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BALTIC JOURNAL OF LAW & POLITICS

A Journal of Vytautas Magnus University

VOLUME 15, NUMBER 1 (2022)

ISSN 2029-0454

Cite: *Baltic Journal of Law & Politics* 15:1 (2022): 572-586

DOI: 10.2478/bjlp-2022-00039

Indonesian Sea Border Security in Malacca Strait

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Received: November 8, 2021; reviews: 2; accepted: June 29, 2022.

Abstract

Problems that occur at the border, especially the sea border, require a truly integrated handling by involving various elements from the government, related institutions to the state military. This study aims to identify and analyze the concept of a coordination system to ensure inter-institutional integration related to the security of Indonesia's marine areas in the Malacca Strait. This research was conducted using a qualitative descriptive approach, to conduct research analysis carried out an interpretation of the data obtained using relevant theories in order to obtain a broader and deeper meaning. Data were obtained from in-depth interviews with informants through purposive sampling with various conditions. The results of the study indicate that coordination and cooperation between security actors has been going well between Indonesian agencies and security cooperation with neighboring countries. However, it was found that several aspects need to be improved in order to realize an effective and efficient security condition in the Malacca Strait area.

Keywords

Maritime Security, Border Security, Interoperability

JEL Classifications: J11, F43

1. Introduction

Indonesia has a land area of 1,910,931.32 km² (Ramdhan & Arifin, 2013), or about a third of the territorial waters. From the land area, in terms of administration and management, it is divided into 34 provinces in order to facilitate the control function, including in terms of supervision and development of border areas for provinces that are neighbors with other countries and have direct borders, both land and sea. (Aditya, 2020). The distance of the sea boundary of a country is measured from the reference point/baseline and its determination depends on the existence of the outermost islands. Currently, there are at least 92 islands in the outermost islands, including several small islands, some of which are very far away (Saragih, 2015). In this case, one of the mainland areas of Indonesia which is directly adjacent to other countries by sea is Riau Province. Riau Province is bordered by Malaysia and Singapore, which passes through the Malacca Strait.

The Malacca Strait is not only of strategic economic value, but also has security problems, for example, sea piracy which can endanger the national security of the three countries and can harm the countries that use transportation in the strait. Based on a report by the International Maritime Bureau (IMB), piracy activities tend to increase. The waters of the Asian region which are quite vulnerable with a significant increase are the waters of East Asia, the South China Sea and the Malacca Strait. IMB also explained that the Malacca Strait is one of the areas with the highest intensity of violent attacks against ships in the world. This problem occurs because of the weak protection of the sea from the surrounding countries (Budiana et al., 2019; Djelantik, 2016).

Security is central to maritime security because it concerns the interests of the environment and everything that happens at sea. Maritime security is also increasingly important and crucial because the maritime industry, shipping companies and their employees can simultaneously become targets and are potential targets (eg pirates, terrorists, or criminals) as well as potential perpetrators (by being involved in maritime crimes such as human trafficking, smuggling of goods), weapons or collaborating with criminals at sea). Maritime security is also closely related to economic development. Over the centuries it has been proven that the oceans have always been an important factor in the economy. Most of the trade is carried out by sea and fishing is an industry that has good prospects, the better considering the abundant fish resources available.

The high number of piracy cases in the Malacca Strait, in addition to threatening maritime security, can also threaten the international relations of the three countries with user countries who really want to maintain the conduciveness of the Malacca Strait to ensure the safety of their ships' shipping. The conduciveness of the Malacca Strait shipping lane is a problem that is not easy to realize for the three countries that have interests in the Malacca Strait. Various efforts and efforts have been made, both bilaterally and trilaterally, by collaborating in various fields, but still have not shown satisfactory results.

In Indonesia, problems that occur at the border, especially the sea border, require a truly integrated handling involving various elements of the Government, Ministries and Institutions as well as the Indonesian National Army (TNI). Currently there are 17 institutions that deal with marine areas, each with their respective roles, but they do not understand the territorial element and the sea area is not viewed as a whole. (Djalal, 2018). There needs to be harmonization, synergy and collaboration between these agencies, but coordination between institutions within the government is very poor. The number of agencies that have the authority to maintain security at sea, including the Indonesian Navy, Air and Marine Police (Polairud), Customs, Supervision of Marine and Fishery Resources (PSDKP), and the Marine and Coast Guard Unit (KPLP), have not been able to promise to find solutions and the best way out of the chaos of the problems that occurred in the Malacca Strait, but instead gave rise to new problems because of the reluctance to coordinate.

