

IMPLEMENTATION ANALYSIS OF INDONESIAN POLICIES TO PROTECT NATUNA WATERS FROM VIETNAMESE FISHING VESSELS

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ABSTRACT

Natuna waters have great potential for marine resources, but also face challenges from Illegal, Unreported, and Unregulated (IUU) Fishing practices, especially by foreign fishing vessels from Vietnam. To address this problem, the Indonesian government has implemented various policies, including increasing maritime patrols and strengthening coordination between related agencies. This study aims to analyze the implementation of Indonesia's policy in protecting Natuna Waters from the threat of IUU Fishing by Vietnamese fishing vessels and factors that affect implementation. Using qualitative research methods, this study explores how the policies are implemented and the obstacles faced in the implementation process. The results of the study show that despite efforts through coordination between agencies such as Bakamla, Polair, and the Indonesian Navy in maritime security forums, there are still various obstacles that hinder the optimization of security in Natuna Waters. These obstacles include limited human resources, and the lack of maximum diplomacy between Indonesia and Vietnam in the completion of the Exclusive Economic Zone (EEZ) boundaries. This study recommends increased coordination between agencies through more regular meetings, increasing the capacity of human resources in marine patrols, and a stronger diplomacy approach to reduce IUU Fishing activities in Natuna Waters.

Keywords: Policy Implementation, IUU Fishing, Natuna Waters, Inter-Agency Coordination, Bakamla, Marine Patrol, Exclusive Economic Zone, Maritime Diplomacy

INTRODUCTION

A. Background

Indonesia, recognized as the world's largest archipelagic country under the Djuanda Declaration, consists of 17,504 islands with a maritime jurisdiction of approximately 5.9 million square kilometers, including a 2.7 million square

kilometer Exclusive Economic Zone (EEZ) and an 81,000-kilometer coastline (Rahman et al., 2021). Home to 16% of the world's coral reefs and over 2,000 species of reef fish, Indonesia plays a crucial role in global seafood supply, with fisheries providing 54% of the

country's animal protein. Marine fish production reached 6.22 million tons in 2015 and 6.71 million tons in 2018 (White et al., 2022). Among Indonesia's rich waters, the Natuna Sea holds vast potential, with fish resources in Fisheries Management Area 711 (WPP-RI 711) estimated at 767,126 tons in 2017, including pelagic and demersal fish, reef fish, shrimp, and lobsters, alongside oil and mineral reserves (Bhaskara et al., 2023). However, Indonesia's abundant marine resources also attract Illegal, Unreported, and Unregulated (IUU) fishing, a major global maritime security

Date	Number of Vessels	Detection Location	Activity	Capture
February 26 & 28, 2021	Many	77% in overlapping EEZ area, 23% in Indonesian EEZ	Illegal fishing	No Captures Reported
March 18 & 20, 2021	Dozens	Majority in Indonesian EEZ	Illegal fishing	2 vessels by KP Bisma 8001 (March 18, 2021)
March 28, 2021	Many	Majority in Indonesian EEZ	Illegal fishing	No Captures Reported
March 30, 2021	Several	More than 50% in Indonesian EEZ	Illegal fishing	No Captures Reported
April 2, 2021	More than 100 vessels	90% in Indonesian EEZ, 10% in Malaysian EEZ	Illegal fishing	1 vessel by KN Pulau Dana

threat driven by economic, social, and institutional factors (Leonardo & Deeb, 2022).

Table 1. Table of Detection and Capture of Vietnamese Fishing Vessels in the North Natuna Sea Q1 2021

Sources: Research Results, 2025

To tackle this problem, the Indonesian government has

adopted various measures against illegal fishing in Indonesia, including the enforcement of Law Number 45 of 2009, Article 69, paragraph (1). This regulation grants investigators and/or fisheries supervisors the authority to take decisive measures, such as burning or sinking foreign-flagged fishing vessels, based on adequate preliminary evidence. The policy was enforced on March 31, 2021, when the Indonesian government, in partnership with the Ministry of Marine Affairs and Fisheries, the Prosecutor's Office of the Republic of Indonesia, the Natuna State Attorney's Office, and the Karimun State Prosecutor's Office, executed this law by sinking 10 illegal fishing vessels.

