

Juridical Analysis Of The Authority Of The Marine And Coast Guard Base In Carrying Out Its Duties (Research Study at Tanjung Uban Class II PLP Base)

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Abstract. *The Sea and Coast Guard Base (PLP) plays a vital role in maintaining maritime security and safety in Indonesia, especially in strategic waters such as the Riau Islands. However, the implementation of the PLP's authority in carrying out its duties at the Tanjung Uban Class II PLP Base has not run optimally. This study aims to analyze the authority of the PLP from a juridical and sociological perspective, as well as identify the obstacles faced and provide recommendations to overcome them. The research methods used are normative juridical and empirical sociology. The normative juridical method is used to analyze various laws and regulations that are the legal basis for the authority of the PLP, such as Law Number 17 of 2008 concerning Shipping, Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 119 of 2021 concerning the Organization and Work Procedures of Marine and Coast Guard Bases, Decree of the Director General of Hubla Number 13/VIII/DV-05 of 2005 concerning the Working Area of Marine and Coast Guard Bases and the Decree of the Director General of Sea Transportation Number KP.867/DJPL/2020 concerning the Patrol of the Marine and Coast Guard Unit of the Directorate General of Sea Transportation. Empirical sociological methods are used to collect data through interviews and direct observations in the field to understand the implementation of PLP authority and the obstacles faced. The results of the study show that limited human resources and equipment, lack of coordination between agencies, inadequate infrastructure, and complex bureaucracy are the main obstacles in the implementation of PLP authority in the Tanjung Uban Class II PLP Base. In addition, the low legal awareness among the maritime community is also a significant challenge. Based on these findings, this study provides several suggestions, including increasing recruitment and training of personnel, procurement and maintenance of patrol boats and supporting equipment, the formation of an inter-agency coordination team, the construction of adequate port facilities, and socialization and education to increase public legal awareness. This research is expected to contribute to strengthening policies and strategies for the implementation of PLP authority, so as to be able to increase effectiveness and efficiency in maintaining maritime security and safety in Indonesian waters.*

Keywords: *Juridical Analysis, PLP Authority, Duties*

1. INTRODUCTION

The Coast Guard Base (PLP) has a strategic role in maintaining the country's maritime security and safety. As a maritime security institution, PLP is responsible for patrolling and monitoring waters to prevent and combat various crimes, including drug trafficking, illegal fishing, smuggling, and ship robbery. Indonesia is an archipelagic country with archipelagic characteristics united by a very large water area with boundaries, rights and sovereignty stipulated in Article 25A of the 1945 Constitution of the Republic of Indonesia. Indonesia is geographically located between two continents, namely the Asian continent and the Australian continent, and is located between two oceans, namely the Indian Ocean and the Pacific Ocean.¹

¹ F.D.C. Sudjatmiko, *Pokok-Pokok Pelayaran Niaga*, Akademika Pressindo. Jakarta, 2009, hal. 2.

From an economic perspective, the maritime transportation industry also supports the smooth running of economic activities by connecting one island to another. In addition, the maritime industry contributes to economic growth in underdeveloped areas and serves to help regional economies develop. From an ideological and political perspective, the maritime transportation industry contributes to maintaining the unity and integrity of the state and the integrity of the Unitary State of the Republic of Indonesia.

Currently, freight dominates sea transportation in Indonesia. Coal, palm oil, gas, and container transportation together contribute up to 80% of all sea traffic. Meanwhile, because they are not prioritized by the government, traditional shipping and passenger transportation are often abandoned. Currently, the government has a policy to encourage low-cost flights as a means of transporting passengers by air. Indonesian waters must be guarded, maintained, and protected as a single territory with the land and air space above it in order to maintain the existence of the Republic of Indonesia as an intact and comprehensive archipelagic state. Law enforcement at sea and in Indonesian waters must be implemented to protect Indonesia's interests and maintain a safe environment there. Article 1 paragraph (3) of the 1945 Constitution of the Republic of Indonesia states that the Republic of Indonesia is a state of law.

