

Coordination of Tasks and Functions of the Sea and Coast Guard Unit at the Technical Implementation Unit of the Class II Bitung Sea and Coast Guard Base

Arwan Jusuf Mantali¹, Evi E. Masengi², Jetty E. H. Mokot³

(Prodi Administrasi Negara, Fakultas Ilmu Sosial dan Hukum Program Pascasarjana Universitas Negeri Manado)

Abstract

The purpose of this study is to describe, analyze and describe how the Coordination of Duties and Functions of the Sea and Coast Guard Unit at the Technical Implementation Unit of the Class II Bitung Sea and Coast Guard Base so that the main duties and functions provided can be carried out optimally by each respective field in accordance with applicable laws and regulations. The research method uses a qualitative approach. The data collection technique uses interviews, documentation studies and observations. The results showed that: a) The duties and functions of the Class II Bitung Sea and Coast Guard Base in carrying out guarding, supervision, prevention and prosecution of violations of the law as well as securing shipping and community activities have not been carried out optimally, b) Human Resource Factors as Personnel there are still shortcomings in understanding the Duties and Functions of the Class II Bitung Sea and Coast Guard Base, c) Coordination and Communication Factors both internally and externally have not gone well, and d) Facilities and infrastructure factors are less adequate to support the duties and functions in the field.

Keyword: Sea and Coast Guard Unit, Task Coordination, Technical Implementation Unit

Abstrak

Tujuan dari Penelitian ini adalah menggambarkan, menganalisa dan mendeskripsikan Bagaimana Kordinasi Tugas dan Fungsi Kesatuan Penjagaan Laut dan Pantai pada Unit Pelaksana Teknis Pangkalan Penjagaan Laut dan Pantai Kelas II Bitung sehingga Tupoksi yang di berikan bisa dilaksanakan secara Optimal oleh setiap bidang masing masing sesuai Peraturan Perundang undangan. Metode penelitian menggunakan pendekatan kualitatif. Tehnik pengumpulan data dengan wawancara, studi dokumentasi dan observasi. Hasil penelitian menunjukkan bahwa : a) Tugas dan Fungsi Pangkalan Penjagaan Laut dan Pantai Kelas II Bitung dalam melaksanakan kegiatan penjagaan, pengawasan, pencegahan dan penindakan pelanggaran hukum serta pengamanan pelayaran dan aktifitas masyarakat belum terlaksana secara optimal, b) Faktor Sumber Daya Manusia sebagai Personil masih terdapat kekurangan dalam memahami Tugas dan Fungsi Pangkalan Penjagaan Laut dan Pantai Kelas II Bitung, c) Faktor Kordinasi dan Komunikasi baik secara internal maupun eksternal belum berjalan dengan baik, dan d) Faktor sarana dan prasarana masih kurang memadai sebagai pendukung Tupoksi di lapangan.

Kata Kunci: Kesatuan Penjagaan Laut dan Pantai, Kordinasi Tugas, Pelaksana Teknis

INTRODUCTION

The Republic of Indonesia is a maritime country which has a total of 17,504 islands, consisting of large and small islands and has a coastline between islands of the archipelago reaching more than 81,290 KM which is the second longest coastline after Canada. The safety and security system is an important factor that must be taken into account and serves as a basis and benchmark for decision making in determining the feasibility of shipping both in terms of facilities in the form of ships and infrastructure such as navigation systems and the

human resources involved in it. There are many examples of cases of maritime accidents caused by violations of existing safety standards, and in this case the institution that specifically handles safety issues in the shipping sector is the Ministry of Transportation through the Directorate General of Sea Transportation, Directorate of Coastal Maritime Guard Units or commonly abbreviated as KPLP.

Services for implementing the coordination function in guarding, monitoring, preventing and taking action against legal violations as well as shipping security and

securing community and government activities in Indonesian waters are very difficult to carry out optimally considering the working area of the Class II Bitung Marine and Coastal Guard Base.

Of course, the Sarna and Infrastructure support that is currently available is in the form of 5 (five) Patrol Vessel Units including: 1 (one) Class 1 Vessel Unit, 1 (one) Class II Vessel Unit, 1 (one) Class 3 Vessel Unit, 2 (two)) Class 5 Ship Units and 1 (one) Rifi Indlatabe Boat (RIB) Unit have not been able to carry out their duties optimally, in addition to the inadequate budget support from the Central Government to carry out Maintenance of Patrol Boats, in this case Procurement of Fuel Expenditures to support operations from the Patrol Ship.

