



# Effectiveness of Implementation of the 1974 SOLAS Convention Regarding Safety Standards at Public Ports in Batam City

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**Abstract:** The International Maritime Organization (IMO) held a conference from 9 to 13 December 2002 in London, resulting in an amendment to the international convention on safety of life at sea or Safety of Life at Sea (SOLAS) 1974. This research aims to analyze the effectiveness of implementing SOLAS 1974, analyzing obstacles, and providing solutions in dealing with obstacles in the implementation of SOLAS 1974 at the Public Port in Batam City. The research objects are SCN Batam Public Harbor, BP Batam and 99 Batu Ampar Harbor. The research results were analyzed using the theory of legal effectiveness according to Soerjono Soekanto which consists of five factors, namely the legal factor itself, law enforcement factors, facilities and infrastructure factors, community factors and cultural factors which are the results of the research. From this research it can be concluded that at the SCN Public Port the facilities and infrastructure factors were found to be less effective and other factors were effective, whereas at the BP Batam and 99 Batu Ampar Ports each factor was found to be effective. The obstacle experienced by the SCN Batam Public Port in implementing SOLAS 1974 was support from the Company itself, namely the provision of facilities and infrastructure for. Meanwhile, the obstacle experienced by the BP Batam and 99 Batu Ampar Public Ports in implementing the results of the researchers' field observations was the lack of firmness in law enforcement in the field.

Keywords: SOLAS 1974; International Ship and Port Facility Security (ISPS) Code; Public Ports

## 1. Introduction

Indonesia is the largest archipelagic country in the world. Indonesia, which is located between two oceans and two continents, has a unique geographical position. This requires Indonesia to carefully strategize its position. (Herbanu & Soediantono, 2022), (Suhardono, 2023). This unique position places Indonesia at the center of ten neighboring countries that share maritime and land borders. Indonesia's territorial sea is important for international trade routes. This makes Indonesia vulnerable to security threats. (Herbanu & Soediantono, 2022), (Mangku, 2017). As a country with various islands that stretch and a country with a very wide sea, Indonesia can commit to maintaining domestic security, including maritime security as a foundation for advancing Indonesia's interests as the Global Maritime Fulcrum (GMF). Therefore, careful management of Indonesia's natural resources, border areas, and defense is needed. (Irianto, 2022), (Sarjito et al., 2024).

As the largest archipelagic country in the world, sea transportation is vital for Indonesia. Many types of sea transportation operate in Indonesian waters carrying people and goods between many islands. (Subekhan, Sh, & Mar, 2023), (Harinowo & Khaidir, 2020). Since at least 2014, the government has been boosting the development of maritime infrastructure in Indonesia along with the pace of other major infrastructure projects in the country. This has had an impact on increasing transportation activities. (Zephaniah, 2023), (Initiative, nd).

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A port is a port equipped with buildings for cargo and passenger services such as docks, moorings, with all its equipment. The port is the gateway for the flow of economic activities, both shipping goods and people from one place to another. Security is one of the important factors in port activities, so threats to ship and port security must be anticipated immediately. (Anggrahini, nd), (Djaenuddin, Manaf, & Aksa, 2022). Port security became a concerning issue after the terrorist attacks on September 11, 2001 (9/11) where air transportation was used as a weapon to destroy the twin towers of the World Trade Center (WTC) in New York, United States, the attack on the USS The Sullivans and USS Cole naval destroyers while docked at the Port of Aden in Yemen in 2000, and the French Limburg oil tanker in 2002. The increasing threat to maritime security, made the member countries of the International Maritime Organization (IMO) hold a conference on December 9-13, 2002 in London, resulting in an amendment to the international convention on the safety of life at sea or Safety of Life at Sea (SOLAS) 1974 (Setiawan, 2004), (Protection, nd). SOLAS 74 is carried out in Chapter V concerning Safety of Navigation and the addition of Chapter XI to Chapter XI-1 concerning special measures to enhance maritime safety (Special Measures to Enhance Maritime Safety) and Chapter XII-2 special measures to enhance maritime security known as the (ISPS) Code or the international code for the security of ships and port facilities. (Bahri, Fadlan, Nofrial, Ernyanti, & Respationo, 2024). The agreements contained in the IMO include the International Agreement to Maintain Safety at Sea (SOLAS), the International Agreement to Prevent Pollution from Ships (MARPOL), and the International Agreement on the Training, Certification and Watchkeeping Requirements for Seafarers (STCW). The IMO headquarters is located in London, England, and currently has a membership of 174 countries and three associate members. (January & Burhanuddin, 2023), (Handoko & Fofid, 2020).

