

ENHANCING INTERNATIONAL COOPERATION FOR SHIP AND PORT FACILITY SECURITY TO ADDRESS SECURITY DISRUPTIONS

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Abstract

Port security is a crucial component of maritime security that plays a vital role in facilitating economic activity at sea, particularly in the transit of people, commodities, and services. The terrorist attack on September 11, 2001, commonly referred to as 9/11, resulted in the destruction of the twin towers of the World Trade Center (WTC) in New York, United States. This event served as the catalyst for the adoption of the International Ships and Port Facility Security Code (ISPS Code) across all port facilities. It is desired that acts of terrorism, narcotics smuggling, illegal drug trafficking, piracy, and theft do not take place. The objective of this study is to examine the execution of security system policies, the compliance of port facility facilities and infrastructure, and the necessary measures to regulate and meet these facilities and infrastructure. The ultimate goal is to reduce and prevent potential security risks to port facilities. Several member countries of the International Maritime Organization (IMO) are driven to amend the international convention, commonly referred to as the International Ship and Port Facility Security Code (ISPS Code), or the International Code relating to the security of ships and port facilities, with the aim of guaranteeing the safety of ships and port facilities.

Keywords: security, ISPS, security disturbances

INTRODUCTION

The increasing need for goods transportation services on a large scale means that the needs of port facility users are increasing. Currently, speed in loading and unloading goods and ships is not the only main priority for service users, but it is also in the interests of the safety of service users and goods at the port. According to article 1 point 16 of Law Number 17 of 2008 concerning Shipping, a port is a place consisting of land and/or waters with certain boundaries as a place for government activities and business activities which are used as a place for ships to dock, boarding and disembarking passengers, and /or loading and unloading of goods, in the form of terminals and ship berths equipped with shipping safety and security facilities and port supporting activities as well as a place for intra- and inter-mode transportation transfers. The port is the core of the shipping facility system, because the implementation of shipping activities always begins and ends at the port and the port is the entry and exit point for various flows seen from an economic aspect.

Ports are an important component for countries, especially maritime countries which have a large dependence on sea routes to achieve their country's interests, so maritime security is needed. If the port has a security system that is not optimal, it will cause unexpected events or losses because the purpose of sea transportation is to obtain added value or profit, so it is necessary to plan ways to prevent losses.

With such an important function, it is natural that matters relating to ports receive special attention. One important aspect of the port is security issues. This security issue is increasingly important considering the increasingly vital role of ports in the continuity of shipping and international trade. Security is an important factor in port activities, so threats to ship and port security must be immediately anticipated. The creation of security conditions is necessary to support all activities at the port in order to improve port operational performance, especially in supporting the smooth distribution of community needs, and increasing regional growth which ultimately leads to the establishment of inter-modal connectivity for equitable development.

Indonesia is an archipelagic country with an ocean area of 5.1 km². and the number of islands consisting of 17,510 islands has resulted in the role of sea transportation as an increasingly dominant means of transportation. Natural wealth is abundant and unevenly distributed, making the function of sea transportation very important. Viewed from a regional development perspective, the maritime transportation sector, apart from functioning as a supporting element, also functions as a stimulating element. As a supporting element, the sea transportation sector supports economic, social, political, cultural and defense and security growth. Meanwhile, as a stimulating element, sea transportation services are aimed at opening up the isolation of remote areas and undeveloped border areas as well as areas that do not yet have natural resources that can be developed, but require regular transportation services.

Ports are one of the most important economic infrastructures for Indonesia because they can contribute large foreign exchange earnings if their performance is carried out optimally, effectively and efficiently with the support of good facilities and infrastructure. Indonesia has no less than 560 large and small ports spread throughout the archipelago, 110 of which are relatively large commercial ports, and are managed by PT. Indonesian Harbor (Persero).

The following are several events that are the background to the implementation of the ISPS Code on ships and ports, including the following:

- a. MS piracy. Achille Lauro in 1985
- b. The 1998 MT Petro Ranger hijacking
- c. 1999 MV Alondra Rainbow hijacking
- d. The explosion of the battleship USS. Cole in Aden, Yemen in 2000
- e. MT hijacking. Han Wei and MT. VLCC.