On September 27, 2017, the Vietnamese vessel KM BD 95599 TS, measuring 65 GT, committed a violation of UNCLOS 1982 by engaging in illegal fishing in Natuna waters. Commanded by Le Bao Toan and manned by 14 Vietnamese nationals, the vessel utilized purse seine nets and operated without a Fishing Business License (SIUP) or Fishing Permit (SIPI) within Indonesia's Exclusive Economic Zone (EEZ). As a result, the Tanjung Pinang

District Court found Le Bao Toan guilty of IUU Fishing. In this case, the Indonesian government is considered to have effectively enforced laws against IUU Fishing in accordance with international and national legal standards. Although the punishment imposed was only a monetary fine without imprisonment, it is still regarded as a good form of law enforcement.

Indonesia enforces Article 60 of Law Number 32 of 2014, which mandates the establishment of the Maritime Security Agency (Bakamla), a non-ministerial institution under the President's authority responsible for security and safety patrols in Indonesian waters. However, Bakamla's formation is based on Presidential Regulation Number 178 of 2014 rather than a dedicated law, and its role in handling illegal fishing cases is not explicitly covered under Law Number 45 of 2009 on Fisheries, requiring legal processes to be transferred to authorities such as the Fisheries PPNS, the Police, and the Indonesian Navy (Franslia et al., 2020). Despite these limitations, Bakamla plays a crucial role in enhancing maritime law enforcement, as demonstrated

in the Joint Patrol for National Maritime Security and Safety conducted on August 23, 2022. This initiative, involving six Indonesian ministries, brought together multiple institutions, including Bakamla, the Navy (TNI-AL), the National Police, the Ministry of Maritime Affairs and Fisheries (KKP), the Customs and Excise Office, and the Maritime and Coastal Guard Unit (KPLP), under the legal framework of Government Regulation No. 13 of 2022 and Ministerial Regulation No. 74/2022 of the Coordinating Ministry for Political, Legal, and Security Affairs (Menko Polhukam). The joint patrol, involving 17 patrol vessels, focused on key maritime areas such as the Malacca Strait, Singapore Strait, and North Kalimantan, aiming to enhance security and deter illegal activities over a two-month period. Additionally, Bakamla coordinated with the Vietnamese Coast Guard and the Indonesian Ambassador to Vietnam to monitor and address foreign vessel violations (Eka Sahputra, 2022).

For the continental shelf of Natuna waters, Indonesia and Vietnam signed an agreement on the Delimitation of the Continental Shelf. This

agreement was conducted by the Government of the Republic of Indonesia and the Government of the Socialist Republic of Vietnam on June 26, 2003, in Hanoi, Vietnam. The agreement aims to strengthen Indonesia's sovereignty and ensure legal certainty for the outer islands in Natuna, which are directly adjacent to Vietnam. The agreement was made in accordance with the 1982 United Nations Convention on the Law of the Sea (UNCLOS), which recognizes the rights of archipelagic states and the importance of the sovereignty of the Unitary State of the Republic of Indonesia as the embodiment of the Nusantara Vision. The high global demand for fish and declining fish stocks are also significant factors triggering IUU fishing practices, where countries seek new Fishing Grounds, including Indonesia, which is still considered to have substantial potential. Therefore, weaknesses in supervision, law enforcement, and the imbalance between fish demand and availability are the main factors driving IUU fishing issues in Indonesian waters (Franslia et al. 2020).

Based on the background and issues presented, this study aims to analyze the

implementation of Indonesian policies in protecting Natuna waters from Vietnamese fishing vessels. The research will examine the effectiveness of existing regulations, enforcement measures, and inter-agency coordination in safeguarding Indonesia's maritime sovereignty. Through this analysis, the study seeks to provide insights into the challenges and potential improvements in policy implementation. Therefore, this research is titled *"Implementation Analysis of Indonesian Policies to Protect Natuna Waters from Vietnamese Fishing Vessels."*

B. Research Problem

1. How is the implementation of the Government Regulation No. 13 of 2022 policy regarding the Sea Patrol?
2. What are obstacles and challenges faced in the implementation of PP no. 13 of 2022 on sea patrols to protect Natuna waters from Vietnamese ships?
3. What are the inhibiting and supporting factors in the implementation to protect Natuna waters from Vietnamese ships?

C. Research Objectives

1. General Objective

The general objective of this research is to understand the difficulties and challenges encountered in the implementation of policies in Indonesia to prevent IUU Fishing.

