

# ANALYSIS CUSTOMS MARITIME SURVEILLANCE SYSTEM BASED ON MOVEMENT PHENOMENON AND CHARACTERISTIC OF NARCOTICS, PRECURSORS AND PSYCHOTROPICS (NPP) SMUGGLINGS

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## INFORMASI ARTIKEL

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### ABSTRACT:

*The objective of this paper is to analyse how to reduce smuggling illegal goods amid the high flow of Indonesian sea traffic, analyze effective sea action measures through observing the phenomenon of NPP smuggling movements, and analyze the design of supporting facilities and human resources that can carry out the functions of ocean surveillance effectively. The type of this research is applied research with analysis unit is Customs Maritime Surveillance System. Method of analysis that used is Stufflebeam CIPP Evaluation Model. Source of data come from document studies of Directorate General Customs and Excise which written by people who have directly experienced an event, or which written based on reports/stories from other people in the period of 2015-2018. From the results of the research conducted obtained that generally customs surveillance system still needs revitalization related to field operation institution, infrastructure, tools, human resources, information system, budgeting, and operational planning.*

**Keywords:** Custom Maritime Surveillance System, Prohibited Drugs Smuggling

### ABSTRAK:

Tujuan dari makalah ini adalah untuk menganalisis bagaimana mengurangi penyelundupan barang ilegal di tengah tingginya arus lalu lintas laut Indonesia, menganalisis tindakan pengawasan laut yang efektif dengan mengamati fenomena gerakan penyelundupan NPP, dan menganalisis desain fasilitas pendukung dan sumber daya manusia yang dapat membawa fungsi pengawasan laut yang efektif. Jenis penelitian ini adalah penelitian terapan dengan unit analisis adalah Sistem Pengawasan Maritim Bea Cukai. Metode analisis yang digunakan adalah Model Evaluasi CIPP Stufflebeam. Sumber data berasal dari studi dokumen Direktorat Jenderal Bea dan Cukai yang ditulis oleh orang-orang yang secara langsung mengalami suatu peristiwa atau yang ditulis berdasarkan laporan/cerita dari orang lain pada periode 2015-2018. Dari hasil penelitian yang dilakukan diperoleh bahwa secara umum sistem pengawasan pabean masih memerlukan revitalisasi terkait dengan unit pelaksana operasi lapangan, infrastruktur, fasilitas dan peralatan pengawasan laut, sumber daya manusia pendukung, sistem informasi dan komunikasi, penganggaran, dan perencanaan operasional

**Kata kunci:** Sistem Pengawasan Maritim Bea Cukai, Penyelundupan Obat Terlarang

## 1. INTRODUCTION

President Joko Widodo at the Opening of the National Coordination Meeting (Rakornas) Eradication of Narcotics, Psychotropics and Drugs (Narcotics) as quoted by Kompas.Com edition 4 February 2015, expressed his concern because drug trafficking and use in Indonesia had gotten worse. The President said that there were 50 Indonesia's people die every day due to drug abuse. If calculated in a year, there are around 18,000 people died due to drug use. This figure does not include 4.2 million drug users who were rehabilitated and 1.2 million users who could not be restored.

Based on a survey conducted in collaboration with the National Narcotics Agency (BNN) with the University of Indonesia Health Research Center in 2014, as quoted by Media Finance in the April 2018 edition of volume XIII, the prevalence of drug abuse reached more than 4 million. The loss suffered by the country reached Rp.63 trillion per year, while the death rate in Indonesia reached 30-40 people per day.

United Nations Office on Drugs and Crime report notes that Indonesia included in the list of destination countries for trafficking in narcotics of heroin, cocaine, and type methamphetamine since the last decade (UNODC, 2016). One of the reasons Indonesia has become a potential marketing venue is due to many narcotics abuse and high narcotics selling prices. The threat of abuse of narcotics and illegal drugs (narcotics) or narcotics (narcotics, psychotropics and additives) has also become a global phenomenon. It is a human threat to citizens at the local, national, regional and global levels. Indonesia is no exception; it also faces serious risks,

especially in terms of the prevalence of users which has increased from year to year.

National Narcotics Agency (BNN) as quoted by the daily *wartaekonomi.co.id* edition of October 6, 2018, said that sea lane is the most vulnerable route because it is widely used to smuggle narcotics into various regions in Indonesia because around 90 per cent of the total cases revealed, perpetrators using the sea route.

The development of information technology also triggers the increase and expansion of drug abuse, so communication between users, dealers and suppliers can easily do via the internet.