Referring to these conditions, in order to create security in the border areas in the context of realizing Indonesian sovereignty, a coordination system concept is needed to ensure the integration between related institutions. For this reason, it is necessary to prioritize efforts to realize the concept of a technology-based coordination system in order to realize the interoperability of securing maritime border areas.

Several previous studies discussed the Malacca Strait on cooperation in handling crimes that occurred, such as piracy, smuggling, and others, between countries. (Hananto, 2020; Ismail et al., 2010; Kurnia, 2009; Muradi, 2015; Natalia, 2013; Panduwinata, 2016; Prayuda et al., 2020; Yakti, 2017). These studies generally discuss how countries cooperate in dealing with problems that occur in the Malacca Strait, for example joint sea patrol cooperation in dealing with piracy, piracy or other problems. Considering that Indonesia as one of the littoral states which has the largest area in the Malacca Strait, has a greater responsibility when compared to other countries, namely Singapore and Malaysia. So this study will examine the interoperability of government institutions or institutions that are given the authority to handle maritime border security, namely BNPP, TNI AL, TNI AU, Bakamla, Polairud, Customs and Excise, KPLP, KKP, and others, where until now there are still problems in coordination and communication in handling problems that occur at sea borders, especially in the Malacca Strait.

The remainder of the present paper is structured in the following manner. Section 2 contains the Literature Review used in this research. This is followed by Section 3, which explain the Research Method. In Chapter 4, the results of the Research and further discussed. Finally, Section 5 concludes the paper.

2. Literature Review

2.1 Maritime Security

In simple terms, the definition of security can be understood as the absence or freedom from various forms of threat, danger, anxiety, and fear. The concept of security comes along with the emergence of threats in an effort to fulfill the needs

of human life. In order to create a conducive, safe and peaceful life, measured efforts and efforts are needed to eliminate these threats. Security is not only limited to security, but there are several aspects, namely military, economic, social and environmental security (Buzan, 1983).

Maritime security is a very popular concept in the last decade. Countries and international organizations began to develop mandates and redesign their policies to suit the interpretation of the definition of maritime security. The popularity of the concept of maritime security was also driven by the increase in piracy off the coast of Somalia between 2008-2011. Increased piracy in International Sea Lanes of Communication (SLOC) has the potential to limit and disrupt the smooth flow of international trade where 90% of supplies are shipped by sea (Julita, 2019).

Buerger also explained that all marine safety which includes navigation activities and all maritime resource management activities that can run safely and well and do not disturb and harm people, parties and the surrounding maritime environment are part of maritime security (Bueger, 2015). Maritime security is defined as part of the navy and defense forces of a country that has a role to protect the nation and its national interests against various threats. These threats are usually military in nature and are formulated on the basis of strategic assessments and military appreciation (Bateman, 2010). The concept of maritime security has different meanings depending on the interests, politics and ideology of a party.

2.2 Sea or Maritime Border Security

The definition of a border is divided into two parts, namely boundaries and frontiers. These two meanings have different meanings and meanings, but both complement each other and have strategic value for the territorial sovereignty of a country. The term boundary is used because its function is to bind or limit (bound or limit) a political unit, in this case the State. While the border is called a frontier because of its position in front of the front of a country, a frontier can also be called a foreland, borderland, or march (Hadiwijoyo, 2011).

Establishing maritime boundaries can be a daunting task because there is no way or practicality to establish physical boundaries, make boundaries that are workable, and legally binding (Boemre and Esri Journals, 2011). Sea border is the domicile or position of coordinate points or boundary lines that separate waters (sea) in two or more different control areas. The boundaries of the territorial sea of a country have been regulated through internationally agreed maritime law institutions, such as continental waters, archipelagic waters, territorial seas, additional zones, exclusive economic zones and continental shelves. United Nations Convention on the Law of the Sea 1982. Although not all countries attend these conventions, many countries in the world can accept the results and use them as guidelines in determining their maritime boundaries.

