Analysis of the Aplication of ISPS Code in Handling Passenger Security on KM. X

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Article Info
Article History
Received: 2025-05-13
Revised: 2025-06-23
Published: 2025-07-08

Keywords:
ISPS Code;
Ship Security Plan;
Security;
Passengers.

Abstract
This research proposal employs a descriptive qualitative method with fishbone analysis. Data sources are obtained through primary. Data collection techniques in this study are conducted through interviews with crew members involved and observations made by the researcher during the incidents, as well as documentation by the researcher. The results showed that the ISPS Code has been implemented when a hazardous incident occurs even though the results of the implementation of security handling have not been maximized. The results showed that the implementation of the ISPS Code in handling passenger safety during incidents has been implemented quite well. However, the implementation has not been running optimally because the handling of passengers has not been maximized and the inability of the crew to secure the perpetrator. This condition occurs because the application of the ISPS Code in dangerous situations is influenced by several factors, including: human factors, which include the skills and alertness of the crew and the response of passengers; method factors, which relate to the scenario of special handling procedures against the threat of sharp weapons; tool factors, namely supporting safety equipment in handling; material factors, in the form of documents containing procedure scenarios and special handling tools against the threat of sharp weapons; and ship environmental factors.

Artikel Info
Sejarah Artikel
Diterima: 2025-05-13
Direvisi: 2025-06-23
Dipublikasi: 2025-07-09

Kata kunci:
Kode ISPS;
Rencana Keamanan Kapal;
Keamanan;
Penumpang.

Abstrak
Proposal penelitian ini menggunakan metode kualitatif deskriptif dengan analisis tulang ikan. Sumber data diperoleh melalui primer. Teknik pengumpulan data dalam penelitian ini dilakukan melalui wawancara dengan anggota kru yang terlibat dan observasi yang dilakukan oleh peneliti selama kejadian, serta dokumentasi oleh peneliti. Hasil penelitian menunjukkan bahwa Kode Etik ISPS telah diterapkan ketika terjadi insiden berbahaya meskipun hasil penerapan penanganan keamanan belum maksimal. Hasil penelitian menunjukkan bahwa penerapan Kode ISPS dalam menangani keselamatan penumpang saat insiden telah diterapkan dengan cukup baik. Namun, pelaksanaannya belum berjalan optimal karena penanganan penumpang belum maksimal dan ketidakmampuan kru untuk mengamankan pelaku. Kondisi ini terjadi karena penerapan Kode ISPS dalam situasi berbahaya dipengaruhi oleh beberapa faktor, antara lain: faktor manusia, yang meliputi keterampilan dan kewaspadaan awak kapal serta respons penumpang; faktor metode, yang berhubungan dengan skenario prosedur penanganan khusus terhadap ancaman senjata tajam; faktor alat, yaitu pendukung peralatan keselamatan dalam penanganan; faktor material, berupa dokumen yang berisi skenario prosedur dan alat penanganan khusus terhadap ancaman senjata tajam; dan faktor lingkungan kapal.

I. INTRODUCTION

Passenger safety is the main responsibility and focus for maritime industry companies in organizing shipping activities. This is contained in the Law of the Republic of Indonesia Number 17 of 2008 article 40 paragraph (1) which states: "Transportation companies in waters are responsible for the safety and security of passengers and/or the goods they transport" (2008).

In supporting the safety of passengers on board, the company needs to fulfill several requirements or certifications that have been regulated for the ships it owns. In the Law of the Republic of Indonesia Number 17 of 2008 article 1 in Number 34 is explained: "Ship Safety is the state of the ship that meets the requirements of materials, construction, building, machinery and electricity, stability, arrangement and equipment including auxiliary equipment and radios, ship electronics, which is evidenced by a certificate after inspection and testing" (2008).

One of the certificates that ships must have to support passenger safety on ships is *the International Ship Security Certificate* (ISSC) which has become a standard stipulation in the

International Ship and Port Facility Security (ISPS) *Code* (Puspitawati, 2019).

The International Ship and Port Facility Security (ISPS) *Code* or the international security system for ships and port facilities is an international regulation that regulates the security of ships and port facilities, this regulation was born as a form of response to the perceived threats that can occur to the security of ships and port facilities after the November 11 attacks in the United States (Taequi & Basuki, 2020).