Final Report of the National Survey on the Development of Drug Abuse in Indonesia in the 2014 Fiscal Year found that all provinces in Indonesia have become drug targets. Provinces in Java have the highest number of abusers compared to provinces outside Java because Java has a larger population. DKI Jakarta has the highest prevalence rate (4.73%) followed by East Kalimantan (3.07%) and Riau Islands (2.94%) (BNN, 2014).

Data from Narcotics Sub Directorate DJBC also shows the number of narcotics abuse prevalence in Indonesia in 2015 which has reached 4,098,029 people or 2.20% of the total population. This figure makes Indonesia the country with the highest narcotics needs in ASEAN, with a percentage of 48% (Sub Directorate Narkotika DJBC, 2017)

Indonesia's geographical condition is an opportunity for actors to do smuggling narcotics through the sea, because Indonesia is an archipelago located between two continents and two oceans, bordering 10 countries, and possessing the sea area is 5.8 million km<sup>2</sup>, and the coastline is 95,181 km. Other than that, high ship traffic at sea in

Indonesia also provides an opportunity smuggling narcotic through the sea. Data from DJBC Sea Patrol Sub Directorate noted that the number of ship traffic per day reached 7711 ships (Sub Directorate Patroli Laut DJBC, 2017).

DJBC as one of the echelon 1 units under the Ministry of Finance whose tasks and functions are as a community protector to protect the public from the entry of dangerous goods, especially Narcotics, Precursors and Psychotropic (NPP) types, has carried out various prevention efforts, including patrolling NPP operations in several sea and air ports, increasing knowledge of human resources and operating facilities in support of NPP supervision activities and building information technology systems. These efforts have produced a lot of catches, as shown in Table.1. as follows:

**Table 1. Data of Narcotics and Psychotropic Catches in 2010 up to.2018 (in grams)**

| Years | Weight (grams) |
|-------|----------------|
| 2010  | 413.669,68     |
| 2011  | 217.392,17     |
| 2012  | 546.546,27     |
| 2013  | 516.819,27     |
| 2014  | 306.148,55     |
| 2015  | 699.000        |
| 2016  | 947.000        |
| 2017  | 2.214.000      |
| 2018  | 4.075.000      |

Source: Directorate of Enforcement and Investigation, DJBC Strategic Plan in the 2014-2019, and merdeka.com edition of December 20,2018

However, according to Performance Report 2018 DGCE those narcotics and psychotropic catch is still far from expected. It's needed for 'Revitalization of the Oversight Function' in order to tackle smuggling of imports I exports and illegal I other restricted goods and minimize the potential for leakage of

state revenue. Sea surveillance is still needing to be optimized because:

The high level of smuggling of imported and exported goods and illegal I other restrictions along with the high flow of Indonesian sea traffic.

The number of sea action taken is still far below the number of potential vulnerabilities to violations.

The organization, supporting facilities, and human resources are not optimal in carrying out the marine surveillance function.

### 1.1. Research Problem

From the above description it can be raised a research problem: *What is the effective DJBC marine surveillance system to reduce the level of NPP smuggling through observing the phenomenon of NPP smuggling movements at sea?*

### 1.2. Formulation of The Problems

From the description above, research problems can be formulated, as follows:

- a) How can DJBC reduce smuggling illegal goods during the high flow of Indonesian sea traffic?
- b) How to conduct effective sea action through observing the NPP smuggling phenomenon?
- c) How to design supporting facilities and human resources that can carry out marine surveillance functions effectively?

### 1.3. Research Objective

The research objectives raised in this study are:

- a) Analyze how to reduce smuggling illegal goods amid the high flow of Indonesian sea traffic.
- b) Analyzing effective sea action measures through observing the

phenomenon of NPP smuggling movements.

- c) Analyze the design of supporting facilities and human resources that can carry out the functions of ocean surveillance effectively.

## 2. LITERATURE REVIEW

Crime prevention in the maritime sector is a challenge. Preventing crime in the maritime sector is the ability to directly conduct surveillance of potential perpetrators. In addition, the command system that can facilitate coordination and information exchange is also an important element in crime prevention in this sector (Winterdyk, 2017, p. 85).

Supervision is an attempt to provide a direct visual to observe the possibility of criminal activity in a specified location (National Crime Prevention Institute, 2001, p.84)

Technology development is also an important aspect in improving surveillance in areas prone to narcotics abuse. The application of surveillance technology can assist in observing or detecting the Movements of potential actors (Brookes, 2001; Welsh & Farrington, 2009).

The good Maritime Surveillance System must be able to detect, track and identify ships in the sea area, at a minimum it must be able to produce accurate and detailed data to facilitate the process of further investigation. This data can be used as a basis for designing a marine surveillance system. The basic principle of an integrated marine surveillance system is the connection of all hardware I software components that are applied (Ince, 1998, p. 360).