In covering all aspects of security and safety on ships and ports, the International Maritime Organization (IMO) has established a regulation called the International Ship and Port Facility Security (ISPS) Code on July 1, 2004. (Abdurasyid, Nur, & Lazuardi, 2023), (Aji, 2020). The formation of the ISPS Code was motivated by the disaster that shocked the world that hit the United States caused by a hijacked plane on September 11, 2001 and crashed into the twin towers of the World Trade Center (WTC) and the Pentagon. This incident encouraged all countries to improve security systems in all sectors, including the maritime sector. (Gunawan, 2020), (SIRINGO RINGO, Riyadi, & Muzwardi, 2024). The Maritime Safety Committee (MSC) in collaboration with the Maritime Security Working Group (MSWG) to draft the ISPS Code conducted a review to prevent possible terrorist acts that threaten maritime security, especially at ports, port facilities, ship passengers, ship crews, and ship safety. The ISPS Code contains rules regarding steps to improve ship safety and port security from accidents and criminal acts. Due to the above, it is necessary to conduct research to discuss the problems that occur at Public Ports in Batam City (Abdurasyid et al., 2023), (Pratama, Mudiyanto, & Kristiawan, 2024).

## 2. Materials and Methods

This research method uses Empirical Law research methodology because the data taken and studied were obtained from the field. Empirical Law methodology was taken because it will analyze the effectiveness of the implementation of SOLAS 1974 at the Batam City Public Port. Empirical Law Research because it is carried out through field studies by observing the implementation of applicable regulations and implemented at the Batam City Public Port. The analysis method in this study is qualitative analysis and in this study data was collected which was then processed in accordance with the analysis techniques used which were stated in descriptive form in order to obtain the actual state of the law as a social reality. The data in this study used primary data and secondary data. Primary data was obtained directly through interviews with the Port Facility Secu-

rity Officer (PFSO) at the Batam City Public Port. Then secondary data uses Primary and Secondary legal materials. Primary Legal Materials are SOLAS 1974 Chapter XI-2 concerning Maintenance of Maritime Safety in Shipping; Law No. 17 of 2008 concerning Shipping, Supplement to the State Gazette of the Republic of Indonesia Number 4849 concerning Shipping Regulations; Regulation of the Minister of Transportation No. 134 of 2016 concerning Ship and Port Facility Security Management. Secondary Legal Materials in the form of Books, Journal Articles, Reports of previous research results, Document studies (Port Documents and SOPs) and other scientific works related to the subject of research. Characteristics of Empirical Legal Research Methodology, namely the focus of research, application or implementation of Normative Legal provisions (In Abstracto) in certain events and the results achieved with the research approach, namely non-judicial case study, judicial case study and live case study.

### 3. Results and Discussion

Sarana Citranusa Public Port (SCN) is a Public Port Business Entity established in 2000 in the Kabil Integrated Industrial Area, Batam City. Inaugurated by the Government as one of the Free Trade Zone (FTZ) ports in Indonesia. SCN Public Port has a compliance license with the International Marine Organization (IMO), namely the International Security & Port Facility Security (ISPS) Code, Quality Management System (ISO 9001); Occupational Safety and Environmental Management System (ISO 14001) and Occupational Health and Safety System (SMK3). Similarly, BP Batam Port and 99 Batu Ampar Port are Port Business Entities which are one of the business units under the Deputy Member of the Entrepreneurship Sector which has the task of managing the Port in the working area of the Free Trade and Free Port Agency of Batam. Built in 2016, previously named Pelabuhan Laut and still joined with the Batam Special Harbormaster and Port Authority Office (KSOP), until in 2017 based on the Joint Decree (SKB) of the Ministry of Transportation with the Head of BP Batam Number KP 994 of 2017 and Number 1456/SPJ/KA/11/2017, BP Batam and KSOP Khusus Batam separated so that the Sea Port Office changed to become the Batam Port Management Agency.

In accordance with Law Number 17 of 2008 concerning shipping in Article 121 paragraph b which states that port safety and security are conditions for the fulfillment of safety management and port facility security systems including security fence facilities and infrastructure, guard posts, monitoring equipment, detector equipment, communication and lighting equipment. The existence of supporting facilities that can be used to carry out port facility security activities in the form of security facilities and infrastructure greatly influences the implementation of the international code for port facility security.

