

2. RECORD OF PUBLIC CONSULTATION FOR F/S ROADS

Types and Document discussed in Public Consultation

Public Consultation	Types of Meeting	Documents discussed	Regulations or Guidelines
1	General Meeting	Draft of AMDAL TOR	Indonesia AMDAL Regulation, JICA Guidelines
2	AMDAL Appraisal Technical Team Meeting	AMDAL TOR	Indonesia AMDAL Regulation
3	Stakeholder Meeting	Project Interim Report	JICA Guidelines
4	AMDAL Committee/ Appraisal Technical Team Meeting	Draft of ANDAL, RKL and RPL	Indonesia AMDAL Regulation, JICA Guidelines

Public Consultation Implementation

Public Consultation	Schedule	No. of Participants	Participants	Location
Trans Sulawesi Mamminasa Rod				
1	April 2-9, 2007	59+59+51+36+44= 249 participants	Community, representatives of related villages, related institutions	Barombong, Polut, Biringkanaya, Rappocini, Mandai sub district offices
2	May 8, 2007	51 participants	Technical Team and Committee members	Bapedalda Office
3	June 7, 2007	68 participants	Related institutions and community	Imperial Arya Duta hotel Makassar
4	20 Agustus 2007	51 participants	Technical Team and Committee members	Bapedalda Office
Mamminasa Bypass, Hertasning, Abd. Daeng Sirua Road				
1	May 26 - June 7 2007	50+50+50+50+45= 245 participants	Community, representatives of related villages, related institutions	Head of Galut, Pallangga, Pattallasang, Panakukang, Mandai sub district offices
2	September 3, 2007	45 participants	Technical Team and Committee members	Bapedalda office
3	September 11, 2007	112 participants	Related institutions and community	Clarion Hotel Makassar
4	November 27 th , 2007	50 participants	Technical Team and Committee members	Bapedalda office

Public Consultation Meeting (1a) for Trans-Sulawesi Road		
Date:	Monday, April 2, 2007	
Venue:	Barombong Sub-district office (Gowa District South Sulawesi Province)	
Participants:	59 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	6 persons
	Municipal/District Government	3 persons
	Local Community representatives	45 persons (including 3 persons from NGOs)
	Others	1 person (JICA) 4 persons (Local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Head of Barombong Sub-District 2. Head of Bapedalda South Sulawesi Province (Ir. H. Tan Malaka Guntur MSi)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. Transparency in land acquisition process is required. 2. The project is welcome as it will bring development in this area. 3. Quality control of the construction works is important. We saw many roads got broken just after completion of construction, because the contractor did not fulfill the standard. 4. Consideration for people who will lose their farm land is required. 5. Consideration for high capacity drainage is required. 		

Public Consultation Meeting (1b) for Trans-Sulawesi Road		
Date:	Tuesday, April 3, 2007	
Venue:	Polombangkeng Utara Sub-district office (Takalar District South Sulawesi Province)	
Participants:	59 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	7
	Municipal/District Government	1 person
	Local Community/ representatives	45 persons (including 3 persons from NGOs)
	Others	1 person (JICA), 5 persons (local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Second Assistant of Takalar District 2. Head of Bapedalda South Sulawesi Province (Ir. H. Tan Malaka Guntur MSi)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. Setting of Poles and sign to mark the areas to be affected by the project are required to have people understand not to construct new building in the target areas. 2. Because the existing road does not match current traffic volume, the project is welcome. 3. Consideration for compensation for PAP is required. 		

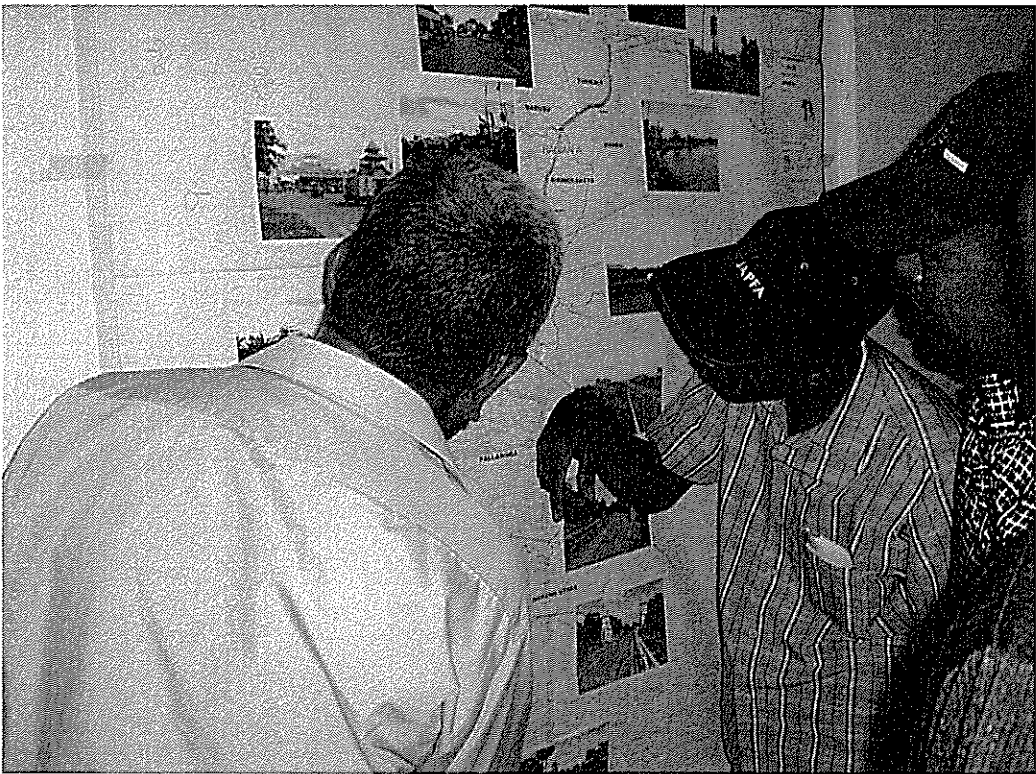
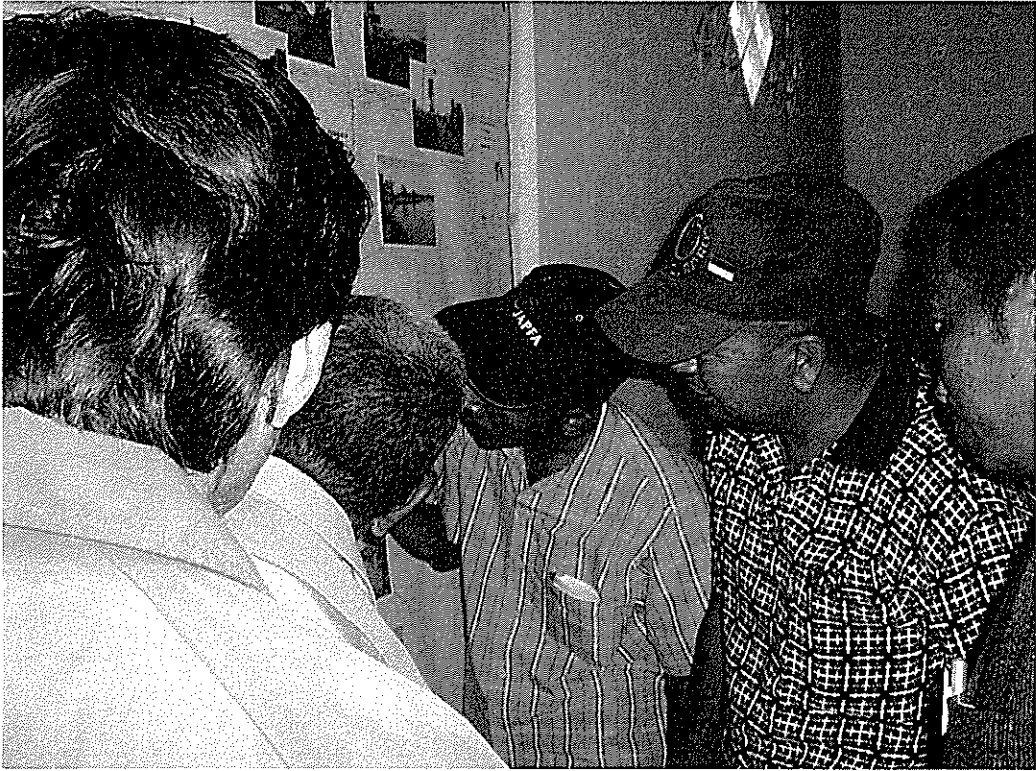
Public Consultation Meeting (1c) for Trans-Sulawesi Road		
Date:	Wednesday, April 4, 2007	
Venue:	Biringkanaya Sub-district office (Makassar Municipality South Sulawesi Province)	
Participants:	51 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	3 persons
	Municipal/District Government	2 persons
	Local Community representatives	42 persons (including 4 persons from NGOs)
	Others	1 person (JICA) 3 persons (Local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Head of Biringkanaya Sub-District 2. Head of Bapedalda South Sulawesi Province (Ir. H. Tan Malaka Guntur MSi)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. The project is welcome. 2. Consideration for drainage facility is required, because places in front of KOPSAU, Wisma Dirgantara and Old Asrama Haji have suffered from flood up to knee for two and half years and drainage along Sutami road does not have sufficient capacity. 3. Not well functioning drainage might affect on public health situation. 4. Education about regulations and rules on land acquisition is necessary to avoid trouble in land acquisition process. 5. Consideration for PAP is required. 6. Pedestrian overpasses are required to have people cross the road easily. 		