According to (Nelson, 2010), border security has three main functions, namely: detection, interdiction, and deterrence. The Detection function includes identifying border crossers (people and goods) and classifying them as potential

threats. Second, the Interdiction Function involves strengthening border security controls, for example by placing a border security agency or placing a number of electronic technologies in the form of sensors and scanners to help improve the efficiency of border control. Finally, the Deterrence Function applies deterrence by placing a number of barriers along the border line to prevent unwanted cross-border mobility, for example by building walls along the border, installing barbed wire or installing other preventive technologies (Nelson, 2010).

2.3 Border Management

Border management is a form of state border management which at the same time has strategic value for a country in terms of defense and security, social, economic and political aspects. In Indonesia, the management of national borders and border areas is managed by the National Border Management Agency (BNPP), in accordance with Presidential Regulation no. 12 of 2010, which is directly or indirectly related to the interests of border progress (Agung, 2013).

In (Doyle, 2011), governments with direct borders seek to advance and improve the border management agenda, including: A heightened awareness of costs; Rising expectations in the private sector; Increased policy and procedural requirements; Competition for foreign investment; The demand for integrity and good governance; Political pressure for the agencies to increase competitiveness (Doyle, 2011). Border management means that procedures are put in place for people and goods crossing that border to ensure they comply with the law. That is, how the infrastructure that facilitates the institution is designed and managed. Effective border management means ensuring that:

1. Everyone and everything that crosses the border is consistent with applicable laws, regulations and procedures;
2. Users are encouraged to comply with regulations;
3. Violators are identified and dismissed/returned.

3. Research Method

This research was conducted using a qualitative descriptive approach, to analyze the level of interoperability between border security agencies in order to determine the effectiveness of using information data together and the unity of command control in the border security system in the Malacca Strait.

This research was carried out in several stages, namely preparation, implementation, and data analysis. Activities at the preparatory stage include preparing research designs, selecting research sites, administering permits, selecting informants, and preparing research equipment. The implementation phase includes understanding and understanding the background of the research, preparing, carrying out research (interviews, correspondence, observation, literacy, documentation). While the data analysis stage, the activities carried out

are interpreting the data obtained by using relevant theories in order to obtain a broader and deeper meaning.

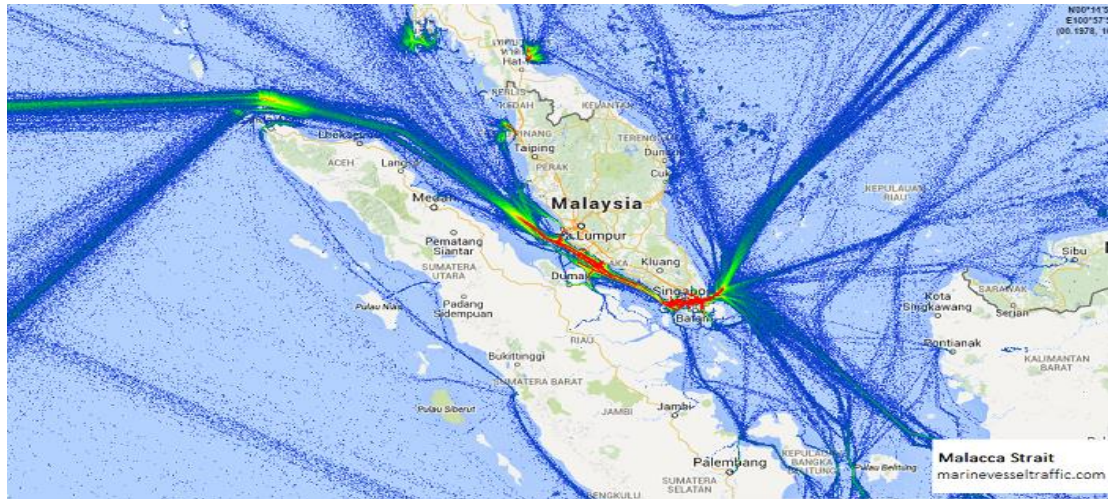
Researchers directly plunged and mingled with the object of research intensively. While the object of research is a scientific target in order to obtain data in accordance with the research topic. According to the source, the research object is divided into primary and secondary objects. The primary object is the object of research that will be visited to obtain primary data in the form of recordings of interviews and observations. Meanwhile, secondary objects are in the form of written documents such as journals, books, reports, and others.