The objectives of the implementation of the International Ships and Port Facility Security Code are: (a) To establish a framework for international cooperation. (b) To determine the responsible officials and each member, including government agencies, to participate in the shipping and port industry. (c) To ensure the collection and exchange of selective information related to security and safety at sea. (d) To provide a framework for a security assessment methodology. (e) To provide clarity and understanding that all maritime security measures are proportionally sufficient.

In the ISPS Code there are different levels of security levels, including: (a) Security level 1: indicates a normal security designation, at this level where ships and port facilities operate at minimum standards. (b) Security level 2: indicates a security designation that increases from a normal security designation to a responsive security designation. (c) Security level 3: indicates an extraordinary security designation, with the application of a security level at this level indicating that there is a possible or ongoing risk of an event/incident. This extraordinary security level indicates the level at which security protection measures must be more specific, this security protection must be maintained

for an unlimited period of time when a security incident is or will occur, even though the designation has not yet identified all targets specifically. Then in the extraordinary security level protection arrangement, it must be set only as long as a security threat is identified or an actual security incident occurs.

In reality, the Threats in Public Ports are still clearly present. At the SCN Public Port, local fishermen enter the Port waters area which should be sterile from activities outside the berth and ship activities outside on the grounds of fishing. This is very dangerous both for the fishermen themselves and also for the Port Business Entity (BUP). These fishermen can be considered as an act of threatening BUP security regardless of the fishermen's intentions. Ships that enter can report the dangerous action and BUP will be sanctioned up to paying compensation which can harm the company. Meanwhile, for fishermen, the Port waters area is an area with dangerous activities. Fishermen can be considered a threat to shipping. Likewise with BP Pelabuhan and Port 99 Batu Ampar. The port area which should be sterile from people who are not involved in the activities but there are still many who pass freely in the dock area. Many vehicles that are not involved easily enter the dock area. This condition can cause a threat to the safety of all officers in the dock area to the threat of terrorism. In fact, these public ports already have world standards according to IMO and also SOLAS 1974.

Effectiveness of SOLAS 1974 Implementation in Batam City Public Port according to Soerjono Soekanto's Theory of Legal Effectiveness. The legal theory used in this thesis research is Soerjono Soekanto's Theory of Legal Effectiveness. The word effectiveness can be interpreted as a measurement in the sense of achieving previously set targets or objectives, and effectiveness shows how far the method used can achieve results and objectives.

Soerjono Soekanto's Theory of Legal Effectiveness is the extent to which a group can achieve its goals. A law can be said to be effective if it has a positive legal impact, where the law achieves its goal of directing or changing human behavior so that it becomes legal behavior. Touching on the effectiveness of the law means leading to a discussion of the power of law in regulating and/or forcing society to obey the law. The law can be effective if the factors that influence the law can function optimally. The effectiveness of a law or regulation has been achieved if society behaves in accordance with what is expected or desired by the regulation.

The effectiveness or ineffectiveness of a law according to Soerjono Soekanto's theory of legal effectiveness is determined by 5 (five) factors, namely: (a) The legal factor itself, (b) The law enforcement factor, namely the parties who make or implement the law, (c) The means or facilities that support law enforcement, (d) The community factor, namely the community's awareness to comply with a statutory regulation which is often called the degree of compliance, (e) The cultural factor, namely as a result of work, creativity and feeling which is based on human will in social interaction.

Based on interviews with the Port Facility Security Officer of SCN Public Port, BP Batam Port and 99 Batu Ampar Port, the legal factor itself is good because it has been prepared and studied thoroughly to support safety at the port.

Law Enforcement Factors for SCN Public Ports, BP Batam and 99 Batu Ampar have been effective because according to the regulations, each of these Public Ports already has an organizational structure of Port Facility Security Officers (PFSO) in each business entity of each port. This organization is one of the requirements so that the port is controlled and maintained in terms of security and also as a reporting hierarchy in the event of a threat. Matters that can be handled internally will be handled by each internal port. Internally, SCN Public Ports, BP Batam and 99 Batu Ampar have been very effective, although each port still depends on external law enforcement, namely the Batam Special Harbormaster and Port Authority Office (KSOP) because the communication flow if there is a threat to safety reporting at the port must first go through the Batam Special