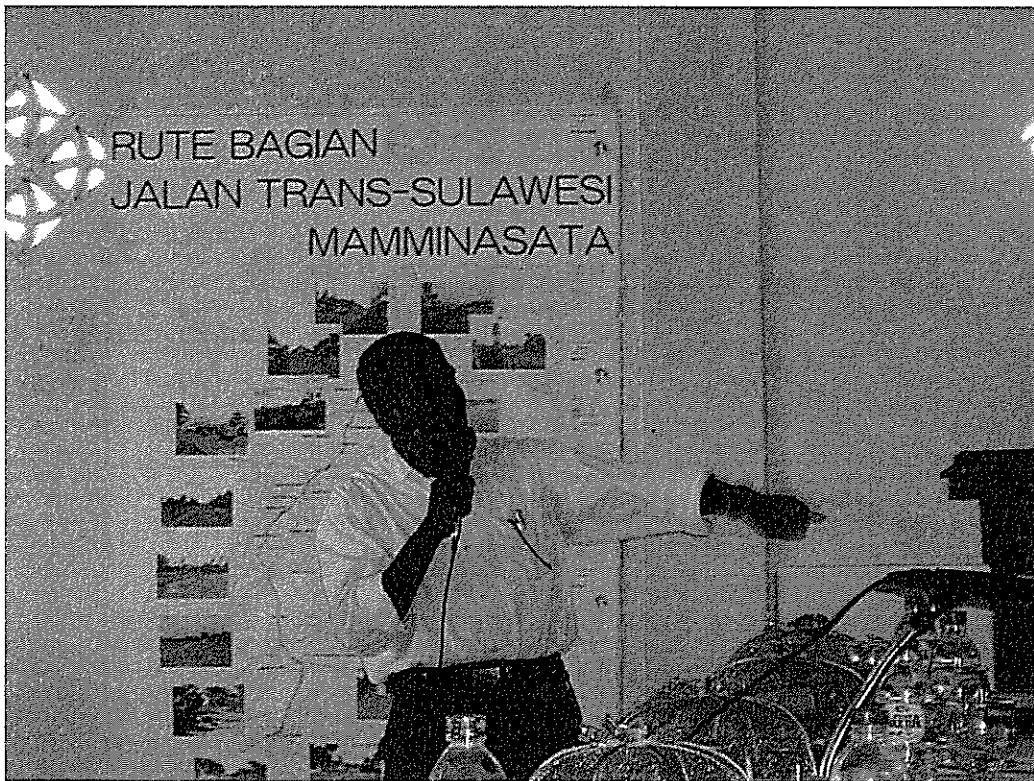
Public Consultation Meeting (1d) for Trans-Sulawesi Road		
Date:	Thursday, April 5, 2007	
Venue:	Rappocini Sub-district office (Makassar Municipality South Sulawesi Province)	
Participants:	36 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	5 persons
	Municipal/District Government	2 persons
	Local Community representatives	25 persons (including 4 persons from NGOs)
	Others	1 person (JICA) 3 persons (Local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Head of Rappocini Sub-District 2. Head of Bapedalda South Sulawesi Province (Ir. H. Tan Malaka Guntur MSi)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. Fair and appropriate compensation is required. 2. Is any drainage system planned for Panakkukang which is flooded regularly? 3. Consideration for appropriate drainage facility is required. There are also concerns about flood caused by newly constructed road. 4. Will Sutami road become a national road? 5. Poles to show the areas to be affected by the project are required to have people understand not to construct new building in the target areas. 		

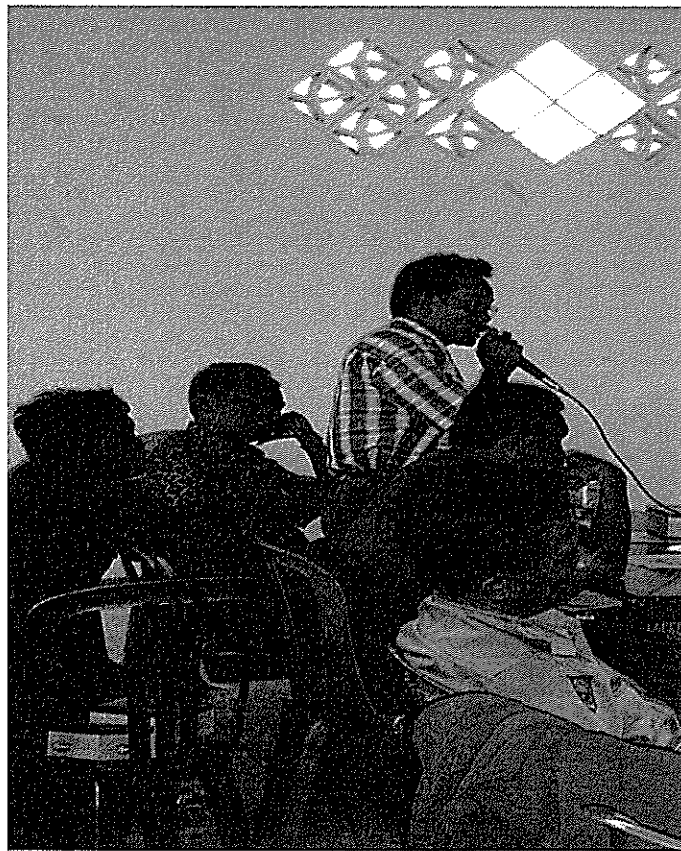
Public Consultation Meeting (1e) for Trans-Sulawesi Road		
Date:	Monday, April 9, 2007	
Venue:	Mandai Sub-district office (Maros Municipality South Sulawesi Province)	
Participants:	44 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	5 persons
	Municipal/District Government	3 persons
	Local Community representatives	32 persons (including 4 persons from NGOs)
	Others	1 person (JICA) 3 persons (Local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Head of Mandai Sub-District	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. The project is welcome. 2. Transparency is strongly required especially in land acquisition process. Because these community had bad experience that paid amount for PAP was much lower than the stated amount. 3. Information disclosure on the project should be done with explanation that is easy to understand for community people. 4. Poles to show the areas to be affected by the project are required to have people understand not to construct new building in the target areas. 5. Drainage channel is required to protect our paddy field from flood. 		