The incident that occurred on September 11 2001, namely the collision of two airplanes which destroyed two towers of the World Trade Center in New York City, United States, has

increased the world's concern about fighting terrorism. The whole world has caught the anti-terrorism fever. As a reaction to the anti-terrorism fever in the form of the drumbeat of war against terrorism, international pressure spearheaded by the United States has urged countries in the world to pay attention to efforts to combat terrorism, by, among other things, enacting anti-terrorism laws in each country. . The efforts made by the international community to combat terrorism not only criminalize financing of terrorism or terrorist financing.

September 2001, which caused thousands of casualties, is a global issue that influences the political policies of all countries in the world, thus becoming the starting point for the perception of fighting terrorism as an international enemy. This mass murder has united the world against International Terrorism. Moreover, with the Bali Bombing Tragedy I on 12 October 2002, namely a series of three bombings that occurred on the evening of 12 October 2002. The first two explosions occurred at Paddy's Pub and Sari Club on Jalan Legian, Bali, while the last explosion occurred near The United States Consulate Office, even though it is quite far away.

This series of bombings was the first bombing which was then followed by bombings on a much smaller scale which also took place in Bali in 2005. There were 202 fatalities and 209 people were injured or injured, most of the victims were foreign tourists who were visiting the location. is a tourist spot. This incident is considered the worst terrorist event in Indonesian history.

Ports are part of vital maritime transportation facilities to support the goals of national unity and integrity. Ports or sea transportation are part of other transportation, with the ability to face future changes, because they are able to carry out mass transportation, in this case including the security and safety of lives, ships, property and the environment both at the port and at sea during loading and unloading activities. . To guarantee the implementation of security and safety, the government makes minimum provisions that must be fulfilled by ships and their laws.

The increase in crime at sea and terrorist activities prompted 108 member countries of the International Maritime Organization (IMO) to hold a meeting from 9 to 13 December 2002 in London. The meeting discussed determining serious steps for maritime security, prevention and strict regulations regarding terrorism against ships. The International Maritime Organization (IMO) conference on September 12 2002 also approved the implementation of the International Ship Security and Port Facility Code (ISPS Code). Fulfillment of Part A of the ISPS Code is mandatory for ships affected by the scope of application as well as port facilities that provide port services to ships operating internationally. This amendment to SOLAS 74 was made to Chapter V. Safety of Navigation and additions to Chapter XI to become Chapter XI-1 regarding special measures to enhance maritime safety and Chapter XI-2 measures specifically for increasing shipping security (special measures to enhance maritime safety) known as the International Ship and Port Facility Security Code (ISPS Code).

The country already has a set of legal rules, but due to the rapidly changing modes and impacts, the government then issued another option, namely by implementing the legal aspects of International Ship and Port Facility Security (ISPS) in international cooperation.

The purpose of this code is to provide a standard, consistent framework for evaluating risk, enabling the Government to compensate for changing threats by changing the vulnerability value of ships and port facilities through determining appropriate security levels and appropriate security measures.

Apart from that, international cooperation is an important part in dealing with terrorist crimes. Nowadays, international cooperation has become an important element in the foreign relations established by a country. The development of international cooperation aims to adjust policies between actors and then negotiate them to suit the preferences of each party, so that they are more compatible. The important role of international cooperation today has

encouraged many countries to collaborate with each other at both bilateral and multilateral levels.

The ISPS Code is an international security code for ships and port facilities (The International Ship and Port Facility Security Code - ISPS Code) is a comprehensive rule regarding steps to increase security for ships and port facilities, this rule was developed in response to perceived threats can occur on ships and port facilities after the September 11, 2001 attacks on the United States. Basically, the Code uses a risk management approach to ensure security and facilities to determine what security measures are appropriate, a risk assessment must be carried out in each specific case.

The preparation of the ISPS Code began in 2001, in this case by the Maritime Safety Committee (MSC) in collaboration with the Maritime Security Working Group (MSWG). The two bodies in an Assembly session in November 2001, adopted resolution A.924(22). The content of the resolution is to review all actions and procedures to prevent possible terrorist acts that threaten maritime security, especially towards ship passengers and crew, as well as ship safety in general. Then at the Conference of Member States in London on 9-13 December 2002 (later known as the Diplomatic Conference on Maritime Security), it was unanimously agreed to include the ISPS Code in the 1974 International Convention for Safety at Sea (SOLAS 1974). The Conference also approved amendments to Chapter V and Chapter XI of SOLAS, to bring them into line with the adoption of the ISPS Code.

