

THE IMPLEMENTATION OF INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) CODE AT THE PORT OF TANJUNG PRIOK IN 2022

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Abstract: For the execution of security in the port area to prevent terrorist attacks and threats that will impede activity in the port area, the International Ship and Port Facility Security (ISPS) Code is very important such as the terrorist attacks on 11th September 2001, in the United States, or the French ship explosion on October 6, 2002, which claimed a large number of lives. The ISPS Code for the Security of International Ships and Port Facilities, which expressly manages the processes and measures that should be performed by each country to combat the menace of terrorism at sea, is a new modification to Chapter XI of SOLAS 1974. Thus, it is anticipated that there won't be any more terrorism threats or other occurrences that could jeopardize the lives of people. An employee who works at Tanjung Priok's port region was interviewed for the study, and data from many periodicals were also analysed. According to the analysis, Tanjung Priok Port's implementation of the ISPS Code is effective and compliant with all applicable legislation.

Keyword : *ISPS Code, Port, Tanjung Priok*

Introduction



Figure 1. Ship Explodes



Figure 2. Attacks on Twin Tower

On September 11, 2001 there was a terrorist attack on the Twin Towers, United States of America, then on October 6, 2002, they attacked the French ship "Limburg" off the coast of Yemen. As a result of the assaults, several nations at the time improved their anti-terrorism laws and their law enforcement capabilities since the public realized how catastrophic the effects of terrorist acts could be.

At the 17th and 18th IMO assembly sessions in London, England, the Indonesian government approved the guidelines for implementing the International Ship and Port Facility Security (ISPS) Code as an IMO convention in the form of institutionalization of the facilities committee and amendments to the IMO Convention adapted to Chapter XI-2 on ship security systems and ship furnishings.

Port of Tanjung Priok Jakarta



Figure 3. Tanjung Priok Port Enterence

According to the 2016 Ministerial Regulation number 134, regarding Port Facilities and Ship Security Management, the port is a location that has land and/or waters with several boundaries as a location for government administration and business activities, a port is used as a place for ships to stop, where passengers can get on and off the ship, and/or a place for loading and unloading goods in the form of berths and terminals, as well as having shipping security and safety, port support activities, and intra and intermodal transportation points. In sum, ports have an important role, both in government and economy-wise, so security in the port area must be guaranteed as much as possible and be based on International Ship and Port Facility Security (ISPS) Code.

On the other hand, a ship is water transportation with certain forms and variations operated by wind energy, mechanical energy, and other power. Ships can be towed or held, including transportation by the dynamic tread, underwater and floating appliances, and floating structures that cannot move.



Figure 4. Tanjung Priok Port Areas

Harbormaster is a government official chosen by the minister and has the highest control to operate and monitor the attainment of statutory provisions to warrant the security and shipping's safety. Designated Authority, furthermore abbreviated as DA, is a state authority that is appointed by the Sea Transportation Director General to be responsible for the implementation of Koda in Indonesia. Indonesia is implementing the "Nawacita" program in the face of Covid-19. One of its programs is to revive the state which originally protects the entire nation and provides a sense of security to all of

its netizens. The existence of this program can help to improve the security of port areas in Indonesia.

International Ship and Port Facility Security (ISPS) Code

The International Maritime Organization or commonly known as IMO announced new provisions under SOLAS regarding overseas shipping and the Port Facility Security Code (ISPS) as a response to the terrorist attacks that occurred on September 11, 2001, in the United States and the bombing of the French ship "Limburg" in Yemen. The Maritime Safety Committee (MSC) and the Maritime Security Working Group (MSWC) have been developing the ISPS Code since 2001, and the Assembly approved Resolution A.924(22) at a session in November 2001. The resolution's purpose is to evaluate all policies and practices for preventing potential terrorist attacks that endanger maritime security, particularly those targeting crew members and passengers as well as ship safety in general. Then, on December 9–13, 2002, in London, at the Conference of Member States, it was decided to include the ISPS Code into the Safety of Life at Sea 1974 (SOLAS 1974).

Parts A and B include two sections of the ISPS Code. Qualifications outlined from SOLAS 1974 in Chapter XI-2, results in the amendment are all mandatory for member nations, ships/companies, and port facilities, and are all contained in Part A. While Chapter XI-2 of the items specified in Part A is implemented by part B's instructions/guidelines (guidance).

Key measures for ship & port: to prevent unauthorized persons from entering the port area or boarding ships, whether from the edge or the middle of the sea; To prevent the entry of sharp weapons and dangerous goods to be brought into the port area or hidden in baggage or cargo; To alert authorities to raise security status in case of the discovery of sharp weapons or dangerous goods. Areas of ISPS Implementation for Port Facilities are channels to port facilities, illegal areas, cargo management, ship warehouse transmission, unattended baggage operations, and port infrastructure security supervision.

The focus of the ISPS Code is the creation of an international working structure that supports cooperation between contractor governments,

government agencies, local governments, etc; Establishes the position and obligations of each party related to the maintenance of water security in ports and on board ships, at the national, regional and international levels; To ensure the early and efficient investigation and trading of information on water security, at national, regional and international levels; To provide a methodology for security assessment that can be developed into records and procedures for changing security levels; Ensuring the availability of proportional and reliable maritime security measures.