The sources of information in this study are competent people or officials who are considered to understand the interoperability between the Malacca Strait border security institutions. In order to obtain additional valid data, the authors plan to conduct interviews and in-depth interviews with informants from various actors involved, from military actors to civil government actors. Informant actors from the Military include Indonesian National Army (Navy and Air Force), Police of the Republic of Indonesia, the Head of Bakamla, Commander of Air Force Base Roesmin Nurjadin, Danlanal Dumai, Kapolda Riau, and the Director of Polairud Babinkam. Civil institution actors, such as the Secretary General of the Ministry of Defense, Head of BNPP, Head of BNN, and Head of KKP. As well as local civil government actors, namely the Governor of Riau and the Head of Immigration of Riau.

4. Results and Discussions

4.1 Maritime Border Security Conditions in the Strait of Malacca

The Malacca Strait is the most crucial strait that connects international trade and transportation shipping. The Malacca Strait is the busiest strait in the world because this strait is a Sea Lines of Communication (SLOC) and a shipping lane for the world's tankers or Sea Lines of Oil Trade (SLOT). There are about 100,000 ships per day or almost 50 percent of the world's trade ships passing through this strait, including 16 million barrels of oil per day which is equivalent to a third of the world's oil or 70 percent of Asia's oil passing through the Malacca Strait (Heng et al., 2017). The business value obtained can reach USD 435 Billion. From a maritime perspective, the Malacca Strait is vulnerable because this strait contains the narrowest SLOC and SLOT shipping lanes in the world, which are 1.5 nautical miles, and there is a shallowness of about 25 meters. In the Malacca Strait, no less than 60 ship collision accidents occur every year (Calamur, 2017). A security disturbance to the strategic shipping lane has the potential to have a large-scale economic impact, not only regionally but also globally.



Marine Traffic in the Straits of Malacca

Source: Marine Vessel Traffic, 2018

In addition to the danger of navigational accidents, the Malacca Strait is also prone to piracy (armed sea robbery), namely theft or robbery carried out on ships sailing across the Malacca Strait. In addition to vulnerabilities to security and safety that can harm business people, there are many other vulnerabilities that harm the state such as smuggling, illegal immigrants and transnational crimes. The Strait of Malacca, dubbed as The Most Dangerous Water in the World (Fargo, 2004).

Border security in the Malacca Strait is a very complicated problem for the three coastal strait countries, namely Indonesia, Malaysia and Singapore, because this problem can threaten maritime security and disrupt international relations between the three countries and countries that use the Malacca Strait. The maritime aspect is one of the factors that has a strong influence on security, therefore security in the maritime world in general is the responsibility of all countries to guard against all forms of threats including crimes and violations of law.

Based on the results of interviews with military actors, informants said that maritime security policies at the border, especially in the Malacca Strait, were implemented in the form of cooperation with other coastal countries, Malaysia and Singapore who were members of the Malacca Strait Patrol (MSP) shared responsibility. From this statement, according to the researcher, the cooperation was carried out as a form of Indonesia's compromise in the common goal of maritime territorial security. However, it must be noted that in its development the border area acts as the front porch of the Republic of Indonesia, its strategic position makes the development of the border area one of the national development priorities. In responding to the movements of other countries in expanding their territory, Indonesia must be firm and Indonesia must no longer lose its territorial territory. The preservation of the vast territory of Indonesia is a manifestation of the sovereignty of a country so that we must defend it at any cost.

From interviews with other military actor informants said, Government policies related to the development of border areas by establishing the Indonesian

Maritime Security Agency (Bakamla RI) and maritime security dimensions in general have included the implementation of UNCLOS as well as strengthening international cooperation, and consolidating Indonesian representatives. Implementation of maritime diplomacy to support maritime security through increased maritime cooperation and efforts to deal with sources of conflict. From this statement, according to the researcher, the policy and direction of foreign policy seems to be in line with the government's determination to realize Indonesia as the World Maritime Axis. In the future, the Indonesian Ministry of Foreign Affairs is expected to always actively support and ensure Indonesia's maritime security through a foreign policy that is able to identify, negotiate and promote opportunities to maintain national and regional maritime security.