According to Baljkas in Pranyoto & Kundori (2022) mentioning that there are several types of threats or disturbances to security in the maritime world, such as terrorism, piracy and armed robbery of ships, biological and chemical threats, smuggling and human trafficking, illicit passengers, theft, sabotage, and cybercrime.

On Wednesday, November 15, 2023 at 15.35 WIB, there was a sharp armed crime incident that resulted in several ship passengers becoming victims.

The perpetrators launched their action with a total of 3 (three) injured and one person stretched his life. After this was realized by the ship officer and also the ship security officer (security guard) who saw from *the CCTV*, finally the ship officer gave an announcement to all passengers and also the crew to be careful because there were people carrying sharp weapons on the ship.

Of course, this caused panic on the ship, especially for all ship passengers, to make the atmosphere on the ship chaotic. The ship officer divided the crew into 2 (two) teams, the first team was the team tasked with arresting the perpetrators, and the other team would be tasked with evacuating the passengers.

The crew tried to lead passengers to a safe place so that there were no other casualties, but evacuating a large number of passengers with few personnel was not an easy matter, this resulted in not all passengers being evacuated and some others looking for their respective places that they felt safe to be a refuge from the perpetrators. The state of the ship at that time became unconducive, everyone focused on saving themselves. In the end, the perpetrator could be paralyzed using a fire extinguisher that made the perpetrator fall and the weapon he was holding came off, but then the perpetrator became a passenger who was upset by the perpetrator's actions, so that in the end the perpetrator lost his life due to the passenger's rage.

The incident had a sufficient impact on the ship, the implementation of the investigation which resulted in the departure of the ship being delayed. The circulation of news of the victims and also the perpetrators of the incident seems to be a terrifying scourge for the community of prospective passengers who will travel by ship, especially on KM. X. Thus, if the Company does not take firm action to respond to this, the Company will also feel the impact.

Based on the Report on Piracy and Armed Robbery Against Ships for the Period of January 1 - December 31, 2023 released by the ICC *International Maritime Bureau* (IMB), Indonesia is the number 2 (two) country with the number of security disturbances in Southeast Asia (ICC International Maritime Bureau, 2023).

Robberies that occur are usually armed with firearms, knives or machetes, and are rampant in Belawan, Dumai/Lubuk Gaung and surrounding waters. There may be many unreported incidents and pirates and robbers usually occur at night (ICC International Maritime Bureau, 2023).

This is the reason why security in the maritime world is an important issue in a country, until now there are still many threats at sea that disrupt security stability in the shipping sector (Sugianto et al., 2021). If this is not dealt with immediately, maritime crime will become more prevalent because there is no firmness of the regulations that have been set previously.

The above is also said by Bichou in Pranyoto & Kundori (2022) even ISPS *Code* has been implemented in Indonesia since 2004, but there are still widespread problems that interfere with the safety of ships and facilities at the port. Application of ISPS *Code* is judged to lack uniform global standards and clear guidelines, which may be due in part to different government understandings of ISPS provisions *Code*.

Based on the above explanation, the researcher is interested in researching how the ISPS *Code* is implemented, especially on KM. X when a dangerous situation occurs on the ship and what are the factors that affect the implementation of the ISPS *Code* at the time of the incident. Thus, it is hoped that in the future more people will be aware of the importance of implementing the ISPS *Code* to prevent and overcome security problems on ships and port facilities.

II. METHODS

Metode The type of research that will be conducted by the researcher on this occasion is to use qualitative research methods to describe

and understand how ISPS is applied *Code* when a dangerous situation occurs on KM. X. Qualitative research is research that aims to understand phenomena or questions that occur to the object of focus of research in a descriptive way in a specific context through systematic scientific procedures in decision-making (Sidiq et al., 2019).

This research will use a qualitative descriptive research method that will investigate dangerous events that occur on KM. X as a phenomenon to be researched. Furthermore, the data that has been obtained by the researcher will be presented again in the form of a descriptive chronology, in the form of words, pictures, and not numbers like quantitative research (Rusandi & Muhammad Rusli, 2021).

The selection of this method was carried out with the aim of understanding and deepening the application of the ISPS *Code* when a dangerous situation occurs by directly observing how the crew carried out their duties to handle passengers at that time. In addition, the researcher will also conduct interviews with officers and crew members to get in-depth information about how the rules are applied and analyze data from related documents to add references, so that an objective and natural conclusion will be obtained.