Indonesia as a country with a long coastline is required to have an effective and efficient marine surveillance system to assist them in preventing various crimes in the maritime sector. The

marine surveillance system must be able to deal with a growing situation and unpredictable criminal behavior (Brax, Andonoff, Gleizes, 2012).

The marine surveillance system must also be able to prevent the occurrence of crime without hampering ship traffic. Modern and innovative surveillance technology are needed so that supervision objectives can be achieved. Technologies that can be applied include a multi data fusion component that supports information from various sources such as satellites, radars, AIS, IR, and UAVs. There is also a need for a command and control system so that sea patrols can run more effectively and efficiently (Erbas, et al, 2012)

### 2.1 Theory of Situational Crime Prevention

Prevention of narcotics smuggling in the sea lane needs serious attention. One reference theory that can be used is the Rational Choice Theory. Newburn (2009, p. 578) argues that the Rational Choice Theory mentioned that a crime is the result of consideration based on opportunity and situational constraints.

Lanier & Henry (2010, pp. 80-82) mentioned that the prevention must be able to influence the decisions of perpetrators who make the crime less useful, riskier and more difficult to do.

Miller (2009, p. 283) said that prevention can also use guardians, place managers, and handlers that can be used to prevent crime. Guardians here are responsible for overseeing potential targets, managers oversee vulnerable areas, and handlers oversee potential offenders.

The concept of situational crime prevention strategies requires understanding of policymakers to the characteristics of locations and situations that can support the occurrence of a crime. Thus, policy makers can identify

what tools will be used by actors in utilizing the available opportunities (Siegel, 2012).

Situational crime prevention is designed to reduce opportunities for crime by managing, designing, or manipulating the environment around systematically and permanently, making crime more difficult, risky, or less useful for the offender (Clarke, 1997, p.4). This will automatically reduce the risk of the crime occurring (Burke, 2009, p. 49). This theory is the basis of analysis of the mechanism of the customs sea surveillance system in preventing smuggling of narcotics through the sea.

The design of a marine surveillance system assumes that the basis for situational crime prevention will involve systematic and permanent management and design of the environment, so this is expected to make smuggling of narcotics through the sea more difficult (Clarke, 1997)

The high traffic of ships in a port will also cause opportunities drug smuggling (Junninen and Aromaa, 2000; Paoli, Greenfield and Zoutendijk, 2013). This because supervision will tend to weaken in high ship traffic area, which causes customs officers need to balance between monitoring and efforts to facilitate trade and prevent illegal trade (Bullock, Clarke, Tilley, 2010).

The smugglers prefer conducting their action in peak ship traffic, because this will separate concentration of customs authority between supervision and service duties.

## 2.2 Theory of Maritime Security

The Maritime Security Theory says that a combination of preventive and reactive measures is needed to protect the maritime domain from threats and unlawful actions, by law enforcement for civilian entities and marine defense

operations for military entities (Feldt, et al., 2013, p.2). One element of maritime security is protection from criminal acts. This theory inspires the need of reducing NPP Smuggling by controlling of supply and demand of NPP smuggling.

## 3. METHODS AND RESEARCH DESIGN

### 3.1. Method and Unit of Analysis

This research is applied research to apply theory to solving real problems, develop and produce products, and obtain information for the basis in decision making. The type of applied research used is the CIPP (Context, Input, Process, and Product) evaluation research developed by Stufflebeam (1971. p. 59).

Context evaluation, which identifies the background of the need to make changes or the emergence of the program from the subjects involved in decision making (Endang Mulyatiningsih, 2011).

Input evaluation, which is identifying and assessing the capability of material resources, tools, people and costs, to implement the selected program (Endang Mulyatiningsih, 2011).

Process evaluation, which is to identify or predict obstacles in the implementation of activities or program implementation (Endang Mulyatiningsih, 2011).

Product evaluation is carried out to measure, interpret and decide on the results achieved by the program, whether it has been able to meet the needs in accordance with the objectives expected or not (Endang Mulyatiningsih, 2011).

The CIPP evaluation model (see figure 1) Is a framework for guiding evaluations of programs, projects, personnel, products, institutions, and evaluation systems (Stufflebeam, 2003)

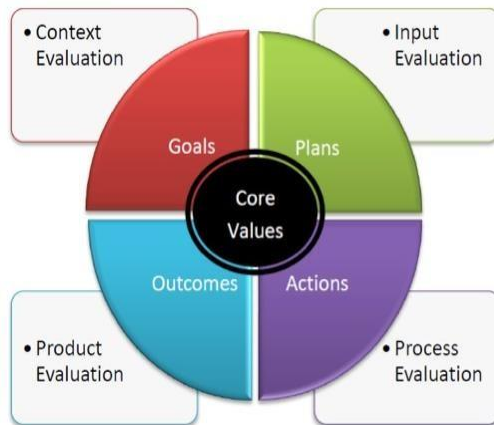


Figure.1. Components of Stufflebeam's (2003) CIPP Model.