In this context, a country that upholds the law and guarantees its citizens justice is called a country of law. In order for citizens to be happy in their lives, there must be justice, and since morality is the foundation of justice, it is important to instill morality in everyone so that they behave morally and responsibly as members of society.² However, the safety and security system is a crucial element that must be considered and used as a basis and benchmark for decision-making in determining whether or not someone is fit to sail, both in terms of facilities in the form of ships and infrastructure such as navigation systems and human resources involved in it. Ports must be equipped with safety and security features to carry out their duties and activities to protect ships, cargo, service facilities, and important infrastructure that are placed, maintained, and used at the port.

As required in Law Number 17 of 2008 concerning Shipping, shipping is one of the components of marine transportation infrastructure and is a very important way to advance the goals of national unity. Shipping has a large potential to develop and play a role both domestically and internationally because it can connect and reach one location to another via the ocean. in order to assist and encourage national growth in order to improve people's welfare in accordance with the mandate of Pancasila and the 1945 Constitution. Shipping security in

² Nunung Mahmudah, *Illegal Fishing Pertanggungjawaban Pidana Korporasi di Wilayah Perairan Indonesia*, Sinar Grafika, Jakarta, 2015, hal. 9-10.

Indonesia is the responsibility of the Sea and Coast Guard Unit (KPLP), or the Indonesia Sea and Coast Guard, a Directorate under the Directorate General of Sea Transportation, Ministry of Transportation of the Republic of Indonesia. The KPLP's duties as a guard and enforcer of laws and regulations at sea and along the coast are very important to ensure the safety and security of shipping in Indonesian waters. The provisions of Article 276 of Law Number 17 of 2008 require the establishment of a KPLP that is responsible to the President through the Minister³

The Sea and Coast Guard Base (PLP) is an important element in the supervision and law enforcement efforts in Indonesian waters. Based on the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 119 of 2021 concerning the Organization and Work Procedures of the Sea and Coast Guard Base, the PLP has the task of carrying out guarding, rescue, security and order activities as well as enforcing regulations in the field of shipping in sea and coastal waters. Guarding involves regular patrols to monitor maritime activity, prevent violations, and ensure the safety of navigation. Rescue or Search and Rescue (SAR) activities aim to provide rapid assistance in emergency situations, such as shipwrecks or incidents at sea, to save lives and property. Guarding includes actions to prevent and combat maritime crimes, including smuggling, piracy, and illegal fishing.

One of the main problems faced by the Class II Tanjung Uban PLP Base is the limited number of trained and experienced human resources. PLP requires personnel with special skills in various fields such as navigation, maritime law enforcement, rescue operations, and environmental surveillance. However, the number of personnel available is often insufficient to carry out all these tasks effectively. In addition, the level of training provided to personnel is sometimes inadequate to face the complex operational challenges in the field. These limitations result in low patrol frequencies, slow responses to maritime incidents, and the inability to effectively enforce maritime regulations in large and densely populated waters such as the Riau Islands.

Technological and financial issues also pose significant obstacles for the Tanjung Uban Class II PLP Base. The equipment used for patrol, surveillance, and rescue operations is often outdated or in suboptimal condition due to lack of maintenance and updates. This outdated technology hampers the PLP's ability to monitor maritime activity in real time and provide a quick and effective response in emergency situations. In addition, budget constraints exacerbate the problem, as the available funds are insufficient for the procurement of new

³ Muctahrudin Siregar, *Beberapa Masalah Ekonomi dan Managemengt Pengangkutan*, Lembaga Penerbit Fakultas Ekonomi Universitas Indonesia, Jakarta, 2011, hal. 63

equipment, maintenance of patrol boats, and training and capacity building of personnel. Budget constraints also impact the quality of supporting infrastructure, such as port facilities and communication centers, which are critical to daily operations. As a result, the implementation of PLP tasks is not optimal, reducing the effectiveness in maintaining maritime security and safety in the waters of the Riau Islands.

