

Research Article

Effectiveness of the Border Crossing Post in Monitoring the Mobility of Illegal Migrant Workers: An Analysis of Challenges and Obstacles in the Indonesia-Malaysia Border Region

Alus¹, Eny Haryati^{2*}, Ika Devy Pramudiana³

¹Master of Administrative Science Program, Faculty of Administrative Sciences, Universitas Dr. Soetomo, Surabaya, Indonesia, Email; alus270316@gmail.com

²Master of Administrative Science Program, Faculty of Administrative Sciences, Universitas Dr. Soetomo, Surabaya, Indonesia, Email; eny.haryati@unitomo.ac.id

³Master of Administrative Science Program, Faculty of Administrative Sciences, Universitas Dr. Soetomo, Surabaya, Indonesia, Email; ika.devy@unitomo.ac.id

*Corresponding author: eny.haryati@unitomo.ac.id

Abstract. The Kalimantan border region, which directly adjoins Malaysia, faces a serious problem: the mobility of Indonesian Migrant Workers (PMI) departing through nonprocedural channels remains high, whether through the Border Crossing Post (PLBN) or unofficial routes. Official data record at least 70 unofficial paths in West Kalimantan, while North Kalimantan shows a recurring pattern of deportation. This condition raises the question of how effectively the PLBN performs its supervisory function. This study analyzes the effectiveness of the PLBN in monitoring illegal PMI mobility and identifies the challenges and obstacles faced by supervisory personnel along the Indonesia-Malaysia border. The population comprised border-supervision stakeholders at PLBN Entikong and PLBN Badau in West Kalimantan, and PLBN Sei Pancang and Nunukan in North Kalimantan. The sample consisted of ten purposively selected informants, including PLBN officers, Immigration Office staff, BP3MI officials, the Army's Border Security Task Force (Satgas Pamta TNI), police, and border community leaders. Data were collected through in-depth interviews, field observation, and documentation study, and analyzed qualitatively using an interactive model in which data were condensed, displayed thematically, and then used to draw conclusions; validity was established through source and technique triangulation. The findings show that the PLBN is fairly effective in monitoring mobility on official routes; however, this effectiveness is spatial and easily circumvented, since recruitment networks can alter routes, timing, and methods of departure. The main obstacles include geographic conditions, limited resources, interagency data fragmentation, regulatory disharmony, economic pressure on border communities, and difficulty enforcing the law against key recruiters.

Keywords: Border Crossing Post; Border Surveillance; Illegal Migrant Workers; Indonesia-Malaysia Border; Kalimantan.

1. Introduction

Kalimantan Island has the longest land border in Indonesia, facing Malaysia directly. This border stretches from West Kalimantan to North Kalimantan and has for years served as both the main and the most vulnerable route for the mobility of Indonesian Migrant Workers (PMI) departing through nonprocedural channels. The Ministry of Protection for Indonesian Migrant Workers recorded at least 70 unofficial paths (jalur tikus) in West Kalimantan leading directly into Malaysian territory (KP2MI, 2025a). This finding prompted the central government and the West Kalimantan Provincial Government to unify measures to prevent human trafficking and the illegal placement of migrant workers. The problem is compounded by institutional limitations on the ground. Following a working visit to West Kalimantan, the relevant commission of the House of Representatives (DPR RI) reported that the very extensive territory combined with a limited number of supervision posts constitutes the main structural obstacle to immigration supervision at the border, with a number of points even lacking a counterpart post on the Malaysian side (E-Media DPR RI, 2026).

A similar pattern occurs in North Kalimantan. In late October 2025, a joint team from KP2MI, BP3MI North Kalimantan, the Indonesian National Armed Forces (TNI), and the Indonesian National Police (Polri) thwarted the departure of 155 prospective nonprocedural PMI by sea through Tunon Taka Port, Nunukan, most of whom were to be employed in Malaysia's palm oil plantation sector without official documents (KP2MI, 2025b). In mid-

Received: February 28, 2026

Revised: April 2, 2026

Accepted: June 28, 2026

Published: August 31, 2026

Curr. Ver.: August 31, 2026



Copyright: © 2026 by the authors. Submitted for possible open access publication under the terms and conditions of the Creative Commons Attribution (CC BY SA) license (<https://creativecommons.org/licenses/by-sa/4.0/>)

2026, 46 PMI were deported from Malaysia through the same port, with the majority of cases caused by illegal entry into Malaysian territory (Benuanta, 2026). Meanwhile, in mid-2025, 65 PMI with problematic status were repatriated through PLBN Entikong in West Kalimantan owing to immigration document violations (KP2MI, 2025c).