The unit of analysis used in this study is the Customs Sea Surveillance System.

### 3.2. Research Decision

Evaluation research aims to produce data and information that can be used to make decisions: improvement, sustainability, expansion and termination of programs that have been implemented.

### 3.3. Data Collecting

Data collection is done by using a document study approach consisting of (1) primary documents, which records, documents written by people who have directly experienced an event and (2) secondary documents, which records documents written based on reports I stories from other people. All of this is combined into a reference data for researchers to conduct evaluation research.

### 3.4. Research Framework

This research is using 2 strategic approaches to overcome NPP smuggling, (1) the NPP supply reduction strategy and (2) the NPP demand reduction strategy.

For the NPP supply reduction strategy using 4 strategic approaches, (1) eradicating NPP illicit trafficking, (2) bringing international and domestic cooperation, (3) strengthening the prohibition operation to prevent NPP smuggling, and (4) preventing smuggling of assets of drug dealers and their syndicate.

For the NPP demand reduction strategy, there are 4 strategies which include: (1) preventing people from drug abuse, (2) strengthening the community, (3) encouraging drug addicts to report themselves for rehabilitation and (4) providing medical and social rehabilitation and programs post rehabilitation.

To carry out the above strategy, a framework was made that divided into 4 activities, (1) understanding the NPP smuggling route, (2) revitalizing the condition of the marine surveillance infrastructure, (3) increasing the effectiveness of customs officers in NPP smuggling supervision, and (4) increasing synergy with other law enforcers both at domestic and international levels.

The research framework started from when NPP smuggling occurs at sea. Then customs supervision strategy needed at sea that can prevent the threat of NPP smuggling by the following methods:

Mapping NPP smuggling routes at sea;  
Revitalizing the condition of infrastructure, security equipment at sea;  
Increasing the effectiveness of customs officers, through a strategy of reducing NPP supply, and reducing NPP demand;  
Collaborate with other law enforcement officers both domestically and internationally, in conducting surveillance to prevent NPP smuggling.

Step by step of the research can see in the figure.2 as follow:

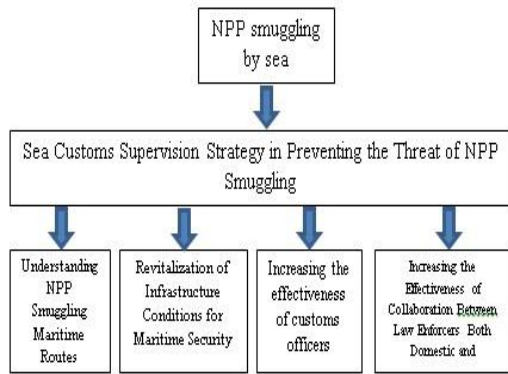


Figure.2. Research Framework

#### 4. DISCUSSION

##### 4.1. Evaluation of the Marine Monitoring System

To conduct an evaluation of the DJBC marine surveillance system carried out, based on Daniel Stufflebeam's evaluation method, which consists of *Context Evaluation, Input Evaluation, Process Evaluation and Product Evaluation.*

##### 4.1.1. Context Evaluation

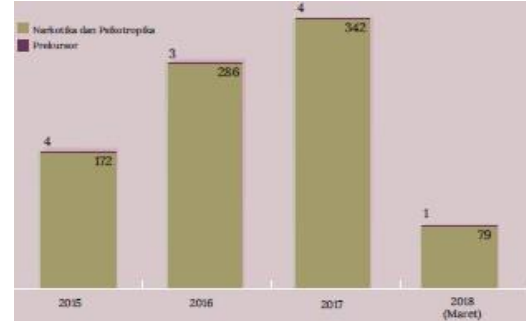
DJBC has a function as a community protector that oversees the entry and exit of goods to and from Indonesia, which aims to stem the entry of illegal goods and goods that can endanger the lives of the Indonesian people, as well as to protect domestic industries to be able compete with industries from abroad.

Related to preventing the entry of illegal goods and goods that can endanger the lives of the Indonesian people, especially related to Narcotics, Psychotropics and Precursors (NPP), DJBC have carried out surveillance functions both at sea, air and land.