Chapter V of SOLAS, which originally only contained port/ship navigation safety, has added a new system, namely accelerating the implementation of the Automatic Identification System (AIS). Meanwhile, Chapter XI is divided into two parts. Chapter Chapter XI-2 contains completely new provisions, namely, Special Measures to Enhance Maritime Security. Ports in Indonesia that are prone to security disturbances can be identified based on several characteristics. First, ports located in border areas or prone to conflict, such as Merak Port in Banten, Tanjung Priok Port in Jakarta, and Bitung Port in North Sulawesi, have a high risk of acts of terrorism, separatism or cross-border crime. Second, ports with high trade activity, such as Tanjung Perak Port in Surabaya, Soekarno-Hatta Port in Makassar, and Belawan Port in Medan, are also vulnerable to security disturbances such as smuggling, theft or fraud. Third, ports with inadequate infrastructure, such as Tanjung Redep Port in East Kalimantan, Dumai Port in Riau, and Ambon Port in Maluku, have a high risk of criminal acts such as theft of goods, drug smuggling or piracy.

To prevent security disturbances at these ports, coordinated efforts are needed from various parties, including the government, private sector and society. These efforts include increasing the physical security of the port through strengthening the guard system, patrols and installing adequate security equipment. In addition, public security awareness needs to be increased through outreach and training on maritime security. International cooperation is also key in preventing maritime security disturbances, by strengthening coordination and exchanging information between countries.

RESEARCH METHODS

The type of research that the author uses in this writing is normative. Normative research is a scientific research procedure to find the truth based on legal scientific logic from the normative side. The approach used in legal research related to the writing of this work is as follows; Legislative approach (statute approach). This approach is used to examine all laws and regulations related to the legal issue being handled. The conceptual approach is by identifying and analyzing legal concepts in legal theory and practice. As for the legal materials used in the research used in this research, this research includes three (3) parts, namely primary legal materials consisting of statutory regulations, trial minutes, official notes or minutes in making legislative decisions of judges. Secondary legal materials are legal materials in the form

of reference books or texts written by influential experts. Consists of: 1) Related scientific books, 2) Research results, 3) Law journals. Tertiary legal materials are legal materials that provide explanations or instructions for primary and secondary legal materials, tertiary legal materials are book dictionaries and encyclopedias. Consists of: 1) Legal Dictionary, 2) Wikipedia, 3) Big Indonesian Dictionary, 4) Medical Exyclopedia. In the process of collecting legal materials, researchers use document studies, namely collecting library legal materials in the form of statutory regulations, legal books, Indonesian dictionaries. The steps for collecting legal materials include: reading, studying, quoting, connecting legal materials from primary legal materials, secondary legal materials and tertiary legal materials so that they become one unit so that the meaning conveyed is easy. The analysis of the legal materials used is prescriptive. Prescriptive research is research that aims to solve the legal issues faced. This is where the ability to identify legal problems is needed, carry out legal reasoning, analyze the problems faced and then provide solutions to these problems.

DISCUSSION

Implementation of the ISPS Code for Ships and Ports in the Perspective of Overcoming Security Disturbances at the Samudra Palaran Samarinda Container Port.

- a. Port preparation involves several important steps to ensure that the port is ready to carry out its operations efficiently and safely. The following are some preparations that need to be made before the port can operate:
 1. Infrastructure Planning: Carry out infrastructure planning which includes the construction of terminals, docks, access roads and cargo handling facilities. This planning should consider adequate capacity to handle the expected volume of cargo, as well as ensuring good accessibility for vehicles and workers.
 2. Equipment Procurement: Ensure that the port has adequate cargo handling equipment, such as cranes, forklifts and other loading and unloading equipment. Equipment selection should be based on the type of cargo to be handled as well as the port capacity.
 3. Security System: Building an effective security system to protect the port from threats such as theft, sabotage and terrorism. Security systems may include the use of surveillance cameras, border security, integrated monitoring systems, and strict security procedures.
 4. Human Resources Preparation: Organize training and development of employees who will work at the port. This includes training them in cargo handling, security procedures, and use of port equipment. Apart from that, it is also necessary to ensure that there is a security team that is trained and ready to respond to emergency situations.
 5. Permits and Regulations: Obtain necessary permits and licenses from port authorities and relevant governments. This includes operational permits, environmental permits, and other permits that may be required in accordance with applicable rules and regulations.
 6. Supporting Facilities: Ensure the availability of supporting facilities such as employee housing, administrative offices and warehouse facilities. This facility is needed to support port operations and employee comfort.
 7. Logistics Arrangement: Arrange an efficient logistics and supply chain system to ensure that cargo can be sent and received on time. This involves collaboration with related parties such as shipping agents, logistics companies and customs authorities.