This series of data points to a recurring symptom across two different provinces. PLBNs have been built and strengthened as frontline representations of state sovereignty, yet unofficial routes continue to be exploited extensively by labor-smuggling networks. The research problem of this study is therefore directed at the extent to which PLBNs in Kalimantan effectively perform their function of supervising illegal PMI mobility, as well as the structural, technical, and social challenges and obstacles that constrain that effectiveness along the Indonesia-Malaysia border.

This study aims to analyze the effectiveness of the PLBN's role in supervising illegal PMI mobility in the Kalimantan border region, while also identifying the challenges and obstacles faced by supervisory personnel, whether in terms of regulation, resources, geographic conditions, or the social characteristics of border communities. Academically, this research is expected to enrich the study of border governance and labor migration, given that comparative studies of PLBN effectiveness across Kalimantan's border segments remain rare. Practically, this research is expected to provide input for BP3MI, the Directorate General of Immigration, the TNI, Polri, and local governments in formulating supervisory strategies that are more responsive to the continually evolving patterns of nonprocedural mobility along the Kalimantan border.

2. Literature Review

The gap between the institutional design of border supervision and the realities of field implementation aligns with the Coordinated Border Management (CBM) framework and securitization theory, both of which hold that effective border management requires integration among personnel readiness, surveillance technology, and cross-border diplomatic cooperation, rather than merely strengthening checkpoints physically (Utomo, 2025). The mismatch between the bilateral Border Crossing Agreement and its technical implementation in the field further reveals a regulatory disharmony, which constitutes one of the root causes of PLBN supervision problems along Indonesia's land border (Siahaan et al., 2026).

Prior research has extensively examined the role of the PLBN from the perspective of international relations and sovereignty enforcement. One study highlights the role of PLBN Motamasin in addressing illegal immigrants at the RI-RDTL border, emphasizing the PLBN's function as an administrative coordinator and facilitator (Gunu Gokok et al., 2023). Another study discusses state responsibility toward illegal immigrants from the perspective of immigration law (Unmehopa et al., 2023). However, research that specifically positions the PLBN in Kalimantan as the primary unit of analysis, comparing the land-border segment in West Kalimantan with the combined land-sea segment in North Kalimantan simultaneously, remains very limited. Most studies instead focus on the MoU framework for post-placement PMI protection (Arsya et al., 2024), or on immigration inspection from the perspective of borderscapes and biopolitics solely at formal checkpoints (Arianto et al., 2022). The novelty of this study lies in its effort to map PLBN effectiveness across Kalimantan's border segments while linking it to empirical data on nonprocedural mobility through land, sea, and unofficial routes, thereby allowing the points of supervisory failure that have thus far been overlooked by predominantly partial studies to be identified more comprehensively.

This study's theoretical foundation draws on the concepts of Coordinated Border Management and securitization theory. Both emphasize that effective border management requires integration among personnel preparedness, cross-institutional collaboration, and sustainable development in border areas (Utomo, 2025). This study also refers to the concept of the state's role and transnational crime, as used in studies on the PLBN's function as a representation of sovereignty in border regions (Gunu Gokok et al., 2023). The borderscapes perspective is likewise applied, since it views immigration inspection not merely as an administrative procedure but also as a geopolitical and biopolitical arena that shapes the relationship between the state and its cross-border mobile citizens (Arianto et al., 2022). These three frameworks complement one another in dissecting the effectiveness of PLBN supervision from institutional, legal, and field-practice perspectives.

3. Methods

This study employs a descriptive qualitative approach to reveal in depth how the Border Crossing Post (PLBN) carries out its function of supervising the mobility of illegal Indonesian Migrant Workers (PMI). This approach was chosen because the research seeks to understand the meaning, process, and context behind border-supervision practices, rather than merely measuring variables numerically (Sugiyono, 2022).