Figure.3 shows that NPP catch data show a significant increasing trend since 2015 with a total catch of 172 cases, increasing to 342 cases in 2017. NPP catch data are dominated by sources from China, Malaysia, Hong Kong, with the aim of the ports of Aceh, Medan, South Sumatra, Lampung, Tanjung Priok, Cikarang Port, and Semarang.

This is certainly a valuable input for customs officials in focusing their supervision systems on these areas.

Figure.3. Number of cases NPP, 2015- Marc 2018



If we see the destination port in the table.2 it shows that Tanjung Priok Port and Medan Port dominated by these two ports. Transit locations in smuggling movement must be also attentive because the smugglers consider conducive location for their actions. Customs officer must start with the analysis of smuggler network, infrastructure, and communication system to trace smuggling movement.

Table.2. Narcotics smuggling through the sea lane in 2016 up to September 2017

| Year | No | Quantity (gram) | Depart From | Transit         | Destination Port  |
|------|----|-----------------|-------------|-----------------|-------------------|
| 2016 | 1  | 13.810          | Hongkong    | -               | Tanjung Priok     |
|      | 2  | 3.010           | China       | -               | Tanjung Priok     |
|      | 3  | 3.860           | China       | -               | Tanjung Priok     |
|      | 4  | 100.000         | Tionghok    | Tanjung Pelepas | Tanjung Priok     |
|      | 5  | 97.000          | China       | -               | Semarang          |
|      | 6  | 69.200          | China       | -               | Semarang          |
|      | 7  | 34.503          | China       | -               | Cikarang Dry Port |
|      | 8  | 33.000          | China       | -               | Cikarang Dry Port |
| 2017 | 1  | 13.560          | Malaysia    | Tembilaha       | Medan Aceh        |
|      | 2  | 26.000          | Malaysia    | Aceh            | Medan             |
|      | 3  | 6.000           | Malaysia    | Aceh            | Medan             |
|      | 4  | 39.221          | China       | Aceh            | Medan             |
|      | 5  | 3.702           | China       | Aceh            | Medan             |
|      | 6  | 8.942           | China       | Aceh            | Medan             |
|      | 7  | 4.000           | Malaysia    | -               | Tasikan           |
|      | 8  | 29.427          | Malaysia    | Aceh            | Sumatra Selatan   |
|      | 9  | 84.000          | China       | Singapura       | Lampung           |
|      | 10 | 44.000          | Malaysia    | -               | Medan             |
|      | 11 | 281.600         | China       | Tanjung         | Cikarang          |
|      | 12 | 40.000          | Malaysia    | Idirayuk        | Aceh              |

Source: DJBC Narcotics Sub Directorate, 2017 in Surya (2018)

However, the existing performance is felt to still need improvements.

Performance Report 2018 DGCE said that the Marine Control System still requires the Revitalisation of the Marine Control Function which aims to strengthen DGCE's marine surveillance function in order to tackle smuggling of imports I exports and other illegal I restricted goods and minimize Potential leakage of state revenue. The current Customs Surveillance Systems still need to be optimized because:

The high level of vulnerability to smuggling of imported and exported goods and illegal 1 other restriction along with the high flow of Indonesian sea traffic.

The number of sea action taken is still far below the number of potential vulnerabilities to violations.

The organization, supporting facilities, and human resources are not optimal in carrying out the marine surveillance function.

#### **4.1.2. Input Evaluation**

Based on Performance Report DJBC 2018 also stated that the organization, supporting facilities, and human resources were still not optimal in carrying out the marine surveillance function.

The availability of operational supporting budgets is still not fully able to support marine surveillance operational activities.

The number of human resources (HR) is still lacking in particular the ship crew (ABK) who have competence and certificate (ship officers). For example, a Fast Patrol Boat (FPB) type 28 requires a crew of 18 people per ship, FPB type 38 needs 25 people and FPB type 60 needs a crew of 31 people per boat. Currently the crew only filled 213 of each ship. It can't be fully loaded, because if it is fully loaded there will be ships that don't get the crew, which of course can disrupt patrol activities.

Ideally, the number of crew members is one and a half per ship, so ABK who conduct patrols have time to rest with their families.

#### **4.1.3. Process Evaluation**

Head of Tanjung Balai Karimun Customs Operations Facility (PSO), as quoted in Customs News Volume 47 Number 12 edition December 2015, said that there are still some obstacles that are felt in the customs sea surveillance system, namely:

Sea patrol planning and budgeting planning.