Public Consultation Meeting Barombong



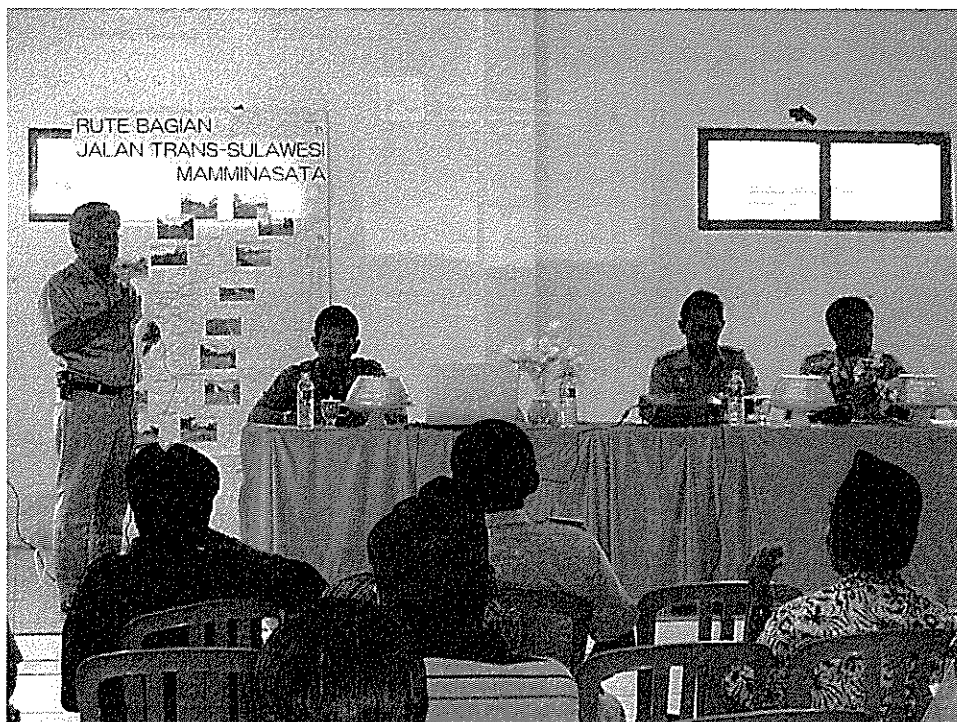


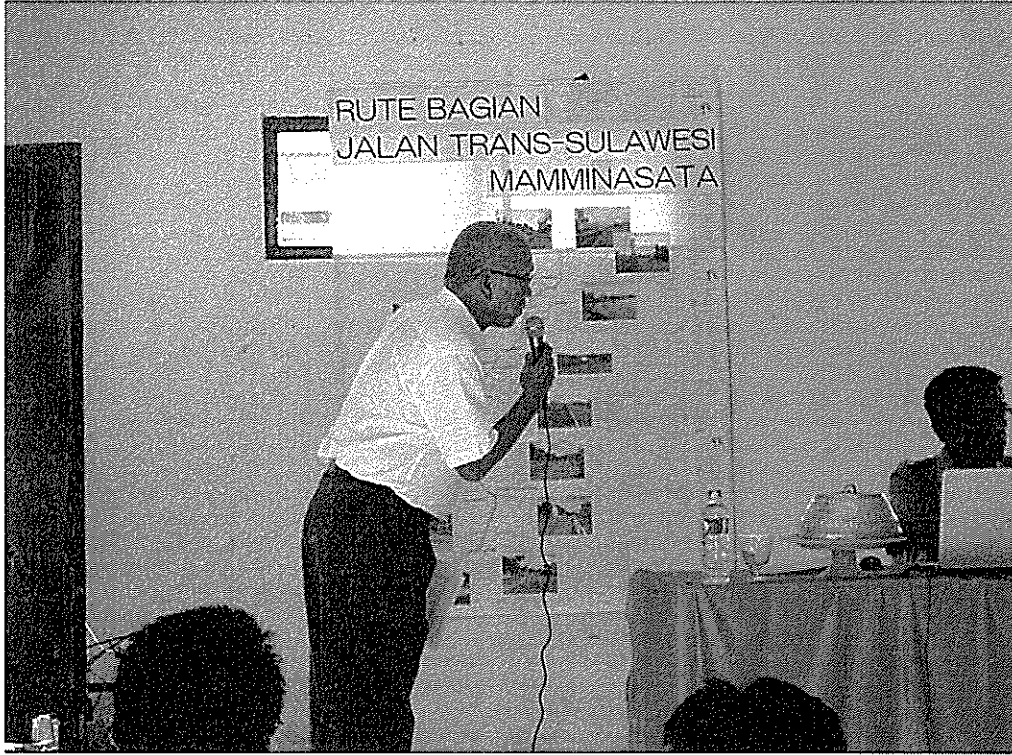


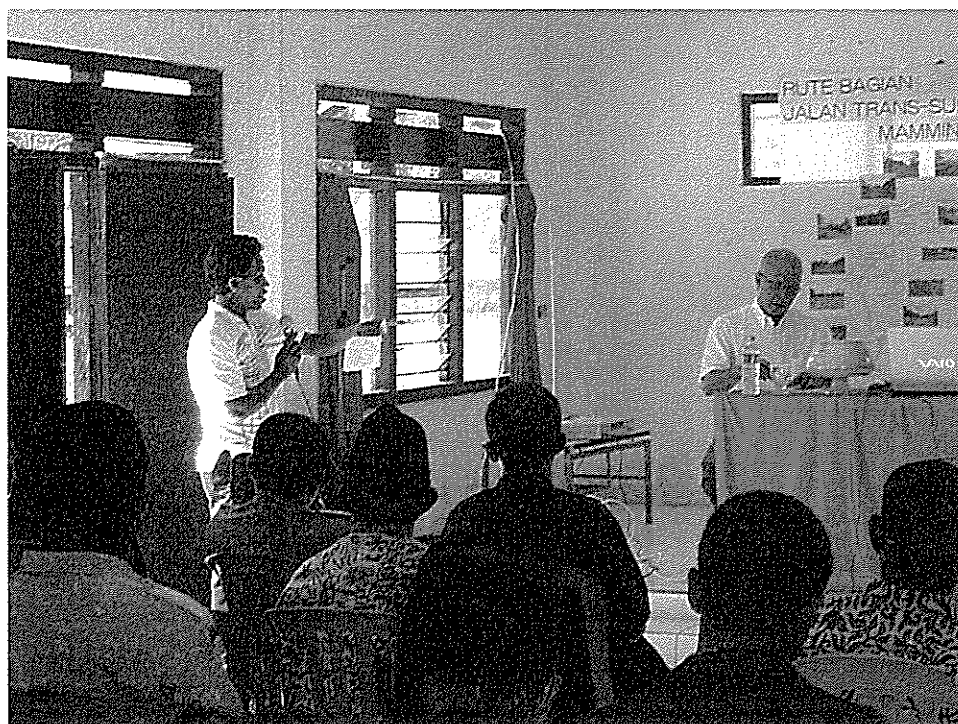
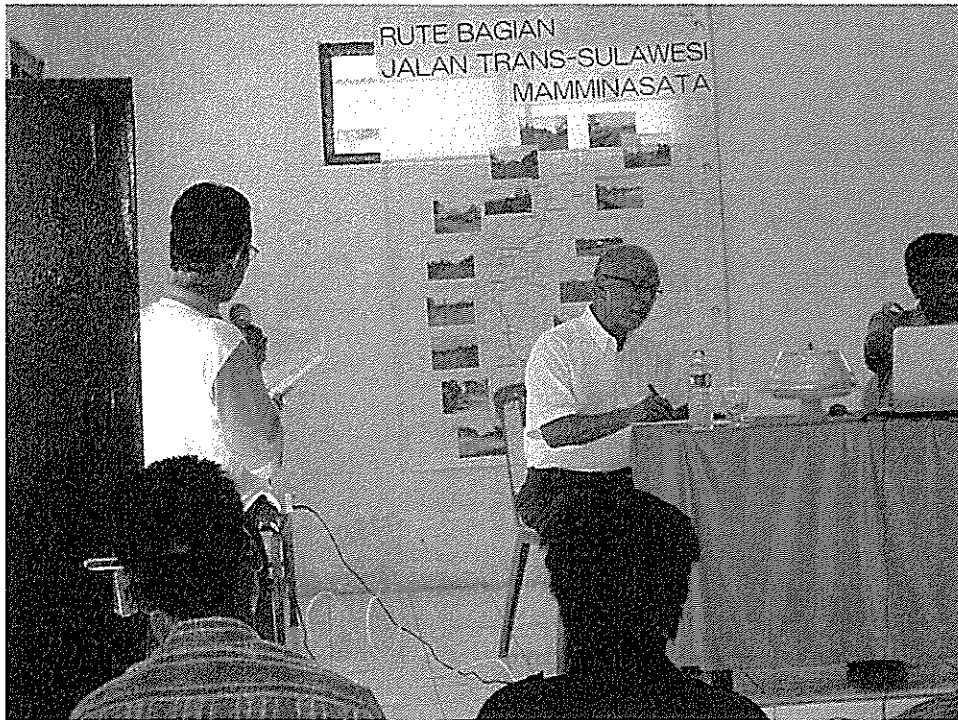