The research was conducted in two segments of the Kalimantan border that directly adjoin Malaysia: PLBN Entikong and PLBN Badau in West Kalimantan, and PLBN Sei Pancang and the Nunukan area, including Sebatik and Krayan, in North Kalimantan. These two segments were selected based on their differing geographic characteristics, namely forested land in West Kalimantan and a combined land-sea setting in North Kalimantan, allowing for a comparison of supervisory patterns across regions.

Informants were determined purposively, comprising PLBN officers, local Immigration Office officials, staff of the Indonesian Migrant Worker Protection Service Center (BP3MI), personnel of the TNI's Border Security Task Force (Satgas Pamantas), police, and community leaders in the border area who understand patterns of resident mobility through both official and unofficial routes. The number of informants was determined based on the principle of data saturation, such that interviews were stopped once the information obtained began to repeat and no longer produced new findings.

Data collection was carried out through three techniques. In-depth interviews were used to explore perceptions, experiences, and technical constraints in the implementation of supervision. Direct observation was conducted around the PLBN and points along unofficial routes to observe the supervisory practices actually occurring in the field. Documentation study covered data on thwarted nonprocedural departures, deportation data, reports from relevant agencies, and regulations governing PLBN authority.

The collected data were analyzed using an interactive model consisting of data reduction, data display, and conclusion drawing, carried out simultaneously and repeatedly throughout the research process (Sugiyono, 2022). Data validity was maintained through source triangulation, by comparing information from official and community informants, and technique triangulation, by comparing interview results against observation findings and official agency documentation.

4. Results

Interview data from ten informants show that PLBN supervision runs fairly effectively along official routes. The service coordinator of PLBN Entikong, INF-01, confirmed that every traveler arriving through a formal checkpoint undergoes a series of identity checks, document checks, and a brief interview, so that inconsistencies between documents, travel purpose, and the traveler's answers can be detected at an early stage. An immigration inspection officer, INF-02, added that risk indicators, such as unfamiliarity with one's own travel plan, uniform answers among members of a small group, or the absence of a clear employer contact, form the basis for officers to conduct further inquiry together with related agencies. The strength of the PLBN indeed lies in its ability to bring together immigration, security, and area-management functions within a single service point (Gunu Gokok et al., 2023). Nevertheless, this effectiveness is spatial and does not automatically apply across the entire border line. Field observation at PLBN Entikong recorded that areas outside the official corridor cannot all be monitored from the PLBN complex, and information about unofficial routes depends heavily on patrols, community reports, and coordination with other security forces. A formal checkpoint is essentially only a single node within a far larger network of cross-border mobility (Arianto et al., 2022).

This pattern is closely related to the adaptive capacity of recruitment networks, a theme that emerged among nine of the ten informants and thus stands as one of the most dominant findings of this study. A member of the TNI's Border Security Task Force in Badau, INF-03, explained that once one crossing point is tightly guarded, the movement of prospective PMI can shift to another point within a short time. Departure times are also deliberately changed, for instance to nighttime, dawn, or periods of bad weather, so as not to be easily predicted by officers. The Nunukan Immigration Officer, INF-07, added that if a recruitment network remains active, prospective PMI rejected at one point can be redirected to a small port or the Sebatik route. Preventing nonprocedural departures through formal immigration supervision does tend to be effective in preventing an incident at that particular moment, but it does not necessarily break the recruitment cycle that has already begun in the area of origin (Martin & Runturambi, 2024). The immigration inspection officer, INF-02, further described how recruitment networks separate prospective PMI so they do not appear as a group, coach them on answers before reaching the checkpoint, and even use the official route up to a certain point before switching to an unofficial one. The success of thwarting a departure should therefore not be measured solely by the number of people turned back, but also by the extent to which the recruiters behind them can be followed up. An officer of BP3MI North