Legal analysis of the PLP's authority in carrying out its duties at the Class II Tanjung Uban PLP Base is very relevant to see the extent to which existing regulations are able to support the implementation of these duties. This study aims to examine various legal aspects that regulate the PLP's authority, analyze its implementation in the field, and identify the obstacles and challenges faced. Thus, the results of this study are expected to provide constructive recommendations for improving the performance of PLP in carrying out its duties, as well as strengthening the legal framework governing the authority of PLP in maintaining the security and safety of Indonesian waters, especially in the Class II Tanjung Uban PLP Base area. Based on the problems above, the author is interested in making it a scientific work in the form of a thesis with the title "Legal Analysis of the Authority of the Sea and Coast Guard Base in Carrying Out Duties (Research Study at the Class II Tanjung Uban PLP Base)".

Based on the background description above, the author raises several problems that will be discussed further. The problems are as follows:

1. How is the legal regulation of the authority of the sea and coast guard base in carrying out its duties?
2. How is the implementation of the authority of the sea and coast guard base in carrying out its duties?
3. What are the obstacles and efforts to implement the authority of the sea and coast guard base in carrying out its duties?

Based on the formulation of the problem stated above, it can be seen that the objectives of this research are:

1. To find out and analyze the legal arrangements for the authority of the sea and coast guard bases in carrying out their duties.
2. To find out and analyze the implementation of the authority of the sea and coast guard bases in carrying out their duties.
3. To find out and analyze the obstacles and efforts to implement the authority of the sea and coast guard bases in carrying out their duties.

2. LITERATURE REVIEW

According to H.D Stout, authority is a concept that comes from the law of government organizations, which can be explained as all the rules concerning the acquisition and use of government authorities by public law subjects in public legal relations. According to Bagir Manan, authority in legal language is not the same as power. Power only describes the right to act and not act. Authority simultaneously means rights and obligations.⁴ Authority is the right to use the authority held by an official or institution according to applicable provisions, thus authority also concerns the competence of legal actions that can be carried out according to formal rules, so authority is the formal power held by an official or institution. Authority has an important position in the study of constitutional law and state administrative law. The position of this authority is so important that F.A.M. Stroink and J.G. Steenbeek refer to it as a core concept in constitutional law and state administrative law.⁵ Authority can generally be defined as the capacity, right, or power granted to an individual or institution to perform certain actions or make decisions. In legal, governmental, or organizational contexts, authority is often specifically regulated and defined to ensure that actions and decisions are in accordance with applicable rules, standards, or policies.

The Sea and Coast Guard (PLP) is an integral part of Indonesia's maritime security system. The legal basis for the formation and operation of the PLP lies in several laws and government regulations that provide a legal basis for the functions and duties of the PLP. Indonesia faces major challenges in terms of marine environmental protection, including prevention of pollution from ships. Comprehensive regulations are needed to regulate waste disposal, fuel management, and emissions from ships. This also includes protection of marine habitats, sustainable management of marine resources, and mitigation of climate change impacts. Safety and security of shipping is one of the main reasons why comprehensive regulations are needed. Indonesia, with its dense shipping traffic and complex geographical conditions, requires clear rules to regulate all aspects of shipping safety, from ship standards to crew qualifications. These regulations aim to prevent accidents, ensure effective emergency response, and improve the safety of passengers and crew.⁶

Indonesian maritime regulations need to be aligned with international standards and conventions to ensure that Indonesian shipping can operate globally. This includes compliance

⁴ Kamal Hidjaz. Efektivitas Penyelenggaraan Kewenangan Dalam Sistem Pemerintahan Daerah Di Indonesia. Pustaka Refleksi. Makasar. 2010. hal. 35.

⁵ Ridwan HR. Op.cit. hal. 99.