2. Spesific Objective

The specific objectives of this research are to elaborate on the factors involved in the process of implementing Indonesian policies in the Natuna Waters to prevent IUU Fishing conducted by Vietnamese vessels.

D. Theoritical Framework

Public Administration

Nicholas Henry (2004) outlined five paradigms in public administration, which are as follows:

1. 'The Politics-Administration Dichotomy' (1900-1926)
Administration should be distinct from politics to guarantee adherence to the policies executed. He perceived administration as a neutral, value-free field, separate from political influence.
2. 'Administrative Principles' (1927-1937)
Scientific principles in administration that can be studied and applied by administrators.
3. 'Public Administration as Political Science' (1950-1970)

A dilemma between the practical orientation of American public administration and the theoretical orientation of comparative public administration.

4. 'Public Administration as Administration Science' (1956-1970)

The significant journal "Administrative Science Quarterly" was established, bringing together public, private, and nonprofit administration under one premise.

5. 'Public Administration as Public Administration' (1970-)
The acknowledgment of public administration as an independent field of study, dedicated to addressing public issues and interests.

Implementation

Implementation is the action or the execution of a carefully and meticulously planned plan. From this term, derived from English "to implement," which means to carry out. Implementation is not an ordinary activity, it is a serious activity that has been carefully planned and carried out to achieve specific goals (Rahayu 2022).

According to Van Meter and Van Horn in Wahab (2008:65), implementation refers to actions

undertaken by individuals, government entities, or private groups to accomplish objectives outlined in a policy. Therefore, implementation can be understood as the process of executing strategies and actions intended to achieve specific goals (Salsa Bella and Widodo 2023)

Public Policy Implementation Model

Policy implementation fundamentally ensures that a policy meets its objectives. There are two primary steps in implementation of public policy: direct execution through programs or by formulating derivative policies. The implementation process follows a clear sequence, starting from programs, followed by projects, and finally activities. This model aligns with common management mechanisms, particularly in the public sector.

Van Meter and Van Horn, as cited in Budi Winarno (2008:146-147), define public policy implementation as actions derived from prior decisions. According to George Edward III in Widodo (2010:96), four factors influence the success or failure of policy implementation: communication factor, resources factor, disposition

factor, also bureaucratic structure factor.

1. Communication
 - Transmission Dimension
 - Clarity Dimension
 - Consistency Dimension
2. Resources
 - Staff
 - Information
 - Authority
 - Facilities
3. Disposition
4. Bureaucratic Structure
 - Standard Operating Procedures (SOP)

RESEARCH METHOD

This study employs a descriptive qualitative method to analyze Indonesia's policy implementation in protecting Natuna waters from Vietnamese fishing vessels. Data is collected through observation, interviews, and document studies to gain a detailed understanding of the issue. By describing findings verbally, the research aims to assess the effectiveness of government actions in safeguarding Natuna waters from foreign fishing threats, particularly from Vietnam.

This study employs a descriptive qualitative method to analyze Indonesia's policy implementation in protecting Natuna waters from Vietnamese fishing vessels. Data is collected

through observation, interviews, and document studies to gain a detailed understanding of the issue. The research subjects are including the Directorate General of PSDKP, Bakamla, Polairud Polres Natuna, Syahbandar, Pokmaswas, and Rapala.

RESULT AND ANALYSIS

The implementation of Government Regulation No. 13 of 2022 on maritime patrols is examined in this section, focusing on Joint Patrols, Independent Patrols, and Coordinated Patrols. These patrols are conducted to enhance maritime security and law enforcement in Indonesian waters, ensuring the protection of national sovereignty. Through these efforts, illegal activities, particularly illegal fishing, can be monitored and addressed more effectively.

A. Implementation of Government Regulation No. 13 of 2022

1) Joint Patrols

The implementation of Joint Patrols under Government Regulation No. 13 of 2022 has been carried out through a structured mechanism involving various relevant agencies such as Bakamla, the Indonesian Navy (TNI AL), the Water Police (Polairud), the

Fisheries Surveillance Directorate (PSDKP KKP), Customs, the Ministry of Environment and Forestry (KLHK), and other agencies as needed.