KSOP. Although it must go through the Batam Special KSOP, the work of the Batam KSOP is very effective and pays attention to the ports in Batam City. This is proven by the Batam City PFSO Communication Group as a forum and media for reporting so that it is fast and can be responded to immediately. The Special KSOP Batam is also very aware and up to date with all the new things that happen in the maritime world such as sharing information on exercises and events in the world as references and lessons for the PFSO team in Batam City. Then the KSOP Team also manages and facilitates everything that is needed. In addition, the Special KSOP Batam also created a PFSO association whose function is to guard when there are regulations that deviate or burden the Port Business Entity (BUP). An example of a regulation that has been suspended is "Ports are required to conduct 3.25 Port Facility and Security Awareness training" which burdens the Port Business Entity because of the large number of people who will work at the port so that this training requires large costs, takes time and also the possibility of people who continue to change so that this regulation is considered less effective to implement. Although in the results of field observations, it was seen at the BP Batam Public Port and 99 Batu Ampar that there were still many workers in the port who did not comply with safety procedures. There are still many vehicles that enter and exit without checking procedures even though they already have a port pass. A thorough check should be carried out on incoming vehicles, starting from who is in the vehicle, what is being carried, travel documents to personal safety equipment to ensure that there are no significant threats when entering the port area.

Facilities and infrastructure factors based on the results of interviews with SCN Public Port, that there are several points that must be improved so that the facilities and infrastructure factors are effective, namely: (a) The absence of a company-owned patrol boat. Although previously there was one, it was damaged and until now the repair status is still unclear because it requires time and also quite a lot of money. For 2024, repairing this patrol boat has become a priority for repair so that it can be used to support port security facilities. (b) Buoys that do not exist, even though they function as a reference for ship entry routes, (d) The absence of automatic gate scanning slows down the entry of people into the Port. Port security carries out manual scanning even though SCN Port is high traffic (e) Damaged road access and is still under repair. This is feared to hinder evacuation if there is a safety threat to the public port. (e) The main building is too exposed to the public. The absence of special employee biometric keys or doors that can only be accessed by employees. This can cause safety threats because there is no control over people entering the main building, (f) lighting is still considered inadequate at certain points (g) CCTV is also considered inadequate and there are still many blank spots even though the control room has been provided with very good facilities.

The facilities and infrastructure factors are different from BP Batam Public Port and 99 Batu Ampar Port, both ports under the auspices of the government already have all the infrastructure and facilities that support activities well. BP Batam Public Port and 99 Batu Ampar Port for facilities and infrastructure only need periodic maintenance and repairs on each port facility.

This is in accordance with the implications of the implementation of the ISPS Code, namely the importance of port facility security procedures at all security levels (Security Level), the availability of port facility security facilities and infrastructure, the implementation of an internal port facility communication system with a port security coordinator and a communication system with related agencies, as well as port facility security personnel who have the knowledge and ability to implement security in accordance with ISPS Code security management.

Community factors, namely in the results of interviews by the PFSO of the SCN Public Port, that previously there had been an incident that was considered to have the potential to threaten shipping safety but not at the stage that had to be paralyzed or reported to the Batam Special KSOP. This incident occurred in 2023 that at that time, sev-

eral fishing boats entered the clear area of the ship's entry and exit channels. The aim of these fishermen was to catch fish because the area was considered an area where they caught fish. The efforts made by the port security team were to take a persuasive approach and provide counseling and compensation to the fishermen's alliance around the port which was considered a form of company concern for fishermen whose fishing areas were disturbed. Furthermore, the port security coordinator will always maintain good relations with the surrounding fishermen's alliance so that they are always aware of the boundaries of shipping and fishing channels in the future to avoid similar things from happening.

Meanwhile, the BP Batam and 99 Batu Ampar public ports are not too constrained by the community because the position and location of the port are very strategic, namely facing the open sea and also located in the BP Batam area in the exclusive and strategic business district of Batam City. The location of the BP Batam and 99 Batu Ampar public ports is not in a densely populated residential area.

Cultural factors, namely the results of interviews with the community around the SCN Public Port, it can be concluded that the surrounding community still needs assistance and counseling regarding the boundaries of the area where fishing can be carried out. The community generally brings their relatives who come from outside Batam and it is feared that they will do the same thing, namely catching fish and entering the shipping lanes of the public port. However, for people who have settled and lived for a long time around the SCN Public Port, they are actually aware that the public port has boundaries, namely the shipping lanes. Cultural factors at the BP Batam and 99 Batu Ampar Public Ports also do not have much influence, because the port is far from residential areas.