Public Consultation Meeting Polongbangkeng Utara

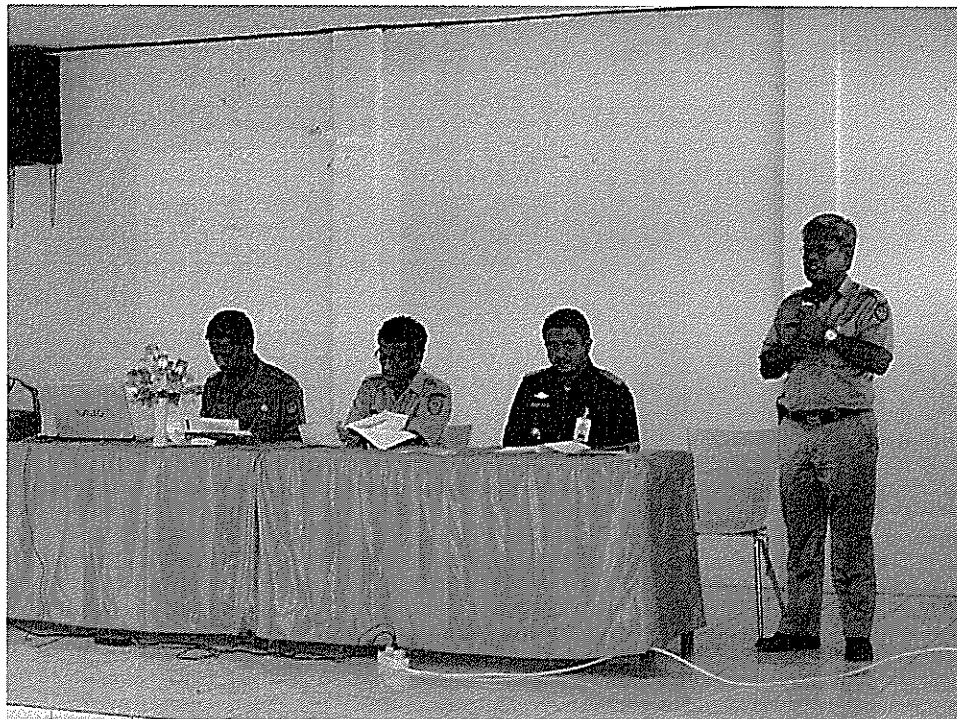


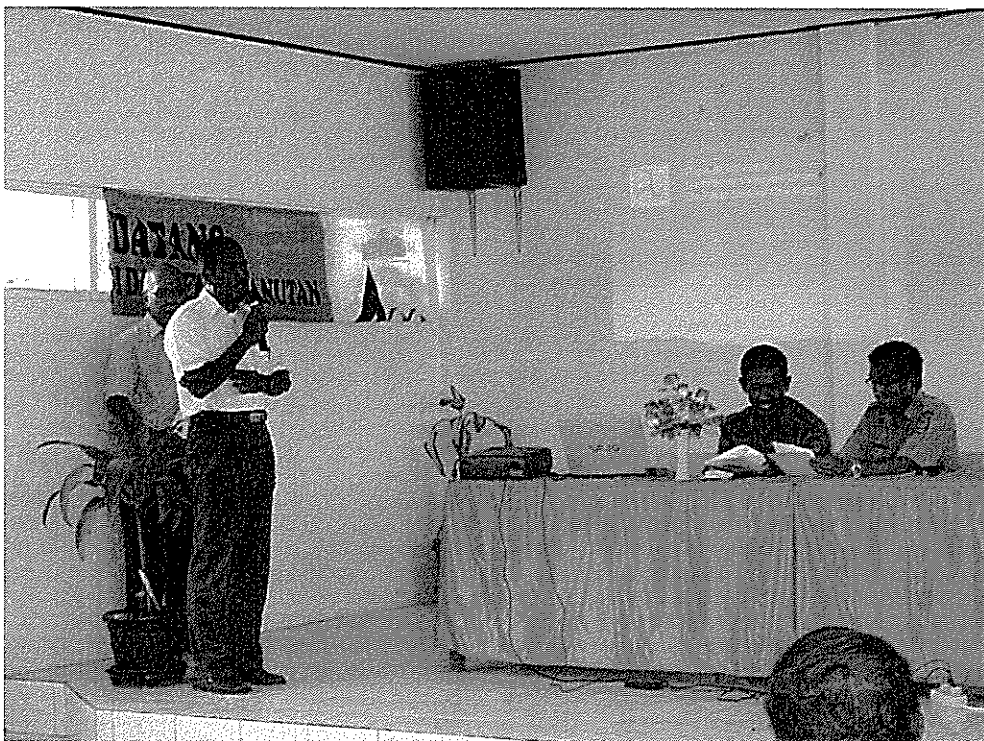