The mechanism for conducting joint patrols begins with a technical meeting aimed at aligning tasks and coordinating among the technical agencies and relevant institutions involved in maritime patrols. These institutions include Bakamla, the Indonesian Navy (TNI AL), the Water and Air Police Corps (Polairud), the Fisheries Supervision Directorate of the Ministry of Maritime Affairs and Fisheries (PSDKP KKP), the Directorate General of Customs and Excise (Bea Cukai), the Ministry of Environment and Forestry (KLHK), and other agencies as necessary for patrol operations.

Additionally, Bakamla and relevant technical agencies (TNI AL, Polairud, PSDKP KKP, Bea Cukai, KLHK, etc.) conduct scheduled monitoring and evaluation (monev) on a quarterly basis (every three months) to improve surveillance efficiency and strengthen inter-agency coordination. The operational results are then handed over to

the competent authorities according to their respective responsibilities. The Indonesian Navy (TNI AL) and Polairud are responsible for maritime security, PSDKP KKP handles illegal fishing violations, Bea Cukai addresses smuggling cases, and the National Narcotics Agency (BNN) prosecutes drug trafficking cases. With this mechanism, joint patrols can be carried out in an integrated, efficient manner and in accordance with applicable regulations to maintain security and order in Indonesian waters.

Overall, the implementation of Joint Patrols demonstrates integrated inter-agency coordination through clear regulations, although challenges such as resource constraints and operational synergy still need continuous improvement.

2) Independent Patrols

The implementation of Independent Patrols under Government Regulation No. 13 of 2022 is conducted by technical agencies in Indonesia are carried out according to the authority of each involved institution, such as the Indonesian Navy (TNI AL), Water and Air Police (Polairud), Fisheries Surveillance (PSDKP

KKP), Customs (Bea Cukai), and the Ministry of Environment and Forestry (KLHK). Each agency has specific roles and responsibilities in maintaining security and enforcing laws in Indonesian waters. These patrols are supported by the state budget (APBN), which is allocated for patrol operations, procurement of equipment, and personnel training.

Furthermore, coordination between agencies, including with Bakamla, is essential to ensure the success of the patrols, focusing on intelligence information exchange, case handling supervision, and discussions on priority cases such as human trafficking and issues related to fishermen in border areas. This coordination process is conducted through technical meetings and periodic evaluations to ensure the effectiveness of the patrols and law enforcement in Indonesian waters.

Overall, despite challenges in terms of budget and resource constraints, the implementation of independent, coordinated patrols between agencies plays a crucial role in maintaining security and order in Indonesian waters.

3) Coordinated Patrols

The implementation of Coordinated Patrols under Government Regulation No. 13 of 2022 demonstrates a well-structured approach to ensuring maritime security through collaboration between relevant agencies from different nations. The process begins with strategic planning and coordination in technical forums, such as the Joint Working Group (JWG), where participating agencies like Bakamla RI, the Indonesian Navy (TNI AL), and Polairud collaborate to outline patrol areas, operational procedures, and communication systems. This initial phase of coordination is crucial for establishing common ground and aligning the expectations and roles of all involved parties.

One of the most significant aspects of the implementation is the development of Standard Operating Procedures (SOPs), which regulate every step of the patrol process. These SOPs aim to ensure clear communication and effective coordination on the ground, preventing any misunderstandings or conflicts between the cooperating agencies. The detailed communication protocols, which include emergency color

codes, numeric codes, and maritime radio communication signals, are especially important in ensuring seamless interaction among the patrol teams. By using standardized codes and procedures, the agencies can efficiently respond to varying situations, such as legal violations, emergency threats, or safety alerts.

Additionally, the SOPs cover the operational and enforcement protocols, including ship inspections, document verification, and law enforcement actions like arrests and seizures. These protocols ensure that the patrols are not only effective in surveillance but also in responding to illegal activities such as illegal fishing and smuggling. The established rules for patrol maneuvering and formation also ensure that operations proceed smoothly without interfering with the activities of other parties involved. Furthermore, the SOPs incorporate procedures for handling incidents and disputes that may arise during patrols. This includes mechanisms for addressing confrontations with foreign vessels, illegal fishing boats, or any aggression encountered. These steps help to prevent conflicts and facilitate dispute

resolution in a manner that aligns with international maritime regulations.