III. RESULT AND DISCUSSION

A. Result

1. Data Analysis

Data analysis is carried out with the aim of displaying the data that has been processed into a simpler form, so that it is easy to understand. The triangulation method is usually used to ensure the validity of the data produced. Triangulation is used as a strategy to validate data by various sources or perspectives, thus providing a more accurate picture. In this study, the researcher used the source triangulation method and techniques which are described as follows:

2. *Fishbone* Analysis

In this study, the researcher used the *Fishbone Analysis* method to analyze and also determine the factors that affect the implementation of the ISPS *Code* at *Security Level* 3 when the threat of sharp weapons occurs on board KM. X.

The data used by the researcher as a support to compile *the Fishbone diagram* in this study comes from primary data collected by the researcher through observations, interviews and also post-incident documentation. The following will be described the categories that the researcher found from the data that has been collected and processed, namely:

a) Man

The *Man* Factor is a factor that comes from humans. The human factor in this study is all crew members and passengers who were on board when the emergency incident occurred. There are several things that affect this human factor, namely:

1) Crew

All crew members from Ship Officers, Ship Guards, Ship Nurses to Klasi all play an active role and have their own duties or duties. Informant 1 said that ship officers must be good at responding to emergency situations so that they can take good and appropriate actions. In addition, the crew also plays an important role in carrying out orders from the ship's officers, where Informant 1 said "The crew of the deck is also influential if they do not have the s-set to carry out orders, are not mentally strong to arrest the perpetrator, to deal with the danger, the point is, surely the procedure will not be able to be carried out", so the crew also needs to have expertise and a dexterous attitude in handling a dangerous situation that occurs.

In addition, the number of crew personnel must also be taken into account in order to support the implementation of measures or ways of handling emergencies, as Informant 5 said, namely "the number of them is small and the number of passengers is difficult to manage", as previously known where the implementation of Security Measures at Security Level 3 has not been fully successful in handling crowds of passengers due to the number of crew members who are not proportional to the passengers on the ship at the time of the incident happen.

As for the medical handling by the Ship Nurse to the first aid measure for the victims and perpetrators,

Markonis who monitored from CCTV to track the position of the perpetrator and also communicated through HT and cooperated with the team in the field. In addition to handling the ship, handling is also carried out by communicating with the land, where the ship crew reports the incident to related parties to ask for help and carry out a follow-up handling process that is carried out on land after the ship docks at the port later.

Apart from all that, the actual situation at that time was that the crew did not understand how effective ways to do to paralyze the perpetrator, even though the SSO had implemented level 3 security measures, but the crew did not understand how or steps to take to paralyze the perpetrator because of the incompatibility of the training or *drill scenario* carried out with the emergency situation that occurred at that time. *This* inappropriate drill occurred due to the unavailability of special security measures that handle emergencies due to the threat of sharp weapons as well as available and effective security tools used to disable the perpetrators during the incident.

In conclusion, both from skills, readiness, and knowledge as well as a balanced number of ship crews to handle the situation is the key to the success of handling the dangerous situation itself.

2) Passenger

Passenger response is the most influential factor in the incident handling process, especially related to the implementation of applicable security measures. As stated by Informant 1 "passengers are indeed more difficult to manage during emergency situations, especially when they panic". According to him, the characteristics of passengers at that time, which were mostly easterners who were difficult to regulate, also affected the level of difficulty in handling passenger control. In addition to the characteristics of the passengers, the psychological condition of the passengers at the time of the incident also had an impact on the passenger's response to the orders given by the crew of the ship. The condition of the ship covered in blood and the threat of the perpetrator will certainly have a psychological impact on the ship's passengers. As for Informant 3 who said that "The crew could not hold the victim's emotional relatives. In this case, the crew was overwhelmed to handle the other passengers as well so that the perpetrator was battered", which resulted in the perpetrator suffering many injuries and eventually losing his life, so that no further information could be asked.