In terms of the minimal budget provided by the Central Government, it can be seen from the patrol boats not operating in carrying out Maritime Safety Patrols, while the need for guarding, monitoring, preventing and taking action against law violations as well as shipping security and securing community and government activities in Indonesian waters is really needed by the community. nation and state in realizing Indonesia as a Maritime Country.

Of the various types of tasks and work related to guarding and rescue at sea, it is dominated by the issue of human resource capabilities supported by shipping technology facilities, so that it has encouraged the government to implement various policies in regulating shipping issues on international standard sea transport systems due to regulatory conditions. which now needs to be improved in accordance with technological advances and developments, modern equipment with the latest technology and more advanced navigation systems are very necessary to meet the needs for smooth sea transportation systems, especially since the impact on the community using sea services is still relatively large (mass) connecting from the archipelago. one island with another.

However, the various policies and regulations that are made if not supported by good service will certainly be worrying about safety in the shipping sector, both for the captain who is sailing and the crew of the passenger ship, and their means of transportation. Apart from policy issues regarding shipping safety and

security as a public service institution, of course the quality of service to related parties, especially services in the shipping sector, has a big influence on Maritime Safety.

Based on the various problems encountered, it is necessary to carry out a methodological assessment of the Coordination of the main tasks and functions of the Bitung Class II Sea and Coast Guard Base.

METHOD

This research uses a qualitative approach, with the aim that the problem to be studied is more comprehensive, in-depth, natural and without much interference from the researcher himself. This type of qualitative research is also often called naturalistic.

This research will be carried out at the Class II Bitung Marine and Coast Guard Base. The research period is from July to September 2023.

The focus of this research is related to the formulation of the research problem and the position of the focus is temporary, because it can change when the research is carried out. It is said to be a temporary focus because initially it is still general and vague, it will become clearer and more focused after the researcher is in the field (Bogdan and Bilken, 1998).

By formulating a good research focus, researchers will avoid collecting data that is not relevant to the problem and research objectives, in this case the research focus can still develop or change according to its emergent (tentative) nature, along with the development of research problems found at the location. study.

Apart from that, determining the research focus serves to select which data is relevant and which is not relevant, even though it may be interesting, because it is not relevant it does not need to be included in the data being collected (Strauss and Corbin, 1990; Moleong, 1994: 3). The focus of the research is,

1. Implementation of the optimization of guarding, monitoring, preventing and taking action against violations of the law as well as shipping security and securing community and government activities in Indonesian waters at the Class II Bitung Marine and Coast Guard Base unit in accordance with KM 119

of 2021 dated 31 December 2021 and KP 469 of 2023 dated 7 June 2023 concerning the implementation of the duties and functions of the Sea and Coast Guard Base at the technical implementation unit of the Directorate General of Sea Transportation.

2. Determinant factors in the implementation of guarding, monitoring, preventing and taking action against violations of the law as well as shipping security and securing community and government activities in Indonesian waters in accordance with KM 119 of 2021 dated 31 December 2021 and KP 469 of 2023 dated 7 June 2023 concerning the implementation of duties and the function of the Sea and Coast Guard Base in the technical implementation unit of the directorate general of sea transportation.

In qualitative research, the sample (informant) is only a source who can provide information. Samples can be things, events, people, situations that are observed. The main data sources in this qualitative research are words and actions, the rest is additional data such as documents and so on. In accordance with the problem and focus of this research, the data sources will be: Key Informants, totaling 5 people consisting of, Head of Class II Bitung Sea and Coastal Guard Base, Administrative Group Coordinator, Operations Group Coordinator, Patrol Boat Captain, Operations Program Administrator, Administrative and General Data Processor, Disaster Assistance and SAR Preparer, Head of Guard Post and Guard Officer. Document data is a service work report carried out at the Class II Bitung Marine and Coast Guard Base. Data collection will be carried out using three approaches, including:

- (1) Observation at the research location;
- (2) In-depth interview (In-Depth Interview) towards Key Informants;
- (3) Documentation to collect various written information in the form of regulations and other related data from the agency that is the research location.

RESULTS AND DISCUSSION

Optimizing the main tasks and functions of the Class II Bitung Sea and Coast Guard Base.