This is in line with the statement from an interview with an informant from a government actor, who said that the Government took a Prosperity Policy in the development of border areas as part of the border area management efforts to support the defense and border security system, including in the Malacca Strait. The Prosperity policy of the Indonesian government for development in border areas is carried out using a security and community welfare approach. The security approach is used to increase nationalism and community security in border areas from foreign disturbances and threats. Meanwhile, the welfare approach is carried out to meet the needs of the people at the border, thus giving rise to a large role for the state in the development of border areas.

4.2 Border Management in the Straits of Malacca

The problem in border areas lies in how border management is carried out. Border management is a form of border management architecture seen from the defense and security, social, economic and political aspects that exist in a country in managing border areas. Border management is nothing but a border management system that is deliberately designed to ensure that policies regarding borders by the government can be utilized (used) effectively and efficiently according to the objectives to be achieved (Mathis & Jackson, 2008).

Within the Straits of Malacca, the maritime areas of Indonesia and Malaysia (both of which claim 12-nautical-mile or 22 km) only meet in the Straits of Malacca and the Singapore Sea. Until now, the guarding of the Malacca Strait area is carried out by means of cooperative security, in which each of the navies of the coastal countries conduct joint patrols around the waters of the Malacca strait. Until now, it is still unclear which state the Malacca Strait is part of.

Based on the results of interviews with informants with several military actors, it was found that the border management policy in the Malacca Strait can be said to be going well through the prosperity approach and the security approach, although it may still need improvement in implementation in the field, this cannot be separated from the participation of local governments in the context of empowering the sea area in accordance with regional autonomy. Border management has also been carried out by each agency; the implementation is still

not effective because each of them overlaps in terms of carrying out operations. According to the researcher, one of the reasons for the ineffectiveness of border management is due to various problems including the existence of the Malacca Strait border area with neighboring countries whose agreement is not yet clear so that conflicts can arise. And the policy is not yet standardized to empower the outer islands of Indonesia and the border area defense policy.

In addition, from interviews with informants of other military actors and government actors, it was found that border management, especially related to the maritime security sector of the Malacca Strait between Indonesia and Malaysia, can be seen from the special bilateral forum or framework for managing security cooperation at the border which runs regularly every year. , starting from the reference that became an agreement between the two parties on border issues (MoU), implementation in the field through meetings, coordinated patrols and evaluation of implementation.

However, it was also found that the border management work program in the Malacca Strait, until now there has been no synchronization of work programs between related institutions for security in the Malacca Strait because the agencies involved have long-term Strategic Planning (Renstra) and their own Work Plan (Renja) in accordance with the laws and regulations at the beginning of the formation of each agency. Furthermore, there are challenges in the implementation of border management in terms of facilities and infrastructure such as the Malacca Strait security personnel from the Indonesian Army and Police are still very minimal, considering the vast area of the Malacca Strait and shipping traffic which is very busy every day. The lack of supporting facilities and infrastructure for securing the Malacca strait in the form of patrol boats, radar and other supporting facilities, makes the efforts to secure the Malacca strait not optimal.

So, according to the researcher, cooperation between countries is needed, joint patrols and providing facilities for coordination related to crimes involving citizens between countries. It is also necessary to coordinate between related institutions, led by the National Border Management Agency (BNPP) through the preparation of the Master Plan and Action Plan for Border Development and coordination to carry out joint exercises in the Malacca Strait area.

4.3 Coordination and Communication Challenges among Security Actors

Regarding coordination between agencies when dealing with a problem that occurs in the Malacca Strait, based on the results of interviews with informants from military actors, the coordination has gone well because every year at least 2 joint operations are carried out including meetings in order to design operations and evaluate implementation, with the existence of the forum facilitates the coordination of settlement or follow-up of a problem in the Malacca Strait.

This statement was also said by several informants regarding coordination between agencies when dealing with a problem that occurred in the Malacca Strait, among others, through the implementation of good coordination via telephone and letter, quickly and precisely so that problems are quickly resolved. The coordination carried out is a collaboration between one institution and another so that maritime security can be carried out as much as possible without any violations occurring. In addition to joint patrols and enforcement of violations such as cooperation in patrolling ReCAAP and the Asean Maritime Forum and the Malacca Strait Sea Patrol, a reporting mechanism to the top command is also implemented and an official letter is issued to ask for assistance in the event of an impending violation. do not carry out illegal trade, negotiations make customary agreements between the disputing parties and make customary agreements between border residents.