⁶ Hartanto, Agus. Penyidik PPNS dan Wewenanganya, Penerbit Buku Kompas: Jakarta, 2018, hal. 125

with international conventions such as the SOLAS (Safety of Life at Sea) Convention, MARPOL (Prevention of Pollution by Ships), and STCW (Standards for the Training, Certification and Watchkeeping of Crews). These alignments are essential to ensure that vessels operating under the Indonesian flag are accepted at international ports and that Indonesian maritime trade remains competitive.⁷ The need for comprehensive maritime regulation in Indonesia arises from a combination of safety, environmental factors, international standards, economic and social interests, and the need to be responsive to change. This regulation is essential to ensure that Indonesia's maritime sector is not only safe and sustainable but also competitive on the global stage. Law No. 17 of 2008 on Shipping is an important step in the effort to achieve these goals, providing a more integrated and comprehensive legal framework for Indonesia's maritime sector.

Law Number 17 of 2008 concerning Shipping also includes provisions on preventive measures and emergency handling at sea. This includes procedures for dealing with emergency situations, such as fires on ships, leaks, or ships running aground. There are also rules on maritime search and rescue (SAR) operations, which are crucial in saving lives at sea. The regulation on shipping safety and security in Law Number 17 of 2008 is an important step in improving maritime safety in Indonesia. With the strategically important maritime sector, effective implementation of this regulation is essential to protect life, property and the marine environment, as well as to maintain Indonesia's reputation as a responsible maritime nation.

3. RESEARCH METHOD

Research is a managed, systematic, data-based, critical, objective, and scientific investigation or investigation of a specific problem aimed at finding alternative solutions to related problems. Methods are processes, principles and procedures for solving a problem. Methods are used in a study which are basically stages to find the truth again. So that it will answer questions that arise about a research object.⁸ The specification of this research only carries out analysis up to the level of synthesis, namely analyzing and presenting facts systematically so that they can be more easily understood and concluded.

The approach method in this research is a combination of the normative approach "legal research" with the empirical approach method "Juridical Sociologies". The research mechanism with this combined approach method is carried out by explaining the explanation

⁷ Putra, I Wayan. *Peraturan dan Penegakan Hukum di Laut*, Erlangga, Jakarta, 2015, hal. 216

⁸ Irawan Suhartono, *Metode Penelitian Sosial Suatu Teknik Penelitian Bidang Kesejahteraan Sosial lainnya*, Bandung: Remaja Rosda Karya, 2009, hal. 63.

of the research inductively leading to deductively and vice versa. This is done by the author to help explain the relationship between research variables and research objects so that it can produce an understanding that is very helpful for readers, especially researchers and academics.

The location of this research is carried out in the Riau Islands Province, precisely at the PLP Class II Tanjung Uban Base. This location is determined based on the data that is the object of this thesis research. The population is all elements related to the object of research. As for the sample used by the author is the purposive sampling technique in determining respondents and informants who will be interviewed to meet the primary data needed to complete the research.

4. RESULTS AND DISCUSSION

Legal Regulations on the Authority of Sea and Coast Guard Bases in Carrying Out Duties

The legal regulation of the authority of the Coast Guard (PLP) in carrying out its duties in Indonesia is regulated in several laws and government regulations. The following is a description of the legal basis governing the authority of the PLP along with related explanations:

- a. Law Number 17 of 2008 concerning Shipping
- b. Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 119 of 2021 concerning the Organization and Work Procedures of the Sea and Coast Guard Base
- c. Decree of the Director General of Sea Transportation Number 13/VIII/DV-05 of 2005 concerning the Work Area of the Sea and Coast Guard Base
- d. Decree of the Director General of Sea Transportation Number KP.867/DJPL/2020 dated December 8, 2020 concerning the Formation of the Manning of the State Patrol Ship of the Sea and Coast Guard Unit of the Directorate General of Sea Transportation