Kalimantan, INF-08, stated that repeated deportations indicate that the deterrence message has not fully changed residents' migration decisions. This movement pattern is inseparable from geographic obstacles and operational capacity, a theme that emerged among all ten informants, making it the most consistent finding of this study. In the land segment of West Kalimantan, a Satgas Pamantas member, INF-03, emphasized that plantation trails, forest paths, and small roads known to local residents are difficult to monitor continuously given the available number of personnel, so patrols must adopt a risk- and information-based approach. Observation in the Badau land corridor recorded that weather and road conditions affect the frequency and reach of patrols, while communication equipment becomes crucial when personnel operate far from the post. In the sea segment of North Kalimantan, the service coordinator of the maritime PLBN Sei Pancang, INF-06, explained that movement points at sea are far more fluid than on land, because small boats can depart from many locations that are not always major ports. A route that is busy today may shift the next day depending on weather and tides. This contrast in spatial characteristics between West and North Kalimantan is also reflected in official secondary data. The West Kalimantan border stretches nearly 900 kilometers with a limited number of supervision posts, in some places even without a counterpart post on the Malaysian side, while overland travel to a number of border points can take up to 14 hours amid minimal internet access and supporting facilities (E-Media DPR RI, 2026). This condition reinforces the conclusion that a uniform supervisory strategy across regions risks being misdirected, since the effectiveness of a border crossing post is strongly influenced by terrain characteristics and local community mobility patterns (Gunu Gokok et al., 2023).

Beyond geographic obstacles, eight of the ten informants also highlighted problems of interagency coordination and data fragmentation. The service coordinator of PLBN Entikong, INF-01, stated that operational coordination among agencies runs well, particularly when there is a specific case or piece of information, but data exchange does not always occur in real time and data formats still differ between agencies. An officer of BP3MI West Kalimantan, INF-05, highlighted a similar issue from the standpoint of PMI protection, namely the need for a referral system that records comprehensive assessment results rather than merely the basic identity of prospective PMI who are intercepted. This condition aligns with the principle of Coordinated Border Management, which emphasizes that effective border management requires integration among personnel readiness, surveillance technology, and cross-agency data exchange, rather than merely strengthening posts physically (Utomo, 2025). Regulatory disharmony further compounds this coordination problem. The mismatch between bilateral cross-border regulations and technical implementation in the field is one of the root causes of PLBN supervision problems, including in the division of authority among agencies (Siahaan et al., 2026). A police investigator in Nunukan, INF-09, added that recruitment networks exploit jurisdictional differences and the large number of transit points to avoid legal evidence-gathering. Data fragmentation is therefore not merely a technical and administrative problem but also opens a gap for the continuity of cross-border criminal networks.

Behind these structural obstacles, seven of the ten informants, particularly those from the community and BP3MI, pointed to economic factors and social relations that drive nonprocedural mobility. A community leader in Badau, INF-04, explained that residents regard the official process as slower, requiring costs, and not always well understood, so that offers from brokers promising a quick path are more easily trusted, especially when a neighbor has previously succeeded in departing through that route. A coastal community leader in Sebatik, INF-10, added that as long as the wage and employment gap between the border region and Malaysia persists, illegal routes will continue to have a market, so supervision needs to be accompanied by expanded local employment access and training. Nonprocedural migration decisions are commonly shaped by a combination of external factors, such as household economic conditions, wage differences, kinship culture, and social migration networks, alongside the internal factor of weak institutional coordination (Leda et al., 2025). Cross-border kinship ties also color community perceptions of the terms official and unofficial routes. The Badau community leader noted that for some residents, crossing the border is nothing new, since they have family, farmland, and trade on both sides of the border, so that the government views it through the lens of state regulation while residents view it through long-standing custom. This condition calls for a supervisory approach that is sensitive to the border area's social and cultural context, so that legitimate traditional mobility is not simply equated with recruitment networks that exploit prospective migrant workers.

The social and economic relations that drive nonprocedural mobility ultimately confront obstacles in law enforcement against recruitment networks, a theme that emerged among six of the ten informants but carries major implications for the persistence of the problem. A Nunukan police investigator, INF-09, explained that prospective PMI generally

only know a low-level intermediary or a phone contact, while payments are made in installments with transaction evidence that is not always clear, making it difficult to identify the main actors behind recruitment networks. He added that not all cases of nonprocedural PMI automatically meet the elements of human trafficking, but indicators such as fraud, debt bondage, and abuse of a vulnerable position can point in that direction, so that assessment must be conducted carefully and not stop merely at whether travel documents exist. Limited resources, geographic challenges, and less-than-optimal cross-country cooperation are indeed the main obstacles to law enforcement in border regions (Putri et al., 2025). An officer of BP3MI North Kalimantan, INF-08, stated that the success of large-scale interception operations, such as the prevention of 155 prospective PMI in Nunukan, reveals two sides at once. Joint operations can work effectively when clear information and targets are available, but at the same time reveal the substantial capacity of recruitment networks to gather prospective workers from various areas of origin. Of the 155 prospective PMI intercepted, the composition consisted of 81 adult men, 56 adult women, 11 boys, and 7 girls, all of whom were to be sent to Malaysia's palm oil plantation sector without official documents (KP2MI, 2025b).