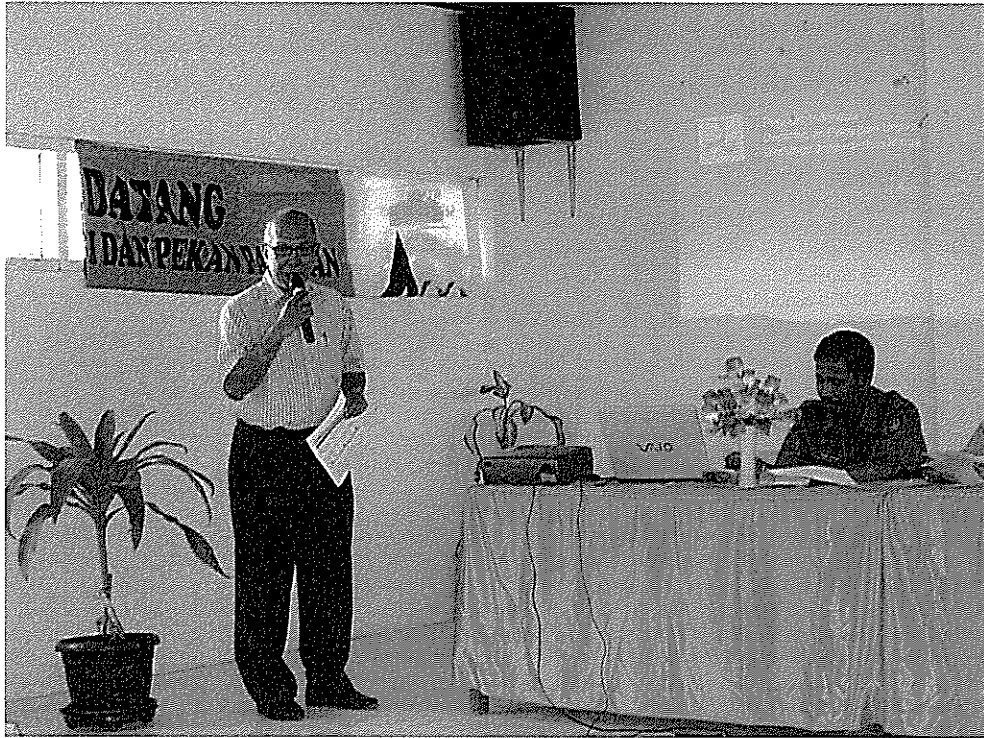


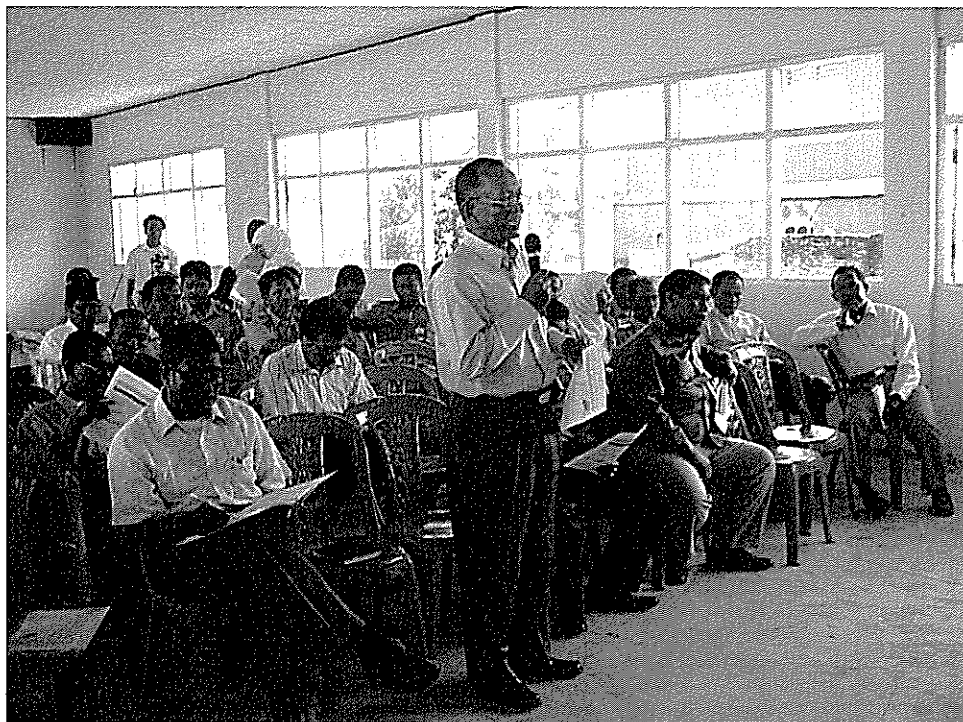
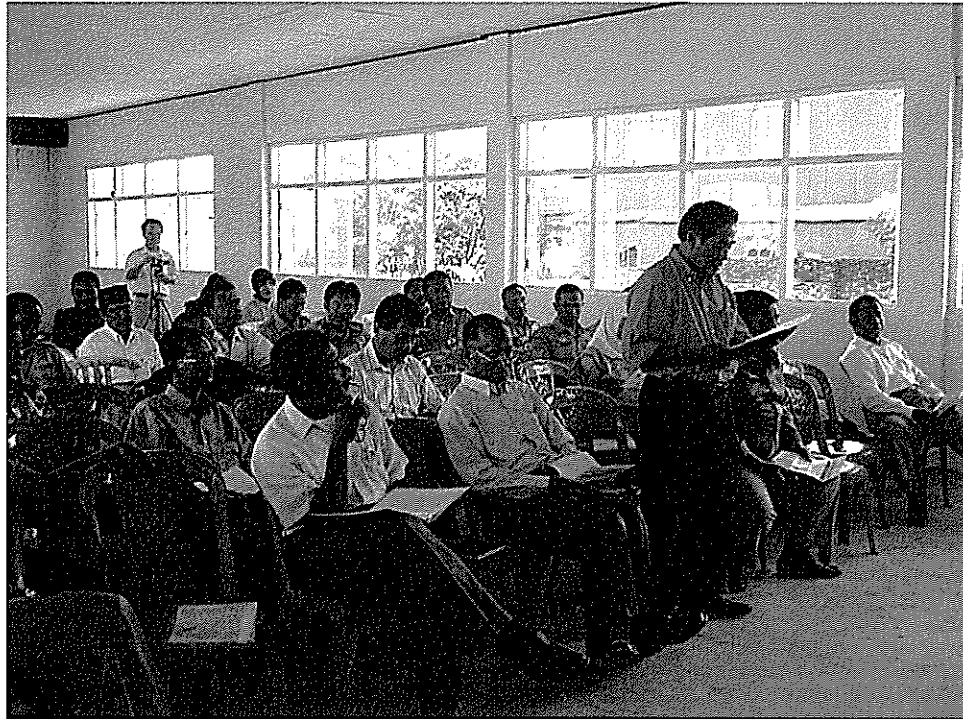