### 3.1 *Legal Altruism and Ethical Dimensions in Surrogacy Practice*

The obstacles experienced by Public Ports in Batam City in implementing SOLAS 1974 are:

a. The legal factors themselves:

The legal factors governing safety both in ports and shipping are very good and are clearly stated and implemented in the three public ports in Batam City so that there are no obstacles that can affect the operational running of the port.

b. Law enforcement factors:

The obstacles experienced by BP Batam and 99 Batu Ampar Public Ports in implementing the results of the researcher's field observations are the lack of firmness of law enforcement in the field. Security at the level 1 entrance must be very strict in checking people entering the port area. The solution that can be given is that the Security must be given special training for security officers at the port, namely 3.25 IMO Course on Security Awareness Training in accordance with SOLAS 1974 clause ISPS Code Part A and B on Training, Drill and Exercise on Port Facility Security and Regulation of the Minister of Transportation No. 134, namely considering the importance of increasing awareness of security by security personnel and all people working in Port facilities that have implemented the ISPS Code, then to all Port Facility Security Officers to immediately hold training according to IMO standards and provisions. Port Facility Security Officers and appropriate Port Facility Security Personnel must have knowledge and have received training. Transportation security and security systems are key factors that must be considered and used as a basis and benchmark by decision makers.

In this case, the solution that can be associated with the Theory of Development Law according to Prof. Dr. Mochtar Kusumaatmadja that the law must function as a means of social renewal or "law as a tool of social engineering". This theory adapts the concept of Roscoe Pound and adjusts it to the social and cultural conditions of Indonesia. In the context of the lack of firmness of law enforcement in the field, this theory can pro-

vide a solution in the form of Improving the Quality of Human Resources, namely where law enforcers need to be trained and educated continuously to improve their skills and knowledge in implementing the law.

c. Facilities & Infrastructure Factors:

Provision of facilities and infrastructure to maximize the implementation of the ISPS Code at the port. It requires a very large cost and must be spent to complete all facilities and infrastructure. The solution that can be given is that the allocation of funds must be designed annually so that one by one the facilities and infrastructure are fulfilled as the year goes by. Support from the leadership greatly influences the implementation of the program to achieve goals effectively and efficiently. The form of this leadership support is to place policies as program priorities, place implementers with people who support the program, pay attention to the balance of regions, religions, ethnicities, genders and other demographic characteristics. In addition, the provision of sufficient funds to provide incentives for program implementers so that they support and work totally in implementing policies/programs. This is in line with the Theory of Development Law from Mochtar Kusumaatmadja which emphasizes the importance of law as a tool to achieve broader development goals. In the context of annual fund allocation and leadership support, this theory can provide several relevant views: (a) Annual Fund Allocation: According to this theory, the law must function as a means of community renewal. Therefore, the annual allocation of funds designed to fulfill facilities and infrastructure in stages is the right step. This is in line with the principle that development must be carried out sustainably and in a planned manner. (b) Leadership Support: Support from the leadership is very important in the implementation of development programs. The Theory of Development Law emphasizes that laws and policies must be supported by all stakeholders, including leaders, to achieve effective and efficient goals. This support includes a commitment to provide the necessary resources and ensure that policies are implemented consistently. (c) Coordination and Cooperation: This theory also emphasizes the importance of coordination and cooperation between various institutions and related parties. Leadership support can help facilitate this coordination, so that development programs can run more smoothly and achieve the desired results.

By applying the principles of Development Law Theory, planned allocation of funds and strong leadership support can help ensure that development programs run effectively and efficiently.

Mochtar Kusumaatmadja's Theory of Development Law states that in development, legal certainty is needed which comes from legal awareness in a country. There are several parameters used to measure legal awareness to create order and order, namely: (a) Political life that upholds the principles of democracy. (b) The creation of a state administration system that is free from corruption, collusion, and nepotism. (c) The existence of equitable economic growth in all regions in a reasonable manner. (d) The development of a responsible information system and press freedom. (e) Low crime rates. (f) The existence of active community participation in all sectors of life (politics, economy, social, culture and religion).