Secondary data compiled from official documentation reinforce the pattern that emerged from the interviews and observations. The government recorded at least 70 unofficial paths in West Kalimantan leading directly into Malaysian territory (KP2MI, 2025a), a figure that an officer of BP3MI West Kalimantan, INF-05, interpreted as evidence that supervision cannot be centered solely on the PLBN, since mobility can shift to many other points even if inspection at the official gate runs flawlessly. On the North Kalimantan side, deportation data likewise depict a recurring pattern of violation. A total of 46 PMI were deported from Malaysia through Tunon Taka Port in mid-2026, comprising 35 individuals due to illegal entry into Malaysia, nine due to overstaying, one related to a narcotics case, and one due to a general criminal offense (Benuanta, 2026). A similar pattern occurred in West Kalimantan, where 65 PMI with problematic status were repatriated through PLBN Entikong owing to immigration document violations, consisting of 48 men and 17 women, most of whom originated from West Kalimantan itself.

Table 1. Analysis of Challenges and Obstacles to PLBN Supervision

No	Aspect	Challenge/Obstacle	Impact on Supervision
1	Land geography	Extensive territory with forests, plantation roads, and traditional community paths.	Not all points can be monitored routinely, creating supervisory gaps.
2	Coastal/maritime geography	Long coastline with many small mooring points, influenced by weather and tides.	Sea movement is difficult to predict, hindering consistent patrols.
3	Human resources	Personnel numbers are not proportional to the territory's size and the number of travelers.	Inspections and patrols can only focus on priority points.
4	Facilities and communication	Limited communication equipment and network coverage in remote areas.	Coordination and response to field findings become slow.
5	Data and technology	Risk data, case histories, and recruiter information are not yet integrated.	Identifying violation patterns and early prevention are not yet optimal.
6	Institutional coordination	Routine information exchange between agencies is not yet consistent.	Handling tends to be reactive, not fully prevention-based.
7	Regulation and authority	Differences in rules and the division of authority among agencies are not yet entirely clear.	Creates procedural gaps exploited by recruitment networks.
8	Perpetrators' modus operandi	Recruiters continually change routes, timing, and methods of departure.	Tightening one route does not stop nonprocedural mobility.

No	Aspect	Challenge/Obstacle	Impact on Supervision
9	Community socioeconomics	Economic pressure and cross-border relations encourage the use of illegal routes.	Communities remain vulnerable to brokers' persuasion.
10	Law enforcement against recruiters	Difficult to expose main actors due to limited evidence and information.	Arresting field operatives has not broken up larger networks.
11	Community trust	Residents are reluctant to report due to concern over surrounding social relations.	Early information from the community is not yet fully utilized.
12	Post-interception handling	An integrated system from prevention through reintegration is not yet available.	Risk of repeated departure among prospective PMI remains high.

The dominance of illegal entry as a cause of deportation confirms the finding of the Nunukan Immigration Officer, INF-07, that rejecting a departure at a checkpoint prevents the incident at that particular moment but does not necessarily prevent a subsequent attempt through a different route or timing. Triangulation among interview data, field observation, and official documentation on this proposition shows a high level of consistency. It can be concluded that the effectiveness of the PLBN in supervising illegal PMI mobility is strong along official routes but spatially limited, consistent with the importance of a layered approach combining supervision at formal checkpoints, area patrols, and cross-country cooperation (Utomo, 2025). Table 1 above summarizes the twelve aspects of challenges and obstacles to PLBN supervision identified through the triangulation of interviews, observation, and secondary data.

The table shows that these twelve aspects of challenges and obstacles do not stand alone but are closely interwoven. Geographic obstacles in the first and second aspects underlie the limitations of human resources and communication facilities in the third and fourth aspects, since the vast extent of land and sea territory demands a far greater number of personnel and communication tools than are currently available. This limited operational capacity then combines with data fragmentation and coordination that remains reactive in the fifth and sixth aspects, so that information on nonprocedural mobility patterns is often gathered only after an incident has occurred, rather than serving as an early warning. Regulatory and authority disharmony in the seventh aspect widens this gap legally, while the adaptive capacity of recruitment networks in the eighth aspect shows that any strengthening of supervision at one point tends to be met with a shift in route or *modus operandi*, rather than an overall decline in demand.