B. Supporting and Inhibiting Factors in Implementing Government Regulation No. 13 of 2022 on Law Enforcement in Indonesian Waters and Jurisdictional Waters in Natuna Sea Patrols Against Vietnamese Vessels

The implementation process of Government Regulation No. 13 of 2022 on Law Enforcement in Indonesian Waters and Jurisdictional Waters in Sea Patrols has several supporting and inhibiting factors that influence the execution of the policy.

1) Communication Factors

Communication support for implementing Government Regulation No. 13 of 2022 includes the Maritime Security, Safety, and Law Enforcement Forum (KKPH), held twice a year, and daily Bakamla briefings with relevant agencies for efficient information exchange, especially in the Natuna Sea. Inter-agency coordination is strengthened through MoUs facilitated by the Coordinating Ministry for Maritime Affairs. Public communication is enhanced via Bakamla's RAPALA program and the Ministry of Maritime

Affairs and Fisheries' (KKP) Community Surveillance Group (Pokmaswas), which ensures regular information sharing with fishermen.

The inhibiting factors in communication include information dissemination not reaching all communities directly, particularly fishermen in the Natuna Sea, who still rely heavily on reports submitted to RAPALA or Pokmaswas leaders due to their unfamiliarity with Bakamla's online complaint system. At the international level, although late cooperation with the Vietnam Coast Guard (VCG) has been established, joint patrols have yet to be conducted, making cross-border security coordination less optimal.

2) Resources Factor

Supporting resources for implementing maritime surveillance policies include skilled personnel, with training like Visit, Board, Search, and Seizure (VBSS) enhancing patrol effectiveness. Reliable information systems such as the Automatic Identification System (AIS) and Vessel Monitoring System (VMS) provide accurate data for decision-making. Shift rotations ensure continuous patrol operations, while clear authority and inter-agency

collaboration strengthen law enforcement. Strategic efforts optimize budgets and facilities, prioritizing essential procurement and maintenance.

However, resource limitations hinder operations, including insufficient patrol vessels, as seen with Bakamla and the Water Police. High operational costs and lack of fuel subsidies pose financial challenges, especially during price increases. Initial patrol vessel internet access was unreliable, depending on weather conditions. Budgeting constraints tied to annual approval cycles further impact operations. The limited Water Police fleet necessitates coordination with Bakamla and the Police to deploy larger vessels, potentially reducing surveillance efficiency.

3) Disposition Factor

Supporting factors in disposition include strong commitment from all stakeholders, including the Natuna local government, Bakamla, the Indonesian Navy, fisheries agencies, and the Community Surveillance Group (Pokmaswas), in protecting the Natuna Sea. Effective inter-agency coordination ensures swift responses to emergencies, such as assisting sick crew

members. Pokmaswas also plays a key role in marine conservation by holding regular meetings to prevent conflicts and support patrol operations, enhancing maritime security.

However, inhibiting factors include challenges faced by Pokmaswas due to destructive fishing practices carried out by community members, including Indonesian citizens, posing a threat to marine sustainability.

4) Bureaucratic Structure

Supporting factors in the bureaucratic structure include a well-defined organizational structure and established SOPs, ensuring clear authority and preventing task overlap. For example, the Ministry of Maritime Affairs and Fisheries (KKP) lacks authority to inspect vessels, so it coordinates with Bakamla to report suspicious activity. Effective inter-agency coordination and communication streamline operations, as seen in joint patrols led by Bakamla, where the Water Police (Polair) follow Bakamla's regulations while maintaining their authority in handling criminal cases. Additionally, structured training and evaluation, including joint exercises and personnel empowerment on ships, enhance the competency

of maritime security personnel, ensuring patrol efficiency and preparedness.

However, bureaucratic limitations can hinder patrol flexibility, as each agency operates under different SOPs. KKP's reliance on Bakamla for vessel inspections, for instance, can delay responses to threats in the Natuna Sea. Differences in procedures and decision-making processes across agencies may also cause coordination challenges, reducing the overall efficiency of maritime law enforcement. Enhancing cross-agency integration and refining SOPs could help mitigate these constraints.