Therefore, it can be understood that legal rules are made to achieve social goals or implement basic principles. As the theory of development law initiated by Mochtar Kusumaatmadja states, law is a means that cannot be ignored in the development process and is the main indicator in the development process. Law is the entirety of the principles and rules that regulate human life in the social order, which consists of institutions, and also processes or so-called processes to realize the implementation of these rules in reality. Thus, it is hoped that the law will play a role as a means of development that is not just dismantling and installing rules without considering the social aspects related to the impact of moving the National Capital during the country's recovery after the pandemic.

d. Community Factors:

The perceived obstacles in the community factor are at the SCN Batam public port because the location of the port is close to the residential area, so that residents have entered the port dock area to catch fish. The solution that can be done is with a persuasive approach with community leaders around the port to provide education on the dangers that will occur if local residents enter to carry out fishing activities. In addition, the company is also trying to absorb local residents as part of the port loading and unloading workforce. Meanwhile, at the BP and 99 BTA public ports, the location of the port is far from residential areas so that there are no significant obstacles at the two public ports. Persuasive Approach with Community Leaders Involving community leaders in providing education on the dangers of fishing activities in the port area is the right step. Community leaders have great influence and can help convey messages more effectively. This is in line with the principle that the law must be supported by all stakeholders to achieve the desired development goals. According to Mochtar Kusumaatmadja's Theory of Development Law, namely the absorption of Local Workers: Companies that try to absorb local workers for loading and unloading activities at the port can help improve the welfare of the surrounding community. This can also reduce the potential for conflict and increase community support for company activities. This principle is in accordance with the Theory of Development Law which emphasizes the importance of laws and policies that are responsive to the social and economic conditions of the community.

e. Cultural Factors

Obstacles in cultural factors also occur at the SCN public port because residents generally still work as fishermen so that residents often do not know about the boundaries of shipping lanes. The solution that can be given is an approach to residents through counseling so that they are always alert and aware of shipping boundaries and the dangers that will occur when crossing these boundaries.

This solution can be associated with the Theory of Development Law according to Prof. Dr. Mochtar Kusumaatmadja that Counseling and Education Involving community leaders can help convey information more effectively. Community leaders usually have great influence and can help change community behavior through a more personal and persuasive approach and also through a cultural approach where integrating local cultural values in counseling can make messages more relevant and easily accepted by the community. This is in accordance with the principles of the Theory of Development Law which emphasizes the importance of considering social and cultural conditions in the application of law.

#### 4. Conclusions

The conclusion that can be drawn from the results of the study using the theory of Legal Effectiveness according to Soerjono Soekanto is that the Legal factor itself from the three public ports is effective because each port has implemented safety standards according to SOLAS 1974. The Law Enforcement factor from the three public ports is not yet effective because each port already has an organization headed by a Port Facility Security Officer (PFSO) and its members as coordinators of safety organizers at the Port but Port security at level 1 posts does not carry out strict checks. The facilities and infrastructure factor at the SCN Public Port is not yet effective because there are facilities that are considered to be supportive if equipped. In contrast to the BP Batam and 99 Batu Ampar Public Ports, the facilities and infrastructure are very good and complete so that they only need periodic maintenance and repairs. The community factor at the SCN Public Port is still not effective because the surrounding community who work as fishermen, enter and catch fish in the shipping lane. For the BP Batam and 99 Batu Ampar Public Ports, it is effective because the port is in a strategic area for the port business and far from residential areas.



Cultural factors for SCN Public Port, local residents still need assistance and counseling on fishing limits so as not to disrupt port activities, while for BP Batam and 99 Batu Ampar Public Ports there are no significant problems because the location of the port is far from residential areas and faces the open sea. The obstacles experienced by SCN Batam Public Port in implementing SOLAS 1974 are support from the company itself, namely the provision of facilities and infrastructure to maximize the implementation of the ISPS Code at the port. The solution that can be given is that the allocation of funds must be designed annually so that one by one the facilities and infrastructure are fulfilled as the years go by. While the obstacles experienced by BP Batam and 99 Batu Ampar Public Ports in implementing the results of the researcher's field observations are the lack of firmness of law enforcement in the field. The solution that can be given is that the Security must be given special training for security officers at the port, namely 3.25 IMO Course on Security Awareness Training in accordance with SOLAS 1974 clause ISPS Code Part A and B on Training, Drill and Exercise on Port Facility Security and Regulation of the Minister of Transportation No. 134, namely considering the importance of increasing awareness of security by security personnel and all people working in port facilities that have implemented the ISPS Code, then to all Port Facility Security Officers to immediately conduct training for security officers in accordance with IMO standards and provisions.

The results of this study provide a strong basis for policy development and implementation of a more effective and adaptive maritime security strategy in Indonesia, one of which is by conducting special training for port security officers related to the implementation of SOLAS 1974, ISPS Code, and other maritime safety protocols to make the implementation of international standards more effective. Further research can examine how international regulations are harmonized with national policies, and evaluate the effectiveness of the implementation of maritime regulations such as SOLAS 1974 and ISPS Code in various Indonesian ports.

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