8. Testing and Simulation: Carrying out testing and simulation to ensure that all systems and procedures function properly before the port actually operates. This testing may include cargo handling simulations, fire drills, and security system trials.

By making thorough preparations, ports can ensure that they are ready to carry out operations efficiently, safely and in accordance with applicable regulations.

b. Port Facility Security Officer (PFSO).

A Port Facility Security Officer (PFSO) is an individual responsible for overseeing and managing port security. The main task of a PFSO is to ensure that the port complies with all security requirements set by the International Maritime Organization (IMO) and national security regulations. The following are some of the duties and responsibilities of a PFSO:

1. Preparation of Port Security Plan: The PFSO is responsible for preparing and updating the Port Facility Security Plan in accordance with IMO requirements. This plan includes steps to be taken to prevent security threats such as intrusion, sabotage, and terrorist attacks.
2. Implementation Oversight: The PFSO monitors and ensures the implementation of the Port Security Plan throughout the port. They work closely with security personnel and other port staff to ensure that security measures are implemented correctly and effectively.
3. Security Training and Awareness: The PFSO is responsible for conducting security training for port personnel. They also develop security awareness programs to increase understanding and compliance with security procedures.
4. Inspection and Monitoring: The PFSO conducts routine inspections of port facilities and oversees daily security activities. They also monitor changes in the security situation that may affect the port and take appropriate action to address potential threats.
5. Coordination with Relevant Authorities: PFSO communicates and coordinates with maritime security authorities, port authorities and other relevant security agencies to ensure compliance with security regulations and share information on security threats.
6. Security Investigation: If a security incident occurs at the port, the PFSO is responsible for conducting an investigation and reporting the results to the appropriate authorities.
7. Updates and Maintenance: The PFSO ensures that the Port Security Plan is kept up to date in accordance with the latest developments in security threats and regulatory requirements.

A PFSO has a key role in maintaining port security and protecting maritime infrastructure from potential threats. They work closely with various related parties to ensure that the port remains safe and operates smoothly.

8. Supporting facilities include 105 CCTVs installed around the Samudera Palaran port work area, and metal detectors used to check people, luggage and vehicles entering or leaving the port work area.
9. For security posts in the Samudra Palaran Samarinda port work area, there are 4 security posts, where 2 security personnel are installed at each guard post. Security on duty must have a SAT certificate according to IMO standards 3.24 & 3.25

c. Company Security Officer (CSO).

A Security Officer in a company is an individual who is responsible for maintaining security and safety in the work environment. The main duties of a Security Officer include protecting company assets, preventing criminal acts, handling emergency incidents, and maintaining order in the work environment. The following are some of the duties and responsibilities of a Security Officer in the company:

1. **Security Oversight:** The Security Officer is responsible for supervising and maintaining company security. They monitor the entry and exit of employees, visitors, and goods entering or leaving the company. They can also carry out routine patrols in company areas to ensure that there is no suspicious activity.
 2. **Security System Monitoring:** Security Officers can be responsible for monitoring security systems such as surveillance cameras, alarms, and access control. They ensure that these systems function properly and respond quickly in case of security incidents.
 3. **Security Check:** Security Officers can carry out security checks on employees and visitors entering the company. This includes bag checks, ID checks, and metal detector checks if necessary.
 4. **Handling Emergency Events:** Security Officers must be ready to handle emergency events such as fires, attacks, or accidents. They are trained to provide first aid and contact appropriate authorities if necessary.
 5. **Security Investigation:** If a security incident occurs in the company, the Security Officer may conduct a preliminary investigation to collect relevant evidence and information. They may also cooperate with appropriate authorities in further investigations.
 6. **Safety Training:** Security Officers can be responsible for providing safety training to company employees. This includes training on emergency measures, security procedures, and awareness of potential security threats.
 7. **Security Reports:** Security Officers must create and submit accurate security reports about incidents, security breaches, or suspicious activities that occur in the company. A Security Officer has an important role in maintaining security and safety in the company. They help create a safe work environment for all employees and protect company assets from harmful actions.
- d. *Ship Security Officer(SSO).*
- A Ship Security Officer (SSO) is a designated individual responsible for implementing and maintaining a ship security plan to ensure the safety and security of the ship, crew, passengers, and cargo. SSO plays an important role in preventing security threats and responding effectively in the event of a security incident. Following are some of the main responsibilities of a Ship Security Officer:
1. **Security Plan Implementation:** The SSO is responsible for implementing and maintaining the ship's security plan, which includes assessing security risks, developing security procedures, and ensuring compliance with international regulations and industry best practices.
 2. **Security Training and Awareness:** SSO conducts security training sessions for crew to increase awareness of security threats, provide guidance on security procedures, and ensure that all personnel understand their roles and responsibilities in maintaining security on board the ship.
 3. **Access Control:** The SSO oversees access control measures to prevent unauthorized persons from gaining access to restricted areas of the vessel. This may involve the use of access control systems, identification checks, and visitor management protocols.
 4. **Surveillance and Monitoring:** The SSO coordinates and monitors the ship's surveillance systems, such as CCTV cameras, to detect and prevent security breaches. They may also conduct routine patrols and inspections to identify and address any security vulnerabilities.