Therefore, it can be concluded that passenger responses have a great influence on the implementation of the available Security Measures SOP at Security Level 3, whether it can be carried out properly or not. A good and cooperative passenger response to the crew will be very helpful in the implementation of existing security measures so that they can be carried out optimally. However, in the incident, it could not be carried out properly because of the emotions of the victims' relatives and the condition of the ship carrying excess passengers beyond the capacity of the ship. As Informant 4 said, "because we were carrying mostly passengers at that time, it was difficult to control it".

b) Method

Method is a factor related to the procedure used. In this study , *the Standard Operating Procedures* (SOP) on the SSP of ships related to the ISPS *Code* at *Security Level* 3 is a method used to handle passenger safety during the dangerous incident. Indeed, the SOP for the security steps carried out is in accordance with the ISPS *Code,* where security steps are carried out at *Security Level* 3 in the SSP as said by Informant 1 as the SSO on the ship.

However, according to Informant 1, there is no clear and patent procedure

for handling the security of the threat of sharp weapons on board. This was also conveyed by Informant 1 in his interview, where he said, "there is indeed no specific procedure for yesterday's incident such as the ISPS *Code* Exercise that we often do, for example like Illegal Passengers, or the Threat of Bombs". Where this is also justified by Informant 6, which means that the command given is only limited to an order to paralyze the perpetrator without any command or special steps that must be taken to paralyze the perpetrator.

The unclear procedure that must be carried out makes the ship crew take various actions in order to quickly paralyze the perpetrators. Informant 7 said, "The crew of the deck had already used the tools, some were carrying hammers, some were carrying sticks", this shows that the crew of the ship took various kinds of tools that could be used as self-defense tools, considering that the perpetrators were carrying weapons and refused to negotiate. As a result, the implementation of the level 3 security handling SOPs carried out at the time of the incident has not been effective in handling the incident, because there are no provisions for clear handling procedures that must be carried out to handle the situation.

The absence of special handling measures due to the threat from sharp weapons is due to the absence of special scenarios in the drills that have been carried out so far. This also resulted in the implementation of the exercise not being in accordance with the type of incident that occurred, so that the crew members only relied on the SOP *Security Level* 3 listed in the ship's *Ship Security Plan* (SSP), without clear handling guidelines. As a result, the handling of the situation cannot be carried out optimally.

c) *Material* (Tools)

The material in this study refers to factors related to safety equipment used to support the implementation of SOPs for handling passenger safety when sharp weapon threat incidents occur. The following are some of the tools used to support the handling of emergency incidents, namely:

1) Perpetrator handling tools

At the time of the incident, the fire extinguisher was used as a tool to paralyze the perpetrator. As conveyed by informant 3, "My crew ordered me to take a fire extinguisher (APAR) to paralyze the perpetrator". Although the fire extinguisher could not directly paralyze the perpetrator, the spraying of the fire extinguisher succeeded in making the perpetrator release the sharp weapon he was carrying, making it easier to handle.

Light Fire Extinguishers (APAR) are actually not tools listed in the SSP, but their use is allowed in emergency situations. According to Informant 2, the use of fire extinguishers is the last option of a tool used to paralyze the perpetrator when the perpetrator cannot be negotiated and the perpetrator turns to attack, thus threatening the safety of the passengers and crew of the ship. The availability of special safety tools to handle incidents of sharp weapon threats needs to be realized so that the handling of perpetrators can be carried out more effectively.

2) . Victim handling tools

In addition to safety equipment, medical equipment also plays an important role in handling dangerous situations, especially to handle injured victims. The sharp weapon carried by the perpetrator can cause a large incision wound and cause the victim to lose a lot of blood. So it needs quick treatment so that the wound can be closed immediately so that the wound can be closed and the victim does not lose much blood. Informant 8 said, "so because it was an incision wound, I tried my best to cover the wound so that the victim did not run out of blood, it's just that on the ship the equipment was not complete so yes I could do it, fortunately the victim was safe".

Even with limited tools, the Ship Nurse can deftly deal with the problem so that the wound can be

closed and the bleeding can be stopped. The medical equipment that is generally available can be used properly and optimally to handle victims. However, it would be better if there was a procurement of medical equipment that could be used to treat incision wounds that resulted in open wounds, especially if the voyage was carried out by a ship with a long or long distance.

3) CCTV

Closed Circuit Television (CCTV) is a device used to record video and transmit it via signal to a monitor used to monitor the surroundings. The existence of CCTV in the process of handling the incident really helped the emergency team to find the whereabouts of the perpetrator so that they could be immediately paralyzed. Through an interview with Informant 4, it was known that he and Informant 1 conducted reconnaissance through a CCTV monitor in the map room, the Pavilion.