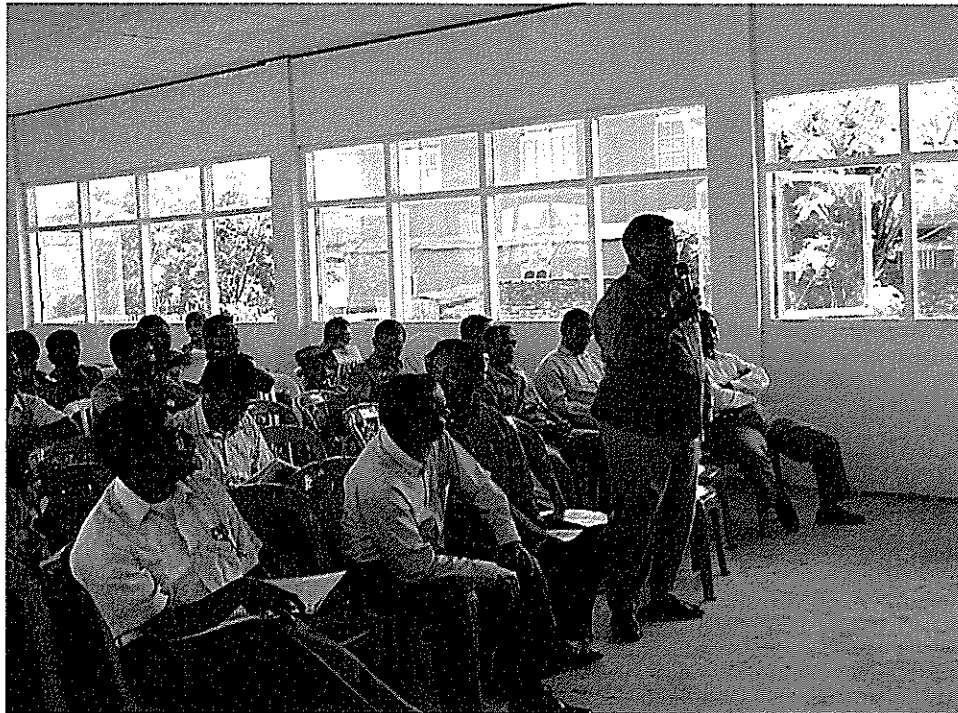


Public Consultation Meeting Biringkanaya



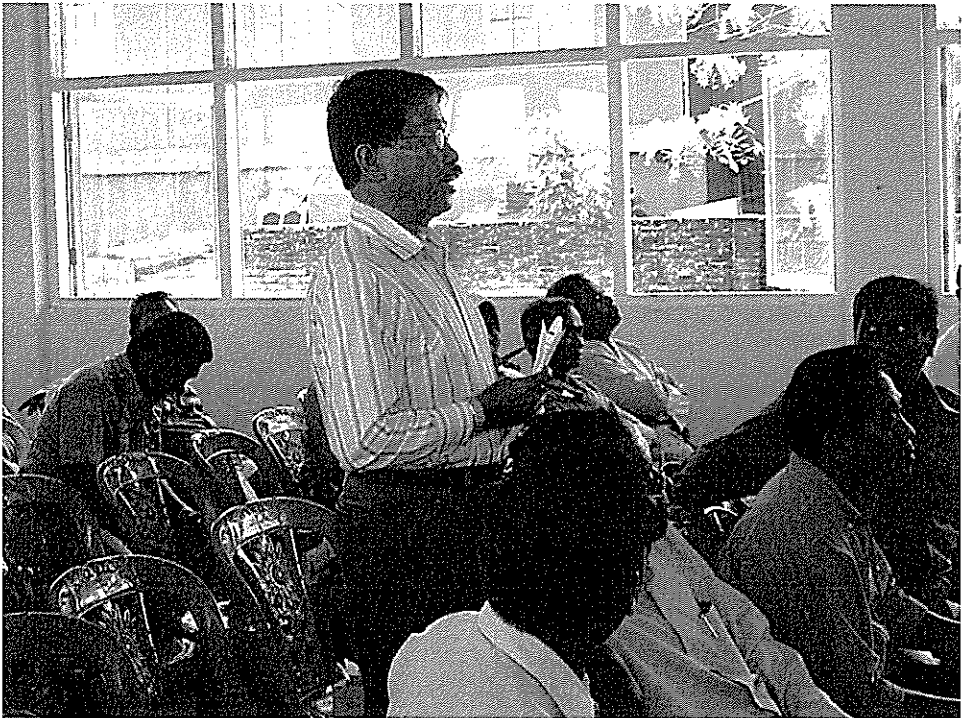






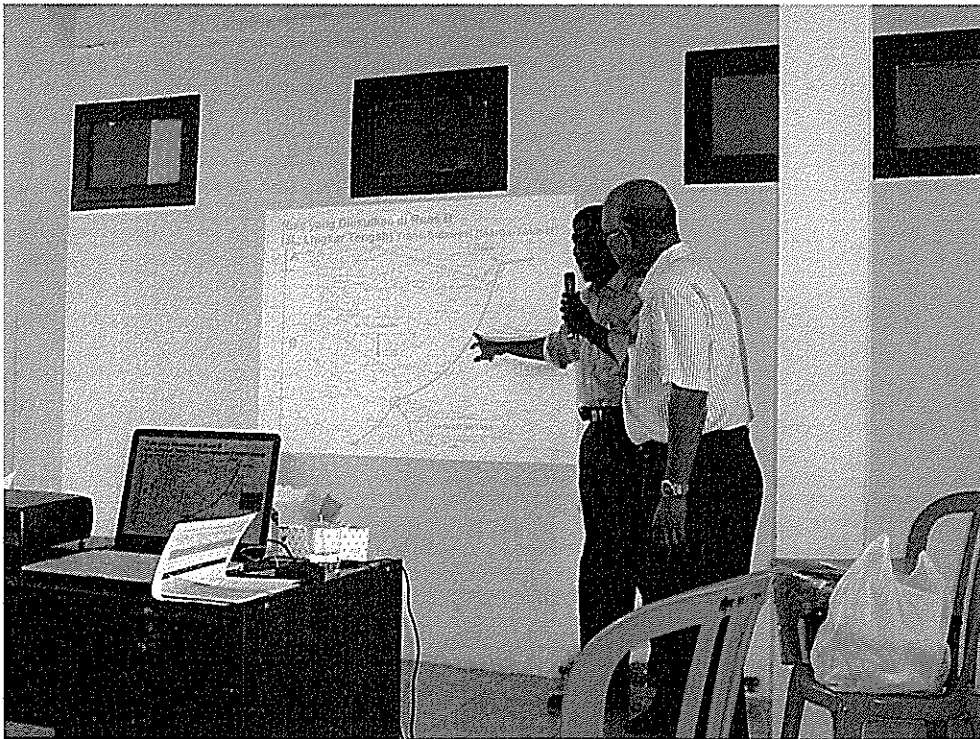