5. **Security Drills and Exercises:** The SSO organizes and conducts security drills and exercises to test the ship's emergency response procedures and ensure the readiness of the ship's crew to deal with security threats or incidents.
6. **Security Incident Response:** If a security incident occurs, the SSO leads response efforts, coordinates with relevant authorities, and ensures that appropriate actions are taken to mitigate the situation. This may involve activating the ship's emergency response plan, conducting an investigation, and implementing corrective actions.
7. **Security Communications:** The SSO maintains effective communication channels with ship crews, port authorities and other relevant stakeholders to exchange security-related information, report incidents and coordinate security actions.
8. **Security Risk Assessment:** SSO regularly assesses and updates the vessel's security risk profile, taking into account changes in the operating environment, industry trends and emerging security threats. They may collaborate with consultants or security experts to conduct comprehensive risk assessments.

It is important for Ship Security Officers to stay up to date on the latest security regulations and industry standards to ensure the ship's security plan remains effective and compliant. The role of the SSO is very important in maintaining a safe and secure environment on board the ship.

e. **Ship Security Plan (SSP).**

A security plan is a comprehensive document that outlines the strategies, procedures, and actions that must be implemented to ensure the safety and security of a particular location or organization. While not having access to a specific security plan about what a security plan includes:

1. **Threat Assessment:** Identify potential threats and risks that could affect an organization's security, such as theft, vandalism, cyber attacks, or natural disasters.
2. **Security Goals:** Establish clear goals and objectives for the security plan, which may include protecting personnel, facilities, and assets, preventing unauthorized access, and maintaining business continuity.
3. **Physical Security Measures:** Determine necessary physical security measures, such as access control systems, surveillance cameras, alarm systems, and the presence of security personnel.
4. **Security Policies and Procedures:** Develop and implement security policies and procedures that outline the expected behavior and responsibilities of employees, visitors, and contractors. This may include protocols for access control, visitor management, emergency response, and incident reporting.
5. **Security Personnel:** Define the roles and responsibilities of security personnel, including their training requirements, duties, and reporting structure.
6. **Information Security:** Addresses the protection of sensitive information and data through measures such as encryption, firewalls, regular data backups, and employee training on cybersecurity best practices.
7. **Emergency Response Plan:** Create a detailed emergency response plan that outlines procedures for different types of emergencies, such as fires, medical incidents, or security breaches. This plan should include evacuation routes, designated assembly points, and communications protocols.
8. **Communication and Reporting:** Establish channels for effective communication and reporting of security incidents, including who to contact and how to document and escalate incidents or suspicious activity.

9. Regular Assessments and Updates: Conduct regular assessments of the security plan to ensure its effectiveness and make necessary updates based on changing threats, technological advances, or organizational changes.

A security plan must be tailored to the specific needs and circumstances of the organization or location for which it is designed. It is recommended to consult a security professional or expert in developing a comprehensive security plan. Implementation/implementation of the ISPS Code at the Samudera Palaran Samarinda Container port since 07 November 2023.

Indonesia has experienced quite significant developments since its enactment in 2004. Initially, the implementation of the ISPS Code in Indonesia was still hampered by several factors, such as budget limitations, lack of trained human resources, and minimal security awareness among the public.