CONCLUSION

Based on the research findings, several conclusions can be drawn from interviews, written sources, and documentation analysis. The implementation of policies to protect Natuna waters from Vietnamese vessels has generally been effective, with smooth communication between relevant agencies and the enforcement of Government Regulation No. 13 of 2022 regarding sea patrols. Bakamla plays a central role in coordinating efforts among

various agencies through the KKPH forum and other mechanisms, and inter-agency communication has been strengthened by routine briefings and information sharing channels. However, the dissemination of information to the public, particularly fishermen, remains less effective due to reliance on manual channels, which can hinder reporting efficiency. Although there are plans to improve cooperation with the Vietnam Coast Guard, joint patrols have not yet taken place, and meetings between the Indonesia and Vietnam Coast Guards have only involved collaborative exercises. Additionally, the KKPH forum and National Patrol Plan, while important, are only held twice a year.

Human resource challenges remain, with insufficient personnel despite planned training to enhance technical and physical readiness, impacting policy execution. While authority is clearly defined among agencies such as Bakamla, Polairud, and KKP, limitations in facilities, including the number of patrol vessels, and budget constraints—especially for fuel and vessel procurement—pose significant obstacles. Although

coordination between agencies has been strong, issues such as destructive fishing practices by local individuals persist, indicating that while technical and coordination efforts are working, challenges from the community still remain.

In terms of the bureaucratic structure, the implementation of sea patrol policies in Natuna waters is relatively effective. Clear organizational structures and division of authority prevent task overlap, such as KKP's coordination with Bakamla for vessel inspections. Effective inter-agency coordination is evident in joint patrols, with each agency operating according to its SOPs, supported by Bakamla's structured training programs. However, limitations in the authority of each agency hinder operational flexibility and responsiveness, especially in emergencies. For example, when KKP lacks the authority to inspect foreign vessels, it relies on Bakamla, which may delay immediate actions against threats in Natuna waters. Therefore, while certain aspects of the policy implementation function well, challenges in resources, communication, and authority

still hinder its overall effectiveness.

RECOMMENDATION

Based on the conclusions above, several aspects need to be improved in the implementation of sea patrols in Natuna waters to prevent Vietnamese vessels. The following recommendations are designed for Bakamla, KKP, and Polair:

1. To improve the awareness of fishermen in Natuna Waters and the Natuna Fishermen Organization (RAPALA), a special and routine training program should be established, aimed at teaching fishermen how to report digital information on the Bakamla JDIH website.
2. Bakamla can conduct this training three times a month, helping fishermen directly report suspicious activities or violations related to IUU Fishing without going through the RAPALA chairman. This will expedite early detection and resolution of legal issues at sea. Reports can include details on illegal vessels, fishing practices, or environmental threats like the use of illegal fishing gear. By involving fishermen directly, the process ensures transparency, promotes active participation, and speeds

up responses. Once reports are received, Bakamla will verify their authenticity and follow up with investigations, coordinating with relevant agencies like the Indonesian Navy (TNI AL) and the Water Police (Polairud). This system will strengthen law enforcement, raise awareness, and foster collaboration between the government and fishermen in maintaining the security and sustainability of Natuna waters.

3. To address the shortage of personnel in sea patrols, a comprehensive approach is needed to improve both the quality and quantity of human resources in the maritime security sector. One key effort is to increase recruitment quotas for agencies like Polair, Bakamla, the Indonesian Navy (TNI AL), and Fishermen's organizations (Pokmaswas and Rapala), all of which play a vital role in securing Indonesia's waters. The recruitment process should focus on both quantity and quality, ensuring individuals have the necessary skills and competence for sea patrols and law enforcement. Additionally, intensive and sustainable training programs must be developed, covering technical skills such as radar and GPS use, navigation, vessel operation, inter-agency coordination, emergency communication, legal violation handling, and threat analysis. Strict selection processes, including physical and technical tests, will help ensure personnel are competent in dealing with sea patrol challenges. Furthermore, recruitment for Pokmaswas and Rapala should be increased with enhanced socialization on reporting mechanisms and IUU Fishing prevention.
4. To enhance coordination, the frequency of meetings among agencies like Polair, Bakamla, TNI AL, and Pokmaswas must be increased. Holding more frequent meetings will facilitate better information sharing, improve monitoring, and expedite decision-making on follow-up actions. For example, the KKPH Forum, which Bakamla currently holds twice a year, should increase to five times annually to ensure more regular communication. These more frequent meetings will strengthen the community monitoring system, speed up responses to potential threats, and ensure more consistent implementation of policies. With more meetings, Pokmaswas will be better

informed, allowing them to collaborate more effectively with agencies like Bakamla, Polair, and TNI AL to address illegal fishing and other violations.

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