Navy and Bakamla regarding the early warning system. For activities to prevent drug smuggling, BNN usually provides information to the Navy regarding this smuggling, develops it, and can be caught.

In the 2020-2024 RPJMN one of the government's projects is Strengthening the Capacity of the Early Warning System to Maintain National Security Stability. So several agencies including these agencies must integrate monitoring data related to maritime security and safety into Bakamla. Has this been done? It's done

What is the form of communication or data exchange between the agency and Bakamla when there are suspected indications of drug smuggling on ships?

Currently still use official letters or it could also be secret telegrams. The Indonesian Navy and Bakamla have exchanged information and cooperation between their respective Puskodals, through this the exchange of information can be carried out.

What does the agency think about Bakamla's early warning system, especially for drug smuggling cases? Is it effective? Give a reason.

I cannot give a specific assessment regarding the Bakamla EWS, but until now the positive impact of the Bakamla early warning system has not affected the Indonesian Navy.

How does the agency think about maritime security in dealing with drug smuggling by the sea from the past to the present?

By solicitation using letters or other confidential communications.

What is the coordination method/data collection method between Ministries/Agencies in dealing with drug smuggling by sea? How does it work to create synergy?

Usually, the Navy gets reports from the public or other agencies, especially for drugs. The National Narcotics Agency immediately provides information regarding ships suspected of smuggling drugs. Then the Indonesian Navy carried out pursuit and prosecution in the field.

What are Polairud's efforts to minimize the time in preventing and taking action against ships suspected of carrying drugs?

The Indonesian Navy already has a system called F1 QR, and one of its functions is to cooperate in sharing information with neighboring countries, such as drug smuggling. The main tool used by ships that have sea riders so that they get a fast response.

Interview with the Director of Narcotics Deputy for Eradication of the National Narcotics Agency

What is the form of cooperation between BNN and Bakamla in efforts to prevent drug smuggling?

It is necessary to explain in advance that the organizational structure of the National Narcotics Agency consists of 5 (five) Deputy Sectors, this is as stipulated in Article 67 paragraph (2) of the Law of the Republic of Indonesia Number 35 of 2009 concerning Narcotics. The 5 (five) Deputy in this field is as follows:

1. Deputy for Prevention;
2. Deputy for Eradication;
3. Deputy for Rehabilitation;
4. Deputy for Law and Cooperation; And
5. Deputy for Community Empowerment.

Prevention efforts are carried out by the Deputy for Prevention. Broadly speaking, the Deputy for Prevention in prevention efforts will provide information, education, and advocacy to the public and Ministries/State Agencies.

The Deputy for Prevention also provides information, education, and advocacy regarding the dangers of narcotics to the Maritime Security Agency. The information and education that has been received by the Maritime Security Agency will then be used as a basis for carrying out Bakamla activities in terms of preventing narcotics.

Based on the Instruction of the President of the Republic of Indonesia Number 2 of 2020 concerning the National Action Plan for the Prevention and Eradication of the Abuse and Illicit Traffic of Narcotics and Narcotics Precursors for 2020-2024, to prevent this, the Maritime Security Agency carries out activities to socialize the dangers of narcotics to the community/residents of Maritime Village. This socialization is carried out by people who work as fishermen, this is very necessary because it is known that

most of the smuggling of narcotics from abroad is by sea, where the fishing profession is the target of exploitation by narcotics dealers. Based on the cases that have been disclosed, fishermen are lured with a certain amount of money to take/carry/smuggle narcotics from abroad to Indonesia.

In addition, the Deputy for Eradication has carried out training activities for personnel and sea operations with the Maritime Security Agency.

What are the BNN's efforts to prevent drug smuggling via the sea route?

Efforts made by the National Narcotics Agency in preventing smuggling by sea are as follows:

a. The Deputy for Prevention carries out information, education, and advocacy activities regarding the dangers of narcotics to people who work as fishermen, as well as the general public not to smuggle/carry narcotics, either on domestic or international trips.

b. The Deputy for Eradication carried out activities to arrest everyone who brought narcotics illegally into the Indonesian sea area, this was felt to be effective because the narcotics that were brought had not had time to reach land, so the narcotics had not had time to spread to the wider community.

In addition, the Deputy for Eradication has operated 7 (seven) Integrated Interdiction Posts spread across various regions, in which various Ministries/State Agencies are incorporated. The Integrated Interdiction Post is intended as a forum for carrying out coordination between Ministries/State Agencies to prevent and eradicate illegal narcotics circulation.

c. The Deputy for Community Empowerment carries out activities to empower coastal communities who have been exposed to narcotics. The activity carried out is to provide training in cultivating seaweed. With this, it is hoped that the coastal community can change their mindset, namely not looking for money from the illicit traffic of narcotics, but getting money from the results of seaweed cultivation.

To speed up the prevention of drug smuggling via the sea route, how is BNN coordinating with authorized agencies? Is there a special communication or forum for providing this information?

Procedurally, coordination with authorized agencies is through official letters, but in circumstances where acceleration is required, communication can be carried out verbally between implementing leaders/personnel. As with the implementation of coordination, the delivery of information can use electronic media in the form of an instant messaging application/e-mail/Audio Video Teleconference application. As described in answer number 2, the container formed by the National Narcotics Agency to break the chain of illicit drug trafficking is the operation of the Integrated Interdiction Post.

How does BNN get information about ships suspected of carrying narcotics?

The National Narcotics Agency obtained information regarding ships suspected of carrying narcotics as follows:

a. Community Information. Namely, there are reports from the public either directly to the National Narcotics Agency personnel or through the National Narcotics Agency Call Center;

b. Investigation Activities. Article 1 point 5 of the Law of the Republic of Indonesia Number 8 of 1981 Concerning Criminal Procedure Law provides the meaning of Investigation is a series of investigative actions to search for and find an event that is suspected of being a crime to determine whether or not an investigation can be carried out according to the method stipulated in the law This.

In this case, the Investigator is the Deputy for the Eradication of the National Narcotics Agency and the crime being sought is the crime of illicit drug trafficking, and the methods used to collect information in the field are in various ways permitted by law.

c. Joint Operations. Operational cooperation is carried out both with Ministries/National Institutions, as well as with Law Enforcement of other countries. In this activity, an exchange of information related to narcotics networks is carried out. As it is known that narcotics crime is a transnational crime, coordination with other countries' law enforcers is needed in breaking the chain of narcotics circulation.

What are the obstacles faced by BNN in handling drug smuggling by sea?

The classic constraints faced are as follows:

a. Lack of Facilities/Facilities;

This means in this case is a ship capable of being operated to chase ships suspected of carrying narcotics. Until the time this research was carried out, the National Narcotics Agency did not yet have a ship.

This obstacle has been overcome by collaborating/ synergizing with Ministries/State Agencies that have ship facilities. Meanwhile, cooperation has been carried out with the Maritime Security Agency, the Indonesian National Armed Forces, the Indonesian National Police, the Ministry of Maritime Affairs and Fisheries, and the Ministry of Finance through the Directorate General of Customs and Excise.

b. Lack of Personnel

Given the vastness of Indonesia's sea territory, as well as the spread of illegal ports ("rats") in Indonesia, the number of National Narcotics Agency personnel is still insufficient to carry out routine surveillance and patrols in these areas.

This obstacle is handled in a way that is similar to the previous obstacle, namely by working together with personnel from other Ministries/State Agencies in carrying out security for waters/coastal areas from the illicit circulation of narcotics.