However, although it has been going well, based on the results of interviews with other informants, it was also found that there are challenges and obstacles when dealing with a problem in the Malacca Strait together, including: bureaucratic problems, due to the large number of maritime stakeholders that can interfere with communication and coordination, unclear duties and responsibilities of each agency in terms of security areas and in taking action against violations that occur, sectoral egos between state institutions, the authority of the handling institutions, lack of facilities and infrastructure (communication tools, patrol boats, reconnaissance aircraft) and personnel.

Furthermore, communication between agencies in the form of sharing general information/data is still well established. Communication between agencies runs based on levels, namely horizontal tactical communication and coordination between elements in the field and tactical communication and coordination as well as vertically to the upper command within the framework of the operational control command and the authority of each agency. According to the researcher, there are still challenges that must be considered and resolved jointly regarding communication, such as information or data that is still general in nature and management is still sectoral, there is no communication network, both voice and direct media, and the information/data sharing platform is not yet available. have a unified maritime big data database because the source still comes from open-source information media.

4.4 Realizing Interoperability Between Actor for Malacca Strait Security

Interoperability is the ability of a system, unit or force to provide services to and receive services from other systems, units, or forces and to use the services that are exchanged to enable them to operate effectively together. (Hura et al., 2000) stated that at the strategic level, interoperability creates the possibility for the development of integrated work between dimensions. At this level, the main issue in interoperability is the harmonization of views, strategies, doctrines and

power structures of each dimension. At a tactical level, states interoperability strategies must go hand in hand with interoperability technologies to shape environments, manage crises, and win wars. The advantage of interoperability at the tactical level can be obtained from the equivalence / interchangeability of each element of the dimension. Interoperability reflects the interaction between the organization and the system (Hura et al., 2000).

Based on the results of informant interviews with several military actors, it was found that realizing the level of interoperability in a collaboration carried out by several agencies or forces is needed to carry out a mission so that it can be carried out effectively through good and correct coordination. Because in principle, realizing Interoperability means striving for unity in order to achieve the same goal, in other words, although the border security framework in the Malacca Strait involves many agencies or authorized agencies, basically all of them aim to maintain the conduciveness of the Malacca Strait as an important waterway used by international shipping traffic as a form of responsibility of the coastal state in ensuring maritime security, especially in the Malacca Strait.

According to the researcher, based on the statement from the interview, it is clear that interoperability is very necessary, because with interoperability between border sea security units, it will be easy to coordinate and carry out tasks that are carried out together. Interoperability is an application interacting with other applications through a mutually agreed protocol over a communication line. Cooperation is very much needed because border handling cannot be carried out independently by institutions, not only on the economic, social aspects but also on the defense and security of a country.

Realizing interoperability cannot be separated from the use of shared data. Indonesia has implemented data sharing facilitated by the Indonesian Maritime Security Agency (Bakamla RI) through a web browser with access to data/info and the ability to detect ships passing or operating in the Straits of Malacca. From the results of interviews with informants with military actors, it is also stated that data sharing has been going on, especially between each maritime information center in each country such as the IFC in Singapore (Indonesian Navy also places the ILO there). In the contact of border area infrastructure management, data sharing is carried out through updating data held by stakeholders, so that joint data is obtained as material for planning, monitoring and evaluating border area development. The existence of this maritime information center is very helpful in building maritime domain awareness in the region so that every incident can be followed up or responded to immediately.

According to informants from military actors, military operations in securing the Malacca Strait area have been and continue to be carried out. This Maritime Operation involves a joint element of the Indonesian Navy, Customs and Excise, the Marine and Coastal Guard Unit (KPLP), the Department of Maritime Affairs and Fisheries and the Water and Air Police (Polairud) who are joined by the Malaysian side, TLDM, Kastam and Marine Policy Malaysia. The Indonesian Western Fleet

Command (Koarmabar) also held a security operation for the Malacca Strait. To increase military capability and become a maritime force, since 2005 Indonesia has planned to build a green water navy and a minimum essential force (MEF) program.