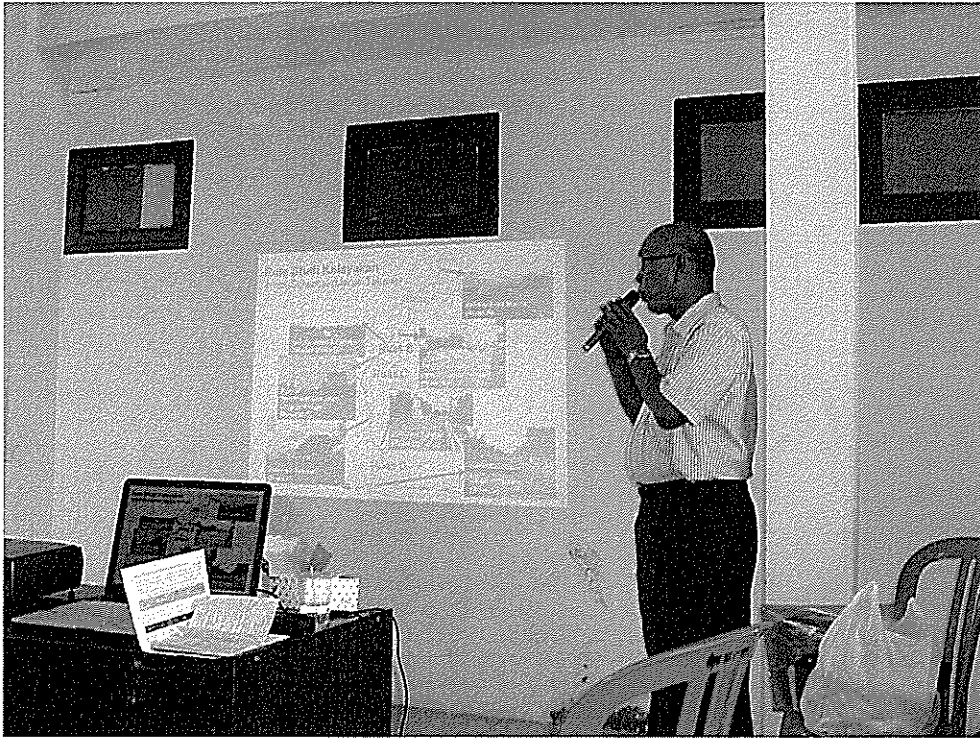






Public Consultation Meeting Rappocini





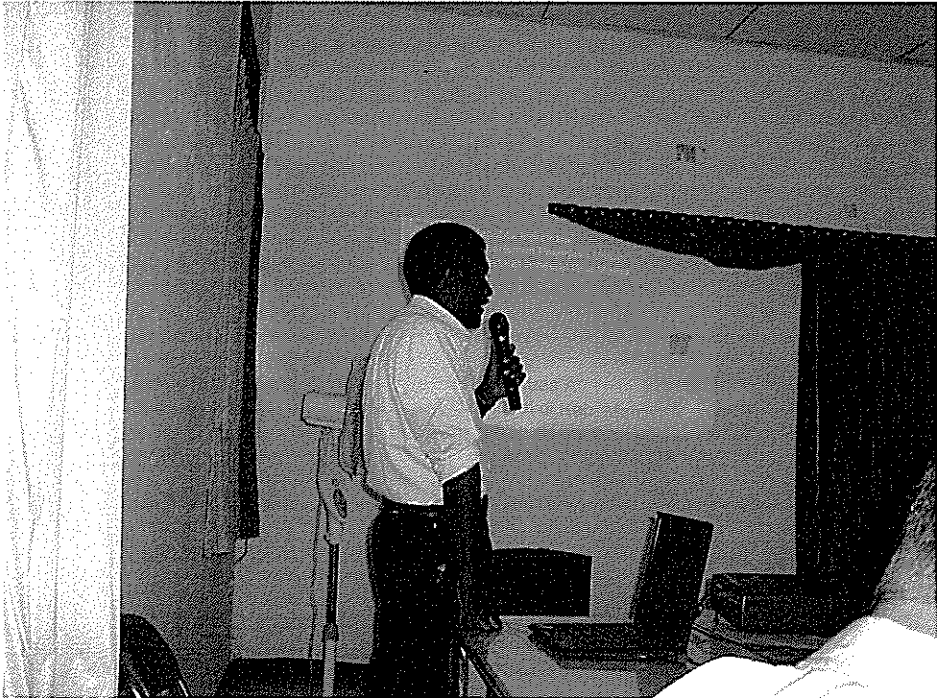
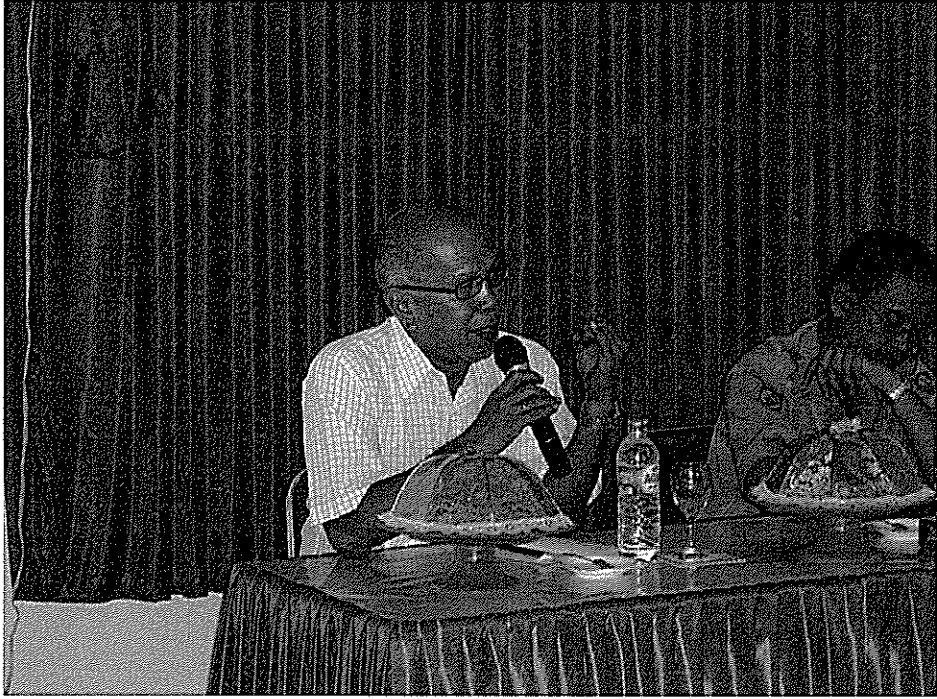