In accordance with the provisions of PM 119 of 2021 dated 31 December 2021 and KP 469 of 2023 dated 7 June 2023, the main duties and functions of PPLP Class II Bitung include: guarding, monitoring, preventing and taking action against violations of the law as well as safeguarding shipping and securing community and government activities in the region Indonesian waters.

a. Guarding activities

In accordance with Law number 17 of 2018 concerning shipping in article 1 paragraph 59 Sea and Coast Guard (Sea and Coast Guard) is an institution that carries out the function of guarding and enforcing laws and regulations at sea and coast which was formed and is responsible to the President and is technically operations are carried out by the Minister. Then in the regulation of the Minister of Transportation of the Republic of Indonesia number PM 119 of 2021 concerning the organization and work procedures of the Sea and Coast Guard Base, the Sea and Coast Guard Base has the position of a Technical Implementation Unit within the Ministry of Transportation, which is under and responsible to the Director General Maritime Communications. Then the Sea and Coast Guard Base has the task of carrying out guard, rescue, security and control activities as well as enforcing regulations in the field of shipping in sea and coastal waters.

Where Sea and Coast Guard Bases are classified into Class I Sea and Coast Guard Bases and Class II Sea and Coast Guard Bases. Article 21 paragraph 2 regulates the location and working area of class II Sea and Coast Guard Bases, one of which is in Bitung-North Sulawesi so that the class II Bitung Sea and Coast Guard Base is formed in accordance with the regulations of the Minister of Transportation. The organizational structure of the Class II Bitung Sea and Coast Guard Base consists of the Head of the Class II Bitung Sea and Coast Guard Base who is under and responsible to the Director General of Sea Transportation and also oversees functional position groups and installation sections.

The functional position group consists of the Administrative Group Coordinator and the Operations Group Coordinator under the responsibility of the head of the class II Bitung Sea and Coast Guard Base. Meanwhile, the installation section adapts to the existing fleet and is responsible to the Head of the Class II Bitung Sea and Coast Guard Base.

Based on the decision of the Director General of Sea Transportation number KP-DJPL 469 of 2023 concerning the implementation of the duties and functions of the sea and coast guard unit in the technical implementation unit of the Directorate General of Sea Transportation, including:

- a) Preparation of plans, programs and evaluations;
- b) Implementation of operations and enforcement of laws and regulations in the shipping sector in offshore and coastal waters;
- c) Implementation of law enforcement in the shipping sector in sea and coastal waters;
- d) Implementation of supervision and control of salvage activities and underwater work, diving, installation/exploration and exploitation, buildings above and below water;
- e) Providing disbursement assistance and disaster relief at sea and fire management;
- f) Implementation of security and supervision of shipping navigation assistance facilities and prevention of pollution in waters;
- g) Implementation of ship manning and installation training;
- h) Implementation of procurement, maintenance, repairs and logistical support.

Activities for guarding, supervising, preventing and taking action against violations of the law as well as shipping security and protecting community and government activities in Indonesian waters are given authority in accordance with Law number 17 of 2018 article 278 that sea and coast guards have the authority to; 1). Carrying out sea patrols, 2). Carry out instant pursuit, 3). Stopping and inspecting ships at sea and, 4). Conduct an investigation.

The implementation of sea and coast guarding must be carried out by technical

implementation units, namely class I Sea and Coast Guard Bases and class II Sea and Coast Guard Bases which are supported by infrastructure in the form of sea and coast guard fleet bases located in 5 (five) regions in Indonesia and can use ships and aircraft that have state-owned status. Security officers in the shipping sector must use clear identification that has been regulated by government regulations.

Implementation of safety supervision, shipping security and order at ports, verification of ship security systems and port facilities, loading and unloading activities for dangerous goods, hazardous and toxic waste (B3), as well as solid bulk goods, special goods, refueling, orderly embarkation and disembarkation passengers, Development of Port facilities. Dredging and coastal reclamation.

Supervise ship seaworthiness, inspect and store sura, documents and ship records, inspect Indonesian-flagged ships and foreign ships, issue approval for ship activities at the port and sailing approval letters.

Based on research findings and results, to ensure safety and security at sea, Class II Bitung sea and beach guards carry out their duties and functions in accordance with applicable statutory provisions. And the Bitung class II Marine and Coast Guard Base carries out coastal operations based on SOPs as a form of guarding and enforcing shipping regulations. For coast guarding, the Sea and Coast Guard Base is always ready when needed (emergency, disaster). Coast guard activities carried out in the Bitung Class II Sea and Coast Guard Base operational area include: securing the passage and use of ships, disaster management on the coast and sea, manning of ships and marine installations of ships from groups or individuals.