In addition to being a tool used to conduct reconnaissance of the perpetrator's whereabouts, video footage from CCTV is also used as evidence of the incident. However, according to Informant 4, the CCTV range does not cover the location of the perpetrator when sprayed using a fire extinguisher. This was also confirmed by Informant 5, where he said "the CCTV was not there, so I could only see him being chased in the hallway outside Deck 5". So, there is no evidence of video footage when the crew paralyzed the perpetrator.

4) Notification/announcement tools

This tool is used to provide announcements or notifications about dangerous circumstances that are happening on board. Informant 1 said, "announcing an emergency alert with the ship's alarm and through the PA *System*". After coordinating with the Captain, Informant 1 immediately sounded the ship's alarm so that everyone on the ship knew of the dangerous situation.

After sounding the ship's alarm, there was then an announcement (PA) containing an appeal to the ship's passengers, followed by an announcement addressed to the crew to gather. In accordance with the words of Informant 2, namely, "then the PA to the passengers to calm down then there is a PA for the crew to gather immediately". In addition, the PA is also used to provide information about the location of the perpetrator, as conveyed by Informant 5, "finally there is a PA from the perpetrator's platform on Deck 5". Thus, the existence of the Alarm and PA *System* allows notifications to passengers and crew to be made quickly and the information conveyed is also clear because it is sourced from one valid source and can be listened to throughout the room on board.

5) Communication tools

The communication devices used to communicate during the incident were *the ship's Handy Talkie* (HT) and VHF Radio. In the handling process, in addition to the announcement delivered through the PA, the ship crew also communicated with each other using HT between one squad and another. As said by Informant 1, "I said that Mualim II for the PA said the existence of the perpetrator and Mr. Agung also spoke through HT".

In addition to using HT to communicate between crew members on board, VHF Radio is also relied upon to communicate with the Scouts to report the incident and ask for help. This was conveyed by Informant 5, "when it was close to the groove, I reported it via radio to the Kumai Scouts".

6) *Material* (Material)

The material referred to in this study is related to the documents available on board. Normally on KM. X has a Ship Security Plan that contains a reference to Security *Measures* at Security *Level* 3, as stated in Appendix 3. However, the available treatment measures have

not been able to effectively paralyze the perpetrators.

This is due to the absence of documents that specifically provide scenarios for handling guidelines and safety tools used to handle emergencies caused by sharp weapons. Informant 1 said, "there is no specific procedure for yesterday's incident like the ISPS *Code* Exercise that we often do, for example like Illegal Passengers, or Bomb Threats". The statement shows that there are no documents describing specific procedural scenarios, such as scenarios for handling Illegal Passengers or Bomb Threats.

The absence of guidance documents for this scenario caused the training carried out by the crew not to be in accordance with the situation at hand, so that the crew was forced to take spontaneous handling actions, as conveyed by Informant 6. Therefore, the existence of documents that are a guideline scenario related to SOPs for handling the threat of sharp weapons on ships is very important and is one of the impactful factors, because it will have an impact on the implementation of handling SOPs, safety equipment that must be provided, and other aspects.

7) Environment

Environmental factors in the study refer to the conditions on board when a sharp weapon threat incident occurred. In addition to the qualified skills that must be possessed by a crew member, the situation on the ship also affects the implementation of the ISPS *Code* at *Security Level* 3 at the time of the incident. The panic caused by the threat of the perpetrator, exacerbated by the condition of the deck covered in blood due to the victim, further worsened the situation and made the situation unconducive and had an impact on the psychology of the ship's passengers.

The stern of the ship, which was the location where the perpetrator fell, was not too large. In the stern there are also several bolders and kapstan machines which make the movement space even more limited. At that time, the stern of the ship was crowded with passengers who could not enter due to access restrictions and excess passengers who did not have tickets for beds. So that when the perpetrator fell to the stern of the ship, the perpetrator immediately got a hit from the passenger which made him battered., as said by Informant 3, "his condition was already battered, he had fallen and was ganged up by passengers again". Access to the stern is only a descending staircase, and many passengers watch the perpetrators, so access to the stern is hampered. This caused the handling of the crowd to be hampered, and the perpetrator was already battered by the passengers.