There are still need of marine patrol blueprints with monthly, annual and five- year periods ahead that apply nationally with targets according to the characteristics of their respective regions;

Another obstacle encountered was that the organizational structure of the UPT Operating Facilities Base (PSO) as a technical support structure and was outside the customs and excise technical aspects gave obstacles to the PSO in carrying out its activities, because it had to wait for orders from the supervision unit to carry out patrol technical activities and operation, so that the PSO response to prevent and act on violations is less than optimal, so that the PSO's Units need separation of surveillance tasks at sea and on land.

To anticipate the increasing development of transnational crime by sea, it is not enough just to carry out routine patrols, but it must be supported by reliable intelligence and modern technology support.

The Director of Enforcement and Investigation of DJBC as quoted by Media Finance edition April 2018, said that in broad outline, the mode used by NPP syndicates divided into four groups, namely:



Goods carried by passengers with hidden in the body (swallow 1 strap) or hidden in their luggage (false compartment), goods sent by sea 1 air cargo in the form of false concealment, goods sent through a courier service company (PJT) or post office in the form of false concealment, and goods carried by fishing vessels or fishers.

Based on data on NPP enforcement by DJBC over the past two years, on a frequent basis, the country of Malaysia is the most upheld country of origin of the drugs. However, when viewed in terms of quantity or total weight of evidence, China dominates as a country of origin for drugs and is followed by Taiwan.

#### 4.1.4. Product Evaluation

The results that have been achieved in carrying out the existing marine surveillance system based on DJBC Performance Report 2018 are as follows:

Collaboration between DJBC, Polri, and BNN in Narcotics supervision has resulted in the disclosure of the distribution of illegal narcotics in large numbers. During 2018, it was recorded that DGCE had taken Narcotics as much as 420 cases with a total of BHP (Acting Products) weighing 4,079.18 kg, consisting of 3,300 kg of methamphetamine, 330 kg of ecstasy, 174.26 kg of khat plants, 131.1 kg of cannabis, 45.83 kg happy five and 36.1 kg cloromethkatinone. A big number to ruin a generation of this country.

In the form of coordinated cooperation in law enforcement operations between Indonesian and Malaysian Customs named PATKOR KASTIMA, which is an annual routine activity since 1994. In 2018, is the 24th implementation of Patkor

Kastima, producing the following items:

- Period I produced 1,292 Vision, 100 Examinations, and 6 Actions
- Period II produced 1,078 Vision, 82 Examinations, and 6 Actions

In 2017 DGCE successfully revealed the existence of 1 ton of methamphetamine from the MV Wanderlust. The success was a collaboration by a joint team of Banten Police, Riau Islands Police, Bakamla, Riau Islands Regional Police, BNN, Directorate IV Narcotics Criminal Investigation Police, DJBC and other parties involved.

One of DJBC's advantages in combating smuggling is the presence of K-9 dog forces. With a sharp sense of smell, seven times that of the human sense of smell, K-9 dog forces thwarted NPP smuggling.

DGCE's enforcement strategy implements risk management and human intelligence in carrying out community protection functions. Considering the number of vulnerable points based on commodities and territories, DJBC is now implementing an integrated surveillance system, both scheduled sea patrols and targeting based on analysis results.

The Director General of Customs and Excise has issued a Decree Number KEP-147 1 BC 1 2012 dated September 21, 2012 concerning the Establishment of the Customs Narcotics Team (DJBC), which has the following objectives:

- Good communication, network and coordination among DJBC offices to NPP monitoring;
- Establishing good coordination patterns with other law enforcement;

- Creating an active process based on effective analysis;
- The creation of an early warning system in NPP supervision.

Based on data from the Directorate General of Customs and Excise as quoted [katadata.co.id](http://katadata.co.id) edition December 18 2019, there were 440 findings of NPP smuggling from the beginning of 2019 to December 6, 2019, which has increased compared to previous years. In 2018, there were 430 cases, then in 2017 there were 346 cases, and in 2015 there were 176 cases. Based on Customs findings, NPP is smuggled in various ways. There were 186 cases of smuggling by post, 17 cases by land transportation, 66 cases by sea transportation, 171 cases by air transportation.

#### **4.2. Narcotics Smuggling Pattern in the Sea**

Narcotics smuggling in Indonesia often originate from Malaysia, China, Nigeria, and Pakistan. Narcotics smuggling from Malaysia have often gone to Langsa beach Aceh Province, Belawan Harbor, North Sumatra Province, Dumai Beach and Batam, Riau Province, and the Port of Muara Angke DKI Jakarta Province.

Smuggler often carries out drug smuggling with ship to ship mode. When he/she smuggled narcotics to the Langsa beach and harbor Belawan with ship to ship mode, they will transit in the Malacca Strait. When smugglers move to the Port of Muara Angke, they will transit in Riau waters (Sub Directorate Narkotika DJBC, 2017).