As the state has ratified and established the ISPS CODE through Presidential Decree no. 65 of 1980 concerning the Ratification of SOLAS 1974, the Decree of the Minister of Transportation No. KM 33 of 2003 related to the Ratification of the 1974 SOLAS Amendment concerning the Security of Ships and Port Facilities in Indonesia's territory (ISPS Code). Therefore, Indonesia should comply with and implement the provisions of the ISPS Code consistently and consequently.

The criteria for ships that are classified as international voyages are Passenger ships (more than 12 people), including high-speed ships; Freight vessels, including high-speed ships, 500 tons and above; Mobile Offshore Drilling Unit (MODU), the offshore dredging installations, including towed drilling units; Port facilities that serve ships or international shipping. In specific cases, Member States (Contracting Governments) may extend the above provisions toward the domestic port facilities that serve international ships. The provisions in the ISPS CODE do not implement warships, naval auxiliary ships, or other vessels for uncommercial purposes.

Security Level

In applying the ISPS Code at Tanjung Priok Port, Jakarta, there are 3 levels of security, which are: Security level 1: standard, the standard of operation for the vessel or harbour's equipment. Security level 1 refers to the level at which minimum security measures must always be enforced. As long as there is a higher chance of a security event, level 2 security is in effect. As a result of the increased danger of a security event, security level 2 refers to the level

for which necessary additional protective safety stages must be maintained for a while. Security level 3: extraordinary, which is the level that is in effect when a security event is either likely or immediately conceivable. Security level 3 refers to the level for which additional, targeted protective security measures must be kept in place for a brief time when a security incident is likely to occur or is already underway, even if the precise target may not be known.

Areas of ISPS Implementation for Port Facilities are channels to port facilities, illegal areas, cargo management, ship warehouse transmission, unattended baggage operations, and port infrastructure security supervision.

Research Method

Study

This study used sources from journals, news, articles, and rules issued by the Government of Indonesia for secondary data and interviews with some staff who work as auditors in the Port of Tanjung Priok Jakarta.

Method of Collecting Data

The methods used in this study were conducting interviews with some staff who work as auditors at the Port of Tanjung Priok and also providing questionnaires to 25 people who work in the Port of Tanjung Priok area.

Discussion and Result

In Indonesia, the execution of the ISPS Code is of course to strengthen Indonesia's maritime security. Indonesia, which is a member of the IMO, has also signed the ISPS Code. The ISPS Code has officially come into force on July 1, 2004. Indonesia conducted socialization in 2004 regarding the ISPS Code and started the implementation in 2005.

In the execution of the ISPS Code, there are no inhibiting factors, everything is running normally, especially the port facilities, all of which comply with the rules related to its implementation. For improvement, there is always an update of information on every form of threat disturbance. The harbourmaster's job is to update the threat rules to mitigate future threats. As a result of Covid-19, there is an impact that slightly affects the execution of

the ISPS Code at Tanjung Priok Port. One of them is the confinement of employees who work directly because the restrictions on the number of people who gather should not be too many, so that the implementation process is slightly hampered, such as the verification process and checking of people, goods, and vehicles entering the port area.

No.	Question	Frequency of Respondent's Assessment		
		Yes	No	Total
1	Is the ISPS Code implementation very important in Port of Tanjung Priok?	25	2	27
2	Is the implementation of the ISPS Code in Port of Tanjung Priok already going well?	25	2	27
3	Is the Port of Tanjung Priok getting safer after the implementation of the ISPS Code?	25	2	27
4	Is the policy carried out by the Port of Tanjung Priok toward the ISPS Code appropriate?	26	0	26
5	Has the ISPS Code been applied evenly throughout the Port of Tanjung Priok terminal area?	23	4	27
6	Have the security measures of security level 1 been implemented properly at the Port of Tanjung Priok?	27	0	27
7	Does Covid-19 affect the ISPS Code?	23	4	27
8	Are port facilities (faspel) on alert to prevent security disturbances and vigilance against Covid-19?	27	0	27
9	Is there a relaxation in the implementation of the ISPS Code during Covid-19?	8	19	27
10	Do you think the ISPS Code implementation at Tanjung Priok Port is good enough?	26	0	26

The results of the questionnaire distribution show that almost all of them agree that the execution of the ISPS Code has been going well from the perspective of its implementation, in which strict port facilities in undergoing the ISPS Code require not only anyone should enter, but also the incoming luggage and vehicles.

The security level applied to the Tanjung Priok Port when the researchers conducted this research was level 1. The protective measures at the Tanjung Priok Port at security level 1 are showing self-identity, checking luggage that

will enter the port area, etc., under the provisions of each port facility. The party entitled to determine the security level at the port is the Designated Authority (DA) which is the state authority appointed by the Director General to be responsible for the execution of the Koda in Indonesia. The Harbourmaster office will send information to the DA and after that, the DA will decide whether the security level status is raised or fixed.

Conclusion

From the research carried out through interviews, analysis, and direct surveys in the field, it can be concluded that the implementation of the ISPS Code is quite good. Almost all port terminal areas have implemented the ISPS Code well and are also strict in their implementation. With the ISPS Code at Tanjung Priok Port, security is better maintained and there are almost no crimes or acts of terrorism in the area. However, in its implementation, it must always be monitored and there must be updated information regarding conditions in the Tanjung Priok Port area, so that employees are always alert and responsive if there are disturbances regarding the safety of the Tanjung Priok Port area.

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