B. Discussion

1. How is the ISPS *Code* applied to handling passenger security on KM. X?

   Regarding the application of the ISPS *Code* in handling passenger safety, the researcher showed that the implementation had been carried out quite well, but the procedures used were based on the *Standard Operating Procedures* (SOP) on the SSP of ships related to the ISPS *Code* at *Security Level* 3 without any special security measures.

2. What are the factors that can affect the implementation of the ISPS *Code* in handling passenger safety on KM. X?

   In the results of the analysis of *fishbone diagram data* obtained by the researcher. Some of the factors that affect the implementation of ISPS *Code Security Level* 3 when the incident occurs will be described in the following categories:

   a) Human

      1) Crew

         All crew members, from Officers to Classists, all play an active role in carrying out their respective duties in dealing with emergencies. Ship officers must be agile in making decisions to handle effective security, on the other hand the crew must also be dexterous in carrying out the officer's orders, and have a strong

mentality in emergency and dangerous situations. Not only mental readiness, but the skills and knowledge of the ship's crew are also important keys to the successful implementation of the safety handling procedures carried out.

In addition, the number of members of the ship is also an influential factor and must be taken into account, because with an adequate number of ship crews, the implementation of handling procedures can be carried out optimally. Therefore, skills, knowledge, mental readiness, understanding of procedures, and a sufficient number of crew members are the main factors that determine the success of handling in the incident.

2) Passenger

The dynamics of passenger behavior also affect the success of the implementation of security handling procedures in the field when the incident occurs. In emergency situations, spontaneous and diverse responses from unpredictable passengers such as panic, fear, screaming, running, anger and other unpredictable responses, will affect the implementation of the procedures that have been set.

In addition, the characteristics of passengers that tend to be difficult to regulate are a challenge for the crew in implementing safety handling procedures. The situation on the ground is increasingly difficult to control because the number of passengers exceeds the capacity of passengers on board. Therefore, the successful implementation of safety handling procedures is highly dependent on the cooperative attitude of the passengers and their willingness to follow the directions of the crew of the ship. Nevertheless, the chaos that occurred on the ground at the time of the incident showed that the crew had not been fully successful in controlling the crowd of passengers.

b) Method

Standard Operating Procedures (SOP) on the SSP of ships related to the ISPS *Code* at *Security Level* 3 is a method used in handling passenger safety during the dangerous incident. Although the security procedures implemented have been in accordance with the provisions, their implementation has not been able to fully address the incidents that occurred effectively. This is due to the absence of handling measures that specifically regulate the actions that must be taken in emergency situations, especially against the threat of the use of sharp weapons. The absence of a special security handling procedure scenario also makes the exercises that have been carried out not in accordance with yesterday's incident. This caused the crew to take spontaneous action to use various tools on the ship in order to paralyze the perpetrator.

The unavailability of a special security handling procedure scenario that explains the steps that must be implemented causes crew members to implement security *SOPs level* 3 in accordance with the ship's SSP spontaneously without clear guidance, so that the security handling procedures applied at the time of the incident are not effective in handling incidents optimally.

c) Tool

1) Perpetrator handling tools

Light Fire Extinguishers (APAR) are equipment used as an effort to paralyze the perpetrators in the incident. Although its use cannot directly paralyze the perpetrator, the fire extinguisher can make the perpetrator release his weapon, making it easier for the crew to handle it. Basically, fire extinguishers are not a tool listed in the *Ship Security Plan* (SSP), but their use is allowed in emergency conditions that can threaten the safety of passengers and crew members.

The use of fire extinguishers during yesterday's incident was due to the absence of safety tools specifically designed to handle incidents involving the threat of sharp weapons, so it is necessary to realize a special tool that will be more effective in handling similar incidents.

2) Victim handling tools

Medical equipment has an important role in helping to handle victims. Wounds suffered by sharp weapons require the victim to receive quick and appropriate treatment to close the wound and stop bleeding. Despite the limitations in the availability of medical equipment, the handling carried out by the Ship Nurse remains optimal by utilizing all available equipment.

Nevertheless, the availability of medical equipment, especially bandages, needs to be increased, especially for long-distance shipping. With the availability of more adequate medical equipment, wound management can be done better and can ensure the safety of victims in emergency situations on the ship before receiving further help on land.