Based on these principles, the analysis of the legal arrangements for the authority of the Coast Guard Base (PLP) in carrying out its duties can be carried out as follows:

- a. PLP Authority as an Order from Sovereign Authority
- b. Compliance with Positive Law
- c. Sanctions as a Law Enforcement Tool

Implementation of the Authority of the Sea and Coast Guard Base in Carrying Out Duties at the Class II Tanjung Uban PLP Based

The Sea and Coast Guard Base (PLP) has a major responsibility in maintaining maritime security and safety in Indonesian waters. The authority given to the PLP includes surveillance, patrol, taking action against violations of the law, and search and rescue (SAR) operations. In carrying out its duties, PLP is supported by various regulations such as Law Number 17 of 2008 concerning Shipping, Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 119 of 2021 concerning the Organization and Work Procedures of the Sea and Coast Guard Base, Decree of the Director General of Sea Transportation Number 13/VIII/DV-05 of 2005 concerning the Work Area of the Sea and Coast Guard Base and Decree of the Director General of Sea Transportation Number KP.867/DJPL/2020. The implementation of this authority is realized through daily operational activities involving routine patrols, ship inspections, handling maritime incidents, and law enforcement against various forms of violations at sea.

The implementation of authority at the PLP Class II Tanjung Uban Base includes several key aspects:

- a. Routine Patrol and Surveillance
- b. Inspection and Law Enforcement
- c. Search and Rescue (SAR) Operations

Legal substance includes rules and norms that form the basis for law enforcement. Existing regulations have provided a legal basis for PLP. However, the implementation of these regulations has not been optimal due to a lack of resources and coordination. Legal substance must be translated into concrete actions supported by adequate resources. The lack of awareness and compliance with maritime law among maritime industry players and coastal communities indicates weaknesses in the legal culture. Friedman emphasized the importance of a legal culture that supports law enforcement. PLP needs to develop education and socialization programs to increase legal awareness and create a culture of compliance among maritime communities.

Obstacles and Efforts to Implement the Authority of the Coast Guard Base in Carrying Out Duties at the Class II Tanjung Uban PLP Base

Obstacles to the implementation of the authority of the sea and coast guard base in carrying out duties at the Class II Tanjung Uban PLP Base, namely:

- a. Limited Resources
- b. Lack of Coordination Between Agencies
- c. Inadequate Infrastructure
- d. Budgetary Limitations
- e. Low Legal Awareness
- f. Complex Bureaucracy and Regulations

Efforts to overcome obstacles to the implementation of the authority of the sea and coast guard base in carrying out duties at the Class II Tanjung Uban PLP Base, namely:

One of the main efforts to overcome obstacles in the implementation of PLP authority is to increase available resources. The government needs to increase the recruitment of trained and experienced personnel to strengthen the workforce at the Class II PLP Base Tanjung Uban. In addition, continuous training must be provided to ensure that PLP personnel have the skills and knowledge needed to carry out their duties effectively. The government must ensure that PLP is equipped with modern and adequate patrol boats. A regular maintenance program must also be implemented to ensure that these boats are always in operational condition.

To overcome obstacles in coordination, the following steps can be taken, such as the formation of a coordination team consisting of representatives from the PLP, Indonesian Navy, Water Police, Basarnas, and other related agencies. This team is tasked with coordinating patrol activities, SAR operations, and maritime law enforcement in an integrated manner. Preparation of joint standard operating procedures (SOPs) that regulate the coordination and cooperation mechanisms between agencies. These SOPs must include procedures for rapid response to maritime incidents and violations of the law.

Improving supporting infrastructure at the Class II Tanjung Uban PLP Base is an important step to ensure optimal operations, namely the construction and improvement of port facilities, including ship repair and maintenance facilities, will help maintain the operational readiness of patrol boats. Equipment Modernization: Procurement of modern navigation, communication, and SAR equipment to support PLP tasks in the field.