Furthermore, in realizing interoperability between Security Actors, it is inseparable from the use of existing technology. Especially technologies related to data processing, information management, management systems and work processes electronically. According to several informants, the security of the Malacca Strait area has tried to follow and use technological advances. From the results of interviews with informants, there have been applications in the management of border security in the Malacca Strait, including: Integrated Maritime Surveillance System (IMSS) Applications and Maritime Surveillance Applications; Dashboard Applications; Joint Coordination Application; Applications regarding AIS, Radar, Longrange Camera, CAIT detection data; and CTDLS applications. However, according to what was found in the field, according to researchers, the application used in managing border security in the Malacca Strait was not maximized because it was still constrained by the network and due to limited human resources. Applications in managing border security in the Malacca Strait have not been directly connected. However, it is different with the information network in infrastructure development. In the research conducted, it is known that the form of infrastructure built in managing border security in the Malacca Strait already uses a LAN (Local Area Network) network, so that it can be connected in a network so that they can communicate with each other.

Finally, the researcher argues that in realizing interoperability between Security Actors, organizational maturity is needed to carry out interoperability, with key attributes consisting of readiness, understanding, leadership style and value system. According to the researcher, the explanation of each of these key attributes is:

1. Readiness

Regarding the level of unit readiness (HR) in managing border security in the Malacca Strait. Based on the results of the interview, the researcher concluded that the level of readiness of the unit (HR) in managing border security in the Malacca Strait was ready to carry out the task, whether it was seen from the HR unit with experience in managing border security, facilities and infrastructure. Although it has been assessed as good, it is necessary to improve HR competencies such as in terms of enforcement expertise and communication via foreign languages.

In addition, logistics and budget readiness in managing border security, based on most of the informants stated that they still need to be improved.

2. Understanding

Information sharing is done by using the method via email, social media, and other communication channels containing information data related to initial data or allegations as a reference for deepening and direct investigation in the area of operation. The types of information provided are ship traffic data, accident news

and suspicious ship data. In addition, what can be shared are periodic or periodic reports on the situation of maritime security as well as special/emergency reports that are incidental.

Human resource understanding regarding the use of shared data still needs socialization and training so that they do not feel offended or overlapping the authority of the Ministries / Institutions between agencies. The use of shared data is only limited to data that is open or not confidential or limited which can harm the interests of national defense. According to the researcher, based on the results of the study, the level of knowledge about the situation and context in undergoing operations at the Malacca Strait border is quite good.

3. Leadership.

The expected leadership style in managing border security in the Malacca Strait is oriented to the main task by utilizing all available resources professionally and being able to optimize the interoperability of elements sourced from different Ministries/Institutions. Each Task Force Commander is responsible for reporting the results of the implementation of his duties to the Commander of the Maritime Security Cluster and will be forwarded in stages with a more comprehensive report to the Upper Command.

According to the researcher, the expected leadership style is firm and careful with all forms of operating mode as well as on developing patterns. Professional leaders must be neutral and have adequate knowledge of not only one field and have integrity.

4. Value System.

The commitment to jointly achieve interoperability in border security management can be seen from reference software such as SOPs that serve as guidelines and are used by each Ministries and Institutions that are involved in carrying out operations. Strengthening commitment by holding meetings and perceptions so that in the implementation of tasks there can be synergies.

According to the researcher, regarding trust to achieve interoperability in border security management, several informants also stated that trust is absolutely necessary and indeed must be realized in the context of interoperability, without trust it is impossible for the operations carried out to achieve common goals and objectives.

5. Concluding Remarks

Security is central to maritime security because it concerns the interests of the environment and everything that happens at sea. Maritime security is also increasingly important and crucial because it can simultaneously be a target and a potential target (for example pirates, terrorists, or criminals) as well as a potential perpetrator (by being involved in maritime crimes such as human trafficking, smuggling of goods, weapons or collaborating with criminal actors in the sea). Maritime security is also closely related to economic development. Over the centuries it has been proven that the oceans have always been an important factor

in the economy. Most of the trade is carried out by sea and fishing is an industry that has good prospects, the better considering the abundant fish resources available.

Of course, the realization of interoperability between security actors will bring about mutual integrity and synergy in cooperation in realizing maritime security in the Malacca Strait region. The realization of interoperability in maritime security at the Indonesian sea border in the Malacca Strait, namely cutting bureaucratic channels, being able to unite efforts from different sources to achieve common goals so that they are more effective and efficient.

In the end, goals should be determined jointly and integrated through the determination of goals or targets that are able to contribute directly to the security situation of the Malacca Strait because security is a shared responsibility.

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