3) CCTV

The existence of CCTV is very helpful in handling incidents, especially in tracking the perpetrator's position. Through monitoring from CCTV monitors in the map room, officers can provide information about the location of the perpetrator to the emergency team in the field. In addition, stored CCTV footage videos can be used as valid evidence if needed.

Even so, the process of paralyzing the perpetrator in the stern was not recorded because there was no CCTV in the area. Therefore, it is necessary to review the addition of CCTV at the rear of the ship so that the surveillance system can cover the entire area of the ship as a whole.

4) Notification/announcement tools

Ship alarms and loudspeaker systems (PA *System*) are very effective tools in disseminating information to passengers and crew when incidents occur. The alarm sound serves as an initial signal for all passengers and crew regarding an emergency situation on board.

Furthermore, the use of PA provides clearer directions, both to passengers to remain calm and to the crew to gather and carry out handling procedures. In addition, the PA system is also used to provide valid information on the whereabouts of the perpetrator because the information comes from one definite and clear source.

5) Communication tools

Handy Talky (HT) is used as an internal communication tool between ship crews, so that coordination between one team and another so that handling information can be spread quickly. Meanwhile, the ship's VHF Radio is used as an external communication tool to establish communication with the local Scouts. Communication was carried out related to incident reports and asking for help. These two tools play an important role in supporting the course of tactical communication, both for direct actions in the field and external coordination, so that the incident handling process can be carried out optimally.

6) Material

The *Ship Security Plan* (SSP) document which contains security handling steps at *Security Level* 3 is the official ship document that has been available. However, the document only lists general handling measures and does not specifically explain the procedures that must be carried out by the crew in dealing with sharp weapons incidents.

The absence of guidance on the scenario of the handling procedure made the ship crew act spontaneously in the field without clear guidelines. In addition, the drills that have been carried out so far are not entirely relevant to the type of incident that occurred. Therefore, the existence of complementary documents containing special scenario procedures, complete with handling measures and safety equipment used, is urgently needed so that the process of handling similar incidents in the future can be carried out optimally.

7) Milieu

Environmental conditions at the time of the incident are also one of the factors that affect the

effectiveness of the implementation of the ISPS *Code* at *Security Level* 3. The situation on board the ship which was full of panic due to the threat of the perpetrator and the blood-soaked deck created an unconducive atmosphere, which had a direct impact on the implementation of security handling procedures.

Excess passenger capacity caused the crew to be overwhelmed in handling the crowd. In addition, the limited movement space in the stern area, where the perpetrator fell, worsened the situation due to the large number of passengers in the area and difficult to control. As a result, efforts to handle the perpetrator were carried out late, before finally there was an act of demolition of the perpetrator by passengers. Overall, the ship's environment and the situation that occurred during the incident show that the ship's environmental factors are also a major obstacle in the implementation of the available safety handling procedures.

IV. CONCLUSION AND SUGGESTION

A. Conclusions

Based on the results of data processing, the Analysis of the Application of the ISPS Code in Handling Passenger Safety on KM. X can be concluded that it is the application of the ISPS *Code* in handling passenger safety during emergencies on board has been implemented quite well. *The Standard Operating Procedures* (SOP) listed in the ship's *Ship Security Paln* (SSP) related to the ISPS *Code* at *Security Level* 3 are a reference in the method of handling passenger safety when the incident occurs. Although the handling procedures carried out are in accordance with the provisions of ISPS *Code Security Level* 3. However, the absence of documents and training scenarios suitable for emergencies due to sharp weapons causes there are still several shortcomings in the implementation of the procedure, such as the lack of the crew's ability to handle passengers and the inability of the crew to secure the perpetrator, which leads to the death of the main perpetrato.

B. Suggestion

Based on the conclusions and observations made during the above sea practice, the researcher will convey several suggestions and recommendations that are expected to provide benefits and become inputs related to the implementation of the ISPS Code during emergencies, namely the incident that occurred shows that the lack of strict passenger checking process at the port which can be used as an evaluation to the land party, especially *the Port Security Officer,* to tighten the implementation of checks on passengers who will board the ship. In addition, inspections of port facilities also need to be improved, including by adding metal detection tools. Thus, no more sharp weapons can escape and be brought into the ship.

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