Standard Operating Procedures(SOP) is basically a work reference for an organization in carrying out various aspects of activities to be carried out. Hayat in his book Public Service Management (2017: 37) explains that SOP is the most important part of knowing what kind of management and services are carried out and provided to service recipients. Service will be good if the SOP is carried out well. SOP regulates the course of the service process in accordance with what is expected by the

organization. SOP provides specific space to work in accordance with its provisions.

So standard operating procedures must really be carried out, starting from the requirements must be clear and complete, and the procedures must be carried out in accordance with the provisions that have been determined. SOP becomes a barometer in achieving goals and becomes a standard or measure of action so that it can be seen whether the implementation of tasks has met the standard elements that have been determined as a concrete form of accountability. This means that SOPs are an important part that must be present in every aspect of service, because the optimization of public services is greatly influenced by the standard of service provided.

b. Rescue Activities

Apart from that, supervision, investigation and law enforcement in the field of transportation in waters, ports, and protection of the maritime environment in ports, archery of ships based on court orders, implementation of search and rescue (SAR) assistance, control and coordination of pollution prevention and extinguishing fires in ports, inspections introduction to ship accidents, supervision of transshipment activities in port waters, salvage and water management work, orderly ship traffic in port waters and shipping lanes, piloting and delaying ships.

Patrolling in operations that are carried out regularly according to existing SOPs is something that requires the readiness of the ship's crew, a ready-to-use fleet supported by other equipment to carry out operations that, for example, require weapons. Automatic prevention is carried out through the readiness of facilities and infrastructure because conditions at sea cannot sometimes be predicted, such as ships sinking, catching fire or smuggling which can be detrimental to society and the country. Where the rescue function is not when there is a request for new rocks to move, but if conditions in the PPLP class II Bitung task area are disrupted then we immediately go down ready and alert. This is in accordance with the fact that the Sea and Coast Guard Base is part of the Sea and Coast

Guard Unit (KPLP), which is a technical implementation unit in the field of security for ports, ports, sea waters, and SAR (Search and Rescue) assistance within the Ministry of Transportation. In its duties, the Maritime and Coast Guard Unit has the function of enforcing regulations or provisions in the field of maritime transportation in port areas and city waters, carrying out water patrols with the help of SAR.

Based on the research results, it can be seen that in the context of rescue activities, the Sea and Coastal Guard Base supervises the use of the sea and coast by inspecting, investigating and carrying out routine patrols in the operational area. At certain times involving other agencies, such as the Indonesian Navy and Polairud in rescue activities in the operational area, the crew and patrol boats are always ready and alert according to schedule. For the purposes of strong supervision supported by fleet readiness at any time. And the reference for implementation is SOP. To optimize tasks and functions in the event of a disaster, a strong crew, a proper fleet, and radio monitor or radar monitoring posts to detect the accuracy of the location of requests for help are always on standby. Rescue procedures are carried out following the steps according to the SOP, with the guard post as a source of information. Supported by reliable human resources and ready facilities and infrastructure.

Supervision is basically carried out to ensure the implementation of safety and security at sea through various actions, including carrying out the function of guarding and enforcing regulations, so that it can be known about the compliance with ship's maritime affairs, ship safety, the legal status of ships and so on.

Supervision is an important part of ensuring that all activities are carried out in accordance with the established plans. Supervision is intended to carry out assessments and corrections related to work being carried out, so that if there are deviations, they can be corrected. Supervision or control is so important, Ulbert

Silalahi (2011: 381) suggests that the control function helps ensure the achievement of goals. It was further explained that as a process, the control function is generally carried out by following the stages: 1) set standards; 2) measure actual performance; 3) compare actual performance with standards; and 4) take corrective action (or adjustments) to strengthen progress.

Silalahi's opinion shows that there is a close relationship between supervision and the standards or targets for implementing an activity so that it can ensure that the results are in accordance with what was planned. Therefore, for standards to be effective, they must be clear and firm in relation to the targets/objectives, in this case the objectives of the Guard Base. Sea and Coast carries out supervision at sea and beaches within its working area.

c. Activities to prevent and take action against legal violations

Implementation of coordination of government activities at ports related to the implementation of supervision and law enforcement in the field of maritime shipping safety and security.