On the upstream side of the problem, economic pressure and cross-border kinship ties in the ninth aspect explain why the market for nonprocedural routes persists even though its risks are known to part of the community. Low community trust in reporting, the eleventh aspect, means that early information from border communities has not been optimally utilized. On the downstream side, the difficulty of gathering evidence against main recruiters in the tenth aspect and the lack of integrated case management after interception in the twelfth aspect explain why high numbers of thwarted departures and deportations have not been followed by a decline in repeated departures. Overall, these findings confirm that the PLBN effectively performs its supervisory function along official routes, but that effectiveness is spatial and easily circumvented through shifts in route, timing, and *modus operandi* by recruitment networks. Strengthening this function therefore needs to proceed in layers, from formal checkpoints and area patrols to interagency data integration, law enforcement against recruiters, and the social and economic empowerment of border communities.

5. Conclusion

This study concludes that the Border Crossing Post (PLBN) in the Kalimantan border region effectively performs its supervisory function along official routes, as shown by its ability to detect inconsistencies in documents, travel purpose, and risk indicators among travelers passing through formal checkpoints. However, this effectiveness is spatial and confined to the official corridor, allowing recruitment networks to adapt easily by shifting routes, timing, and methods of departure to unofficial routes on both land and sea. This condition is compounded by geographic obstacles in the form of vast forested areas and coastlines, limited human resources and communication facilities, interagency data fragmentation that renders coordination largely reactive, regulatory and authority disharmony, economic pressure and cross-border kinship ties that push communities toward nonprocedural routes, low community trust in reporting, and the difficulty of law enforcement in reaching the main actors behind recruitment networks, as reflected in data

showing more than 70 unofficial paths in West Kalimantan and a recurring pattern of deportation in North Kalimantan. Based on these findings, it is recommended that BP3MI, the Directorate General of Immigration, the TNI, Polri, and local governments jointly develop a risk map and an integrated interagency data-exchange protocol, including with Malaysian counterparts; apply a uniform risk profile across all checkpoints; strengthen intelligence- and community information-based patrols with guaranteed protection for informants' identities; establish cross-regional case management covering prevention through reintegration of prospective PMI; pursue recruitment networks up to their main actors through digital evidence and financial-flow tracing; and provide accessible, safe migration pathways accompanied by expanded economic access and job training in border areas, so that supervisory strategy is oriented not merely toward the number of interceptions but toward reducing repeat departures and sustainably dismantling recruitment networks.

This study is subject to several limitations. As a descriptive qualitative case study relying on purposive sampling of ten informants across four PLBNs in two Kalimantan border segments (Entikong, Badau, Sei Pancang, and Nunukan), the findings reflect the perceptions and experiences of the specific informants and locations studied and may not be statistically generalizable to other segments of the Indonesia-Malaysia border or to other national borders with different geographic, institutional, or socioeconomic characteristics. Reliance on interview accounts, field observation, and documentary data collected within the study period also means that the depiction of recruitment networks and enforcement gaps, phenomena that are inherently clandestine and evolving, may not capture more recent shifts in routes, timing, or modus operandi. Future research employing longitudinal or mixed-methods designs across a broader range of border segments would help verify the extent to which these findings and the proposed layered supervisory strategy generalize beyond the cases examined here.