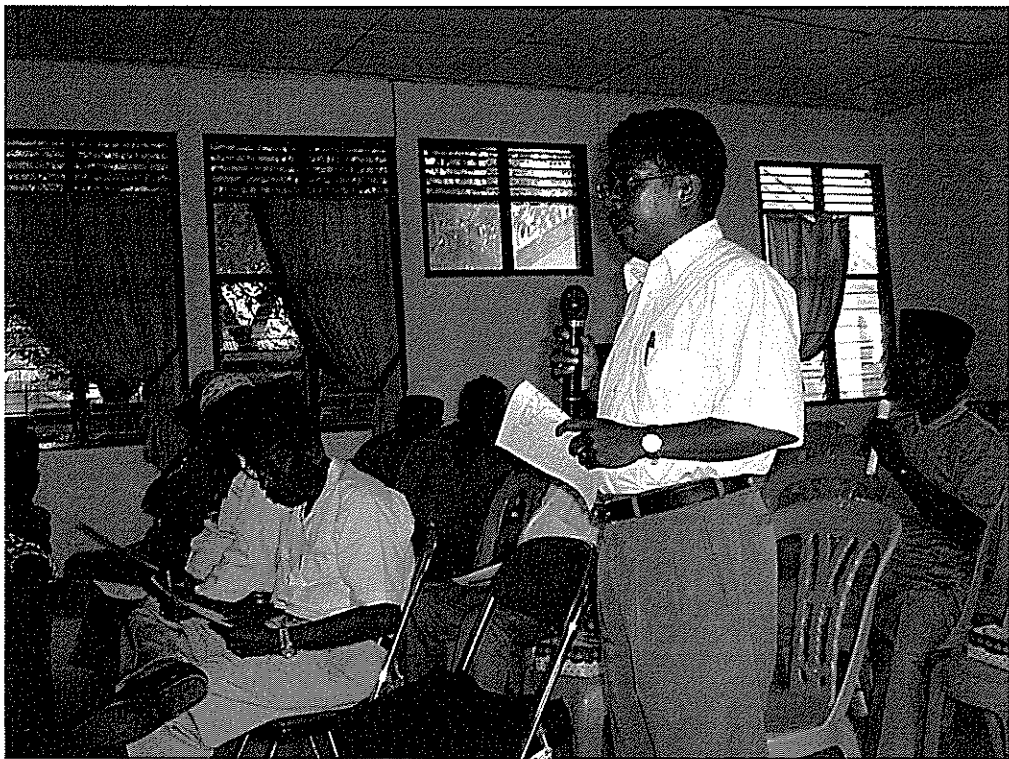


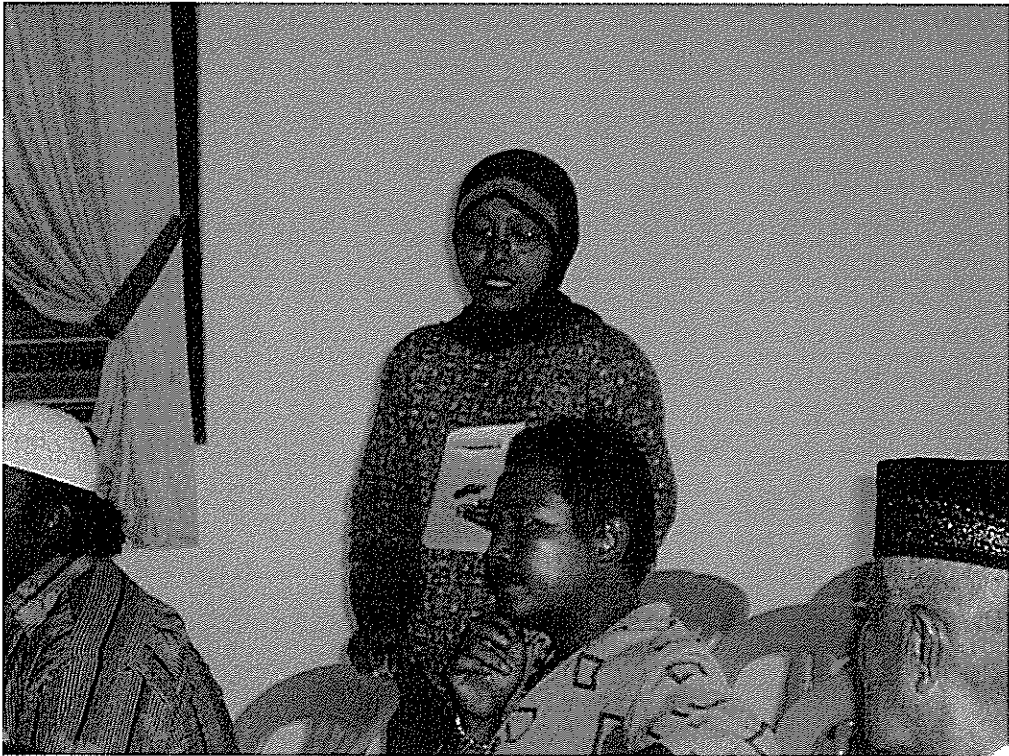
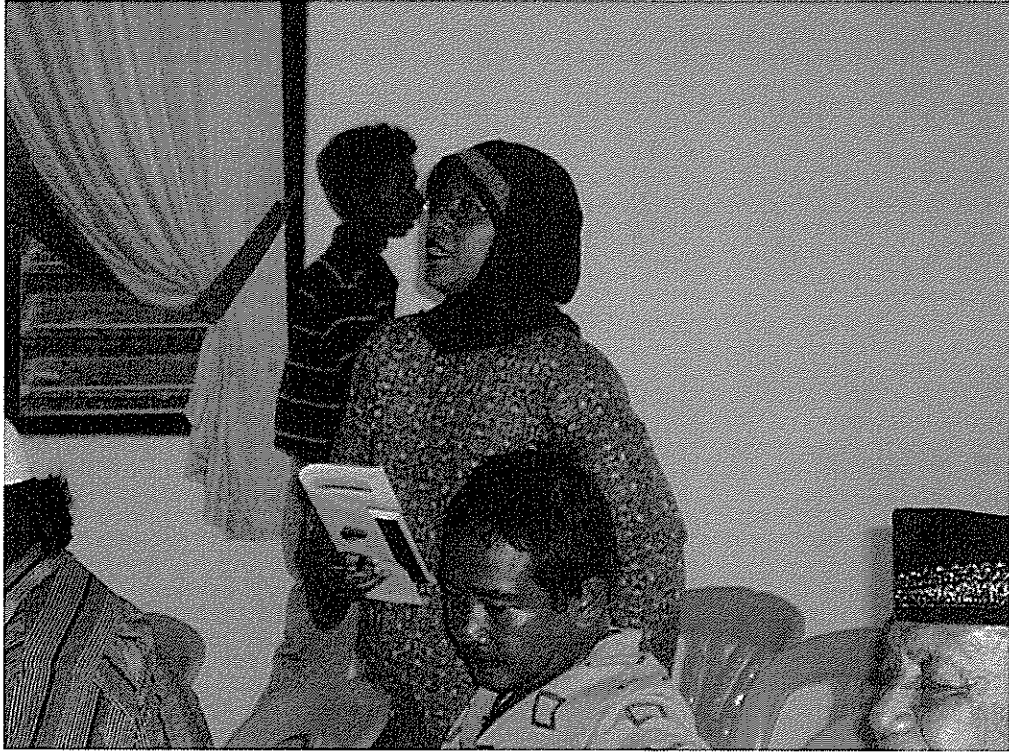