Based on the results of research on control activities and taking action against violations of the law, data was obtained that the Bitung Class II Sea and Coast Guard Base carries out the function of enforcing shipping laws, namely controlling and taking action against violations of the law, so that it can be known if there are findings, problems or violations. To control law and take action against violations of the law, intensive supervision and patrols are carried out.

As a law enforcement effort, several stages of investigation, inquiry and action against legal violations are carried out and coordinated with related parties. In carrying out their duties as law enforcers at sea, personnel are equipped with special knowledge and skills that can help carry out operations at sea in the face of threats, so that sea transportation service users feel comfortable and safe, commitment to safety monitoring continues to be carried out, namely by tightening security through

independent operations routinely by checking ship letters and documents periodically to minimize violations of regulations.

Law enforcement in this case is in order to realize the values or rules of truth and justice, and is not only the responsibility of law enforcers, but also every person/community (as users of sea transportation services) so it is necessary to control and prosecute violations of the law.

Law enforcement is a process carried out in an effort to enforce or enforce legal norms that actually serve as guidelines for behavior in traffic or legal relations in the life of society, nation and state. Law enforcement itself is defined as an activity that harmonizes the relationship between life values in good principles and looks at the attitude of action which is the final stage of the process of translating values, then maintaining and maintaining peace in relationships in society.

Soerjono Soekamto (Ridwan, 2023: 292) states that law enforcement is an activity to harmonize the relationship between values described in stable and embodied value principles/views and attitudes of action as a series of value translations in the final stage to create (as "social engineering") maintain and maintain (as "social control") the peace of social life.

Law enforcement can be fulfilled if the legal pillars are running properly and fairly, where good legal instruments consist of law enforcement officers who have integrity, have appropriate and good supporting equipment, the role of the community is aware of the law, and supporting role of the bureaucracy. Law enforcement officers are one of the pillars of law enforcement, namely law enforcement institutions and officers. Where there are three important elements in carrying out their duties as law enforcement officers, namely:

1. Law enforcement institutions are equipped with facilities and infrastructure that can support their institutional work mechanisms;
2. Work culture involves the officers, one of which is the welfare of the officers; And

3. Basic legal regulations that support institutional performance and also regulate legal material to be used as work standards, both in material and formal law.

The institution authorized to enforce law at sea which has a patrol task force, namely, TNI-AL; POLRI/Directorate of Water Police (Polair); Sea and Coast Guard Unit (KPLP); Ministry of Maritime Affairs and Fisheries (KKP); Ministry of Finance (Directorate General of Customs); and Bakamla. Each institution has duties and authorities that have been regulated in their respective laws and regulations. Overall, the authority of each agency is to carry out patrols in the interior sea area, carry out inspections, detain and stop vessels suspected of committing criminal acts. However, authority is given to the Indonesian Navy, Polair, KPLP, Customs and Excise PPNS, Fisheries PPNS, while the institution that does not have investigative authority is Bakamla.

In accordance with the operational technicalities, the implementation of the duties and functions of the sea and coastal guard units at sea and coast guard bases includes the implementation of law enforcement in the field of shipping in sea and coastal waters in working areas in Indonesia. Laws in the service sector, namely according to Law number 17 of 2018, Minister of Transportation regulation number PM 119 of 2021 and Decree of the Director General of Sea Transportation number KP -DJPL 469 of 2023 are part of the regulations and these laws can be categorized into regulations and laws in managing the sea.

CONCLUSION

Based on the research findings and discussion, it can be concluded that:

- 1) The duties and functions of the Bitung Class II Sea and Coast Guard Base in carrying out guarding, supervision, prevention and action against law violations as well as securing shipping and community activities have not been carried out optimally.
- 2) Factors that cause the main tasks and functions of the Class II Bitung Marine and Coast Guard Base in carrying out guarding, monitoring, preventing and taking action against legal violations as well as shipping

security and securing community and government activities in Indonesian waters are less than optimal because:

- a) The human resource factor as personnel of the Class II Bitung Sea and Coast Guard Base is that there are still deficiencies in understanding their duties and functions, stakeholders and shipping service users who do not understand the rules and often ignore shipping safety.
- b) The coordination factor with communication both internally and externally has not worked well because it involves other agencies that have authority in water and coastal areas.
- c) Facilities and infrastructure factors are still inadequate so that it is hampered in carrying out tasks.

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