Drug trafficking from China often goes to the Dumai coast of Riau Province, Tanjung Priok Port DKI Jakarta Province, and Port Tanjung Emas Semarang Central Java Province. Next, narcotics smuggling from Nigeria

often to ports in DKI Jakarta Province and beaches in Aceh Province.

Meanwhile, narcotics smuggling from Pakistan usually goes to the Tanjung Emas Harbor in Semarang, Central Java Province (Sub Directorate Narkotika DJBC, 2017).

The narcotics smuggling pattern above shows that the high level of ship traffic at the official port has led to the possibility of narcotics smuggling through the port entry point. This fact is in line with the findings of previous studies regarding the entry of narcotics smuggling by sea. The smugglers used vessels leased from logistic companies that were officially used to smuggle narcotics to official ports (Junninen and Aromaa, 2000; Bullock, Clarke, Tilley, 2010; Delicato, 2010; Paoli, Greenfield and Zoutendijk, 2013).

Professional smugglers have a good understanding of transportation and geographical conditions in a country. They use this knowledge to make decisions about the route, mode and use of transportation infrastructure in smuggling operations (Basu, 2014).

#### **4.3. Customs Enforcement Network (CEN)**

In order to Customs Surveillance System is effective, it can utilise global network that it called by Customs Enforcement Network (CEN). From the experience DJBC in conducting field surveillance by cooperation with other law enforcement agency, domestic or international results significant catching. CEN supported by three standalone applications (CEN, nCEN and CENcomm) created especially for the Customs community, compatible and complementary in nature, providing the latest technology and the analytical capabilities to successfully meet the challenges associated with the fight against illicit trade.

By utilizing of CEN, Indonesia Customs Authority can do data exchange with other countries of member of the community.

The legacy CEN application allows all WCO Members to access a critical mass of information for analysis of illicit trafficking in the various areas of Customs' competence. This is very important in terms of developing a fuller understanding of the connections between different forms of trafficking on a regional or global level, defining strategies, and thereafter applying these strategies at the national level.

Although the application is used for data collection and data management at the national level, but the nCEN also assists Customs Officers day by day operations. The application provides workflow management features, and structures, communication relating to the investigation process or to post-seizure follow-up actions. The inbuilt information, communication interface allows administrations to exchange data in a standardized format with other nCEN countries (provided a legal basis exists), or to transfer data directly to the global CEN database, thus contributing to the global intelligence cycle.

Information sharing is a fundamental part of the active collaboration to combat illicit trade. It is therefore not surprising that the most widely used applications of the CEN suite are the WCO Customs Enforcement Network communication platform (CENcomm). As an operational tool created to enable the exchange and diffusion of information in a secure environment, especially in an operational context when time is of the essence, CENcomm is accessible to Customs officers, as well as other law-enforcement agencies across the entire border sector.

#### **4.4. NPP Smuggling Reducing Strategy**

By using Theory of Situational Crime Prevention, customs officer must design the system that makes smuggler become more difficult, risky, or less useful for the offender.

DGCE needs to implement risk management and human intelligence in carrying out community protection functions. Considering the number of vulnerable points based on commodities and territories, implementing an integrated surveillance system, designing scheduled sea patrols and targeting based on the results of the analysis.

Development, Customs Control Systems, as surveillance patrol application and marine patrol administration system, management automation, Customs Narcotic Targeting System (CNTS), integrated surveillance application system, and forming a special enforcement team.

In addition, it is also necessary to optimize membership in the Regional Intelligence Liaison Office (RILO) as an intelligent network organization consisting of customs administrations throughout the world. Likewise, the optimization of member of the Customs Enforcement Network (CEN).

Optimizing implementation of supervision by utilizing modern technology that can provide information quickly and accurately, so that responses to smuggling movements can be responded to quickly and accurately.

Collaboration with other law enforcers to improve quality and quantity surveillance to increase catch findings.

Conducting socialization to stakeholders that being the target of a smuggler, regarding the dangers of NPP for the health, family and future of the nation.

#### **4.5. Strategy Based on the NPP smuggling Phenomenon**

DJBC has five PSOs, the latest being the Sorong PSO to accommodate surveillance in the eastern Indonesian territorial sea. The PSO owned by DJBC is currently quite adequate, but in the future, needed patrol vessels which have advanced technology and human resources are strong and certified to anticipate various violations at sea.

In order to maximize the oversight function at sea, the PSO needs to be revitalized as a Marine Operations Control Base, so that the PSO is not only a provider of marine patrol facilities and infrastructure but can conduct sea patrol operations. This is in line with the philosophy of Indonesia as an archipelagic country, so that there is a synergy between the supporting function and the operational function that can protect the entire Indonesian sea area.