Increasing the operational budget for the Class II Tanjung Uban PLP Base is essential to support all of the above efforts. The Government must ensure that the budget allocated for the PLP is sufficient to cover operational needs, including equipment procurement, personnel training, and infrastructure maintenance. Implementation of a transparent and efficient budget management system to ensure that available funds are used effectively and on target.

To increase legal awareness among maritime industry players and coastal communities. Conduct regular legal awareness campaigns involving various maritime stakeholders. This

campaign can be conducted through mass media, seminars, and workshops. Integrate maritime education into school curricula and community training programs to increase understanding of the importance of compliance with maritime regulations.

To overcome complex bureaucratic and regulatory obstacles, carry out bureaucratic reform to simplify administrative procedures and accelerate the decision-making process in maritime law enforcement. Align existing regulations so that they do not overlap and are clearer in their implementation. This includes harmonization of regulations between various agencies involved in maritime law supervision and enforcement.

5. CONCLUSION AND SUGGESTION

Conclusion

Based on the discussion in the previous chapter, the following conclusions can be drawn:

- a. The legal regulation of the authority of the Sea and Coast Guard Base (PLP) in carrying out its duties is based on Law Number 17 of 2008 concerning Shipping, Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 119 of 2021 concerning the Organization and Work Procedures of Sea and Coast Guard Bases, Decree of the Director General of Sea Transportation Number 13/VIII/DV-05 of 2005 concerning the Work Area of Sea and Coast Guard Bases and Decree of the Director General of Sea Transportation Number KP.867/DJPL/2020 concerning the Formation of State Ship Manning Patrols of the Sea and Coast Guard Unit of the Directorate General of Sea Transportation which stipulates the authority and responsibility of the PLP in supervising, enforcing the law, and carrying out search and rescue (SAR) operations in Indonesian waters.
- b. The implementation of the authority of the Class II Tanjung Uban Sea and Coast Guard Base (PLP) in carrying out its duties includes routine patrols, ship inspections, maritime law enforcement, and search and rescue (SAR) operations in the waters of the Riau Islands. However, the implementation of this authority has not been optimal due to limited resources, including a lack of trained personnel and adequate patrol boats, as well as inadequate infrastructure to support daily operations. In addition, the lack of coordination between related agencies and complex bureaucracy also hamper the effectiveness of the implementation of PLP duties.
- c. 3Obstacles to the implementation of the authority of the Class II Tanjung Uban Sea and Coast Guard Base (PLP) in carrying out its duties include limited human resources and equipment, lack of coordination between agencies, inadequate infrastructure, limited

budget, low legal awareness among maritime communities, and complex bureaucracy and regulations. To overcome these obstacles, efforts are needed to increase recruitment and training of personnel, procurement and maintenance of patrol boats and supporting equipment, formation of inter-agency coordination teams, construction of adequate port facilities, allocation of a larger and more efficient budget, legal awareness campaigns, and bureaucratic reform and regulatory alignment.

Suggestion

From this conclusion, the author can provide several suggestions, namely:

- a. It is recommended that the Class II Tanjung Uban PLP Base needs to increase the recruitment of trained and experienced personnel, and ensure continuous training to strengthen team competency. In addition, there should be a focus on the procurement and maintenance of patrol vessels and modern navigation and communication equipment to support the effectiveness of patrols, inspections, and search and rescue (SAR) operations.
- b. It is recommended that the Government should increase the budget allocation for the PLP, ensuring sufficient funds for resource procurement, infrastructure improvements, and routine operations. In addition, bureaucratic reform is needed to simplify administrative procedures and accelerate the decision-making process, so that the PLP can carry out its duties more efficiently and responsively to emergency situations.
- c. It is recommended that the community, especially maritime industry players and coastal communities, need to increase awareness and compliance with maritime regulations. Continuous education and socialization campaigns from the PLP and related agencies must be supported by the community to create a strong legal culture, so that it can reduce maritime violations such as illegal fishing, smuggling, and marine pollution.

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