However, over time, the implementation of the ISPS Code in Indonesia has shown quite good improvement. This is indicated by the increasing number of port facilities that have received ISPS Code certificates, namely 348 facilities by 2023.

Increasing the implementation of the ISPS Code in Indonesia cannot be separated from the efforts made by the government, private sector and society. However, there are still several challenges that need to be faced in implementing the ISPS Code in Indonesia. These challenges include:

1. Budget sustainability. The budget required to implement the ISPS Code is not small, so a long-term commitment from the government is needed to ensure the sustainability of the budget.
2. Improving the quality of human resources. Trained human resources are the key to successful implementation of the ISPS Code. Therefore, it is necessary to improve the quality of human resources in the field of maritime security, both in terms of quantity and quality.
3. Increased public security awareness. Public security awareness needs to be increased so that the community can play an active role in supporting security efforts at ports.

To overcome these challenges, coordinated efforts are needed from various parties, both government, private sector and society. These efforts include:

1. The government needs to increase budget support for the implementation of the ISPS Code.
2. The government needs to work together with the private sector to improve the quality of human resources in the field of maritime security.
3. The government needs to provide outreach and education about maritime security to the public.

With these efforts, it is hoped that the implementation of the ISPS Code in Indonesia can continue to be improved, so that it can provide a sense of security and comfort for the community, as well as support the smooth running of trade and national economic activities.

The following are several examples of efforts that have been made by the government, private sector and society to improve the implementation of the ISPS Code in Indonesia:

1. The government has issued Minister of Transportation Regulation Number PM 134 of 2016 concerning Ship Security Management and Port Facilities. This regulation clearly regulates the procedures for implementing, implementing and monitoring the ISPS Code regulations.
2. The government has formed an ISPS Code Task Force to supervise and provide guidance on the implementation of the ISPS Code at ports.
3. The government has collaborated with the private sector to improve the quality of human resources in the field of maritime security.

4. The private sector has invested in improving infrastructure and security equipment at ports.
5. The community has begun to play an active role in supporting security efforts at the port, including by reporting to the authorities if they see any suspicious actions.

The implementation of the ISPS Code in Indonesia faces internal and external obstacles. Internal obstacles involve budget limitations that require long-term commitment from the government, improving the quality of human resources in the field of ship and port security, and the need to increase public security awareness. External barriers include the complexity and dynamics of ship and port security threats that require integrated efforts, the availability of expensive security equipment and technology, and the need for international cooperation with other countries.

To overcome these obstacles, coordinated efforts from various parties are needed. The government must increase budget support, collaborate with the private sector to improve the quality of human resources in the field of ship and port security, conduct outreach and education to the public about the importance of ship and port security, and strengthen international cooperation with other countries. With these steps, it is hoped that we can overcome obstacles and improve the security of ships and port facilities in Indonesia through the implementation of the ISPS Code.

CONCLUSION

Threats to ship security often occur which means that there are huge losses for ships and companies, so it must be recognized that the implementation of the provisions of the International Ship and Port Facility Security Code (ISPS Code) must be carried out thoroughly and with good integrity and specifically for the security of ships and facilities. The port in the city of Samarinda is one of the areas that supports Indonesia as a world maritime country. The physical conditions, geographical location, general environmental conditions of ports in Indonesia, especially Samarinda, also contribute to the obstacles to implementing the provisions of the ISPS Code. Therefore, this kind of socialization needs to be done.

The importance of cooperation between countries in implementing the ISPS Code is a crucial factor in improving global maritime security. These findings underscore the need for a joint commitment from member countries to collaborate, share intelligence information, and conduct joint training to achieve full compliance with the maritime security standards set by the ISPS Code. Policy recommendations emerging from this research include concrete steps as well as allocating sufficient resources for training and implementation of the ISPS Code. By adopting these recommendations, it is hoped that a safer and more protected maritime environment can be created for all ports in Indonesia, especially the port of Samarinda.

However, this research also highlights that there are still challenges and obstacles that need to be overcome in increasing cooperation between countries in implementing the ISPS Code, such as differences in capacity and security approaches. Therefore, to achieve optimal success, strong commitment is needed from all relevant parties, including the government, port authorities, international organizations and the private sector. Thus, through joint efforts and close cooperation between countries, we can achieve the common goal of improving global maritime security and protecting our territorial waters from the threat of transnational crime.

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