The smuggling trend occurs because of disparities or differences in the price of domestic needs increasing, especially ahead of religious holidays or market demand. So when near to that situation, customs surveillance soon in action to respond it.

Oversight in the islands and border areas is quite risky because smugglers often resist. Geographically, the archipelago in Indonesia is a very strategic area for national and international trade traffic. In the west and north it is directly bordered by Malaysia and Singapore, which are crowded international trade routes.

The Tanjung Balai Karimun area, for example, which is close to the Malacca Strait, which is strategic in encouraging goods and human traffic, has the potential for many violations and criminal acts in the fields. Therefore, to anticipate this, it is not enough just to do

routine patrols, but must be supported by reliable intelligence and the support of sophisticated communication technology.

#### **4.6. Design is supporting facilities and human resources**

Currently, there is a PSO that is building an information and control center commonly referred to as Puskodal, which is equipped with a monitor screen that displays the LiveAIS Marine Traffic System, GOTracker, Radar, and Camera Flir and NAVNet.

Marine Traffic System and Live AIS can be used to monitor ship traffic at local, national and international scale. This technology is able to identify the identity of the ship, the type of ship (passenger vessel, cargo or tanker), even the direction and speed.

While GOTracker functions to monitor safety as well as to find out the position of Customs ships themselves.

The ship's radar can also function as a beach radar mounted on a hill. While the monitor and control can be done at the PSO Puskodal. Thus, ship traffic in the waters can be monitored properly.

Another thing that is no less important is the increase in the ability of the fleet of ships, both cruise capability and radar monitoring. Routine maintenance and large maintenance (W6 l Overhaul) for machinery and ship bodies need to be continuously improved to maintain the age and at the same time increase the ability of the ship.

The quality of human resources carrying out supervisory tasks needs to be improved by providing training. The success of the sea patrol cannot be carried out individually, but it requires strong teamwork, clarity of command, and mutual trust. Therefore, they Need to be given Marine Customs Tactical Unit training.

In addition to physical training, ABK also needs to be equipped with the ability to formulate strategies in patrolling, unity of commandos when conducting reinforcement using either one ship or more than one patrol boat.

## **5. CONCLUSION AND RECOMMENDATION**

### **5.1. Conclusion**

Risk management and human intelligence needed in carrying out community protection functions.

Customs Control Systems Development needed, as surveillance patrol application and marine patrol administration system, management automation, Customs Narcotic Targeting System (CNTS), integrated surveillance application system, and forming a special enforcement team.

Modern technology utilizing needed that can provide information quickly and accurately, so that responses to smuggling movements can be responded to quickly and accurately.

Collaboration with other law enforcers needed to improve quality and quantity surveillance to increase catch findings.

Patrol vessels needed, which have advanced technology and human resources are strong and certified to anticipate various violations at sea.

PSO needs to be revitalized as a Marine Operations Control Base, so that the PSO is not only a provider of marine patrol facilities and infrastructure but can conduct sea patrol operations.

It is not enough just to do routine patrols but must be supported by reliable intelligence and the support of sophisticated communication technology.

Marine Traffic System and Live AIS can be used to monitor ship traffic at local, national and international scale.

GO Tracker functions can use to monitor safety as well as to find out the position of Customs ships themselves.

Another thing that is no less important is the increase in the ability of the fleet of ships, both cruise capability and radar monitoring.

### **5.2. Recommendation**

Generally, there are two strategies that can be used in reducing NPP smuggling:

- 1) Reducing the supply of NPP smuggling:
  - a. Understanding the NPP smuggling route by using modern technology, like satellite, radar, or information system
  - b. Revitalizing the condition of the marine surveillance infrastructure by supporting adequate state budget, advanced monitoring system, the addition of modern ship equipment and supporting facilities.
  - c. Increasing the effectiveness of customs officers in NPP smuggling supervision, by using training and education, careful and systematic work planning, strict reward and punishment, internships in developed countries.
  - d. Increasing synergy with other law enforcers both at domestic and international levels.
- 2) Reducing demand of NPP smuggling
  - a. Preventing people from drug abuse by the socialization of danger impact of NPP for health, career and life in the future
  - b. Strengthening the community by partnership program, religious approach, sharing knowledge by campus expo and youth organizations
  - c. Encouraging drug addicts to report themselves for

- rehabilitation by collaborating with BNN, Polri, or relevant other government institution
- d. Providing medical and social rehabilitation and programs post rehabilitation by collaborating with BNN, Ministry of Health, regional government or relevant other government institution.

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