REFERENCES

- Arianto, A., Septiyanto, D., Hidayat, F., & Kamil, F. (2022). Pemeriksaan keimigrasian di perbatasan darat Indonesia dari perspektif borderscapes, geopolitik, dan biopolitik. *Jurnal Kajian Strategik Ketahanan Nasional*, 5(2). <https://doi.org/10.7454/jkskn.v5i2.10065>
- Arsya, S., Harza, Z., & Jamilah, M. (2024). Perlindungan Pekerja Migran Indonesia di Malaysia pasca Memorandum of Understanding (MoU) tahun 2022 dalam kerangka keamanan manusia. *PALITO (Politics, Humanities, Laws, International Relations and Social)*, 3(2), 234–235.
- Benuanta. (2026, July 27). 46 PMI non prosedural dideportasi dari Malaysia. Benuanta.co.id. <https://benuanta.co.id/nunukan/205494/46-pmi-non-prosedural-dideportasi-dari-malaysia/>
- E-Media DPR RI. (2026, April 10). Pengawasan keimigrasian perbatasan di Kalimantan Barat masih lemah. <https://emedia.dpr.go.id/news/2026/04/10/pengawasan-keimigrasian-perbatasan-di-kalimantan-barat-masih-lemah>
- Gokok, M. V. G., Nurgiyanti, T., Amini, D. S., & Subandi, Y. (2023). Peran Pos Lintas Batas Negara Motamasin dalam mengatasi imigran ilegal di wilayah perbatasan RI-RDTL. *SOSMANIORA: Jurnal Ilmu Sosial dan Humaniora*, 2(1), 54–59. <https://doi.org/10.55123/sosmaniora.v2i1.1695>
- Kementerian Pelindungan Pekerja Migran Indonesia. (2025a, June 20). 70 jalur tikus di Kalbar tembus Malaysia: KemenP2MI dan Forkopimda satukan langkah pencegahan. <https://kp2mi.go.id/berita-detail/70-jalur-tikus-di-kalbar-tembus-malaysia-kemenp2mi-dan-forkopimda-satukan-langkah-pencegahan>
- Kementerian Pelindungan Pekerja Migran Indonesia. (2025b, November 2). Berangkat ilegal melalui jalur laut, KemenP2MI selamatkan 155 calon Pekerja Migran Indonesia di Nunukan. <https://kp2mi.go.id/berita-detail/berangkat-ilegal-melalui-jalur-laut-kemenp2mi-selamatkan-155-calon-pekerja-migran-indonesia-di-nunukan>
- Kementerian Pelindungan Pekerja Migran Indonesia. (2025c, June 11). 65 Pekerja Migran Indonesia bermasalah dideportasi dari Malaysia melalui PLBN Entikong. <https://kp2mi.go.id/berita-detail/65-pekerja-migran-indonesia-bermasalah-dideportasi-dari-malaysia-melalui-plbn-entikong>
- Leda, H. A., Hayon, D. R., & Meze, R. A. (2025). Faktor-faktor yang memengaruhi implementasi kebijakan pelindungan Pekerja Migran Indonesia dalam mencegah migrasi nonprosedural di Kabupaten Ende. *SOSMANIORA: Jurnal Ilmu Sosial dan Humaniora*, 4(4). <https://doi.org/10.55123/sosmaniora.v4i4.6524>
- Martin, Y., & Runturambi, A. J. S. (2024). Upaya pencegahan Pekerja Migran Indonesia (PMI) nonprosedural sebagai bagian perdagangan orang melalui pengawasan keimigrasian. *Syntax Literate: Jurnal Ilmiah Indonesia*, 9(5).

- Putri, K. D., Abrilianno, I., & Nugroho, K. C. (2025). Analisis kejahatan perdagangan manusia di jalur imigrasi dan tantangan penegakan hukum di wilayah perbatasan. *Journal of Law and Border Protection*, 7(2), 55–72. <https://doi.org/10.52617/jlbp.v7i2.337>
- Siahaan, M. E., Saragih, J., & Malau, Y. T. I. (2026). Pengelolaan Pos Lintas Batas Negara (PLBN) di wilayah perbatasan darat Indonesia: Analisis hukum internasional dan harmonisasi regulasi. *Birokrasi: Jurnal Ilmu Hukum dan Tata Negara*, 4(2).
- Sugiyono. (2022). *Metode penelitian kuantitatif, kualitatif, dan R&D*. Alfabeta.
- Unmehopa, C. K., Rehatta, V. J. B., & Leatemia, W. (2023). Tanggung jawab negara Indonesia terhadap imigran ilegal: Kajian hukum keimigrasian. *TATOHI: Jurnal Ilmu Hukum*, 3(10).
- Utomo, Y. (2025). Kebijakan publik dan pertahanan nasional dalam pengelolaan wilayah perbatasan: Analisis strategi keamanan nasional. *Inovasi Pembangunan: Jurnal Kelitbangan*, 13(2). <https://doi.org/10.35450/jip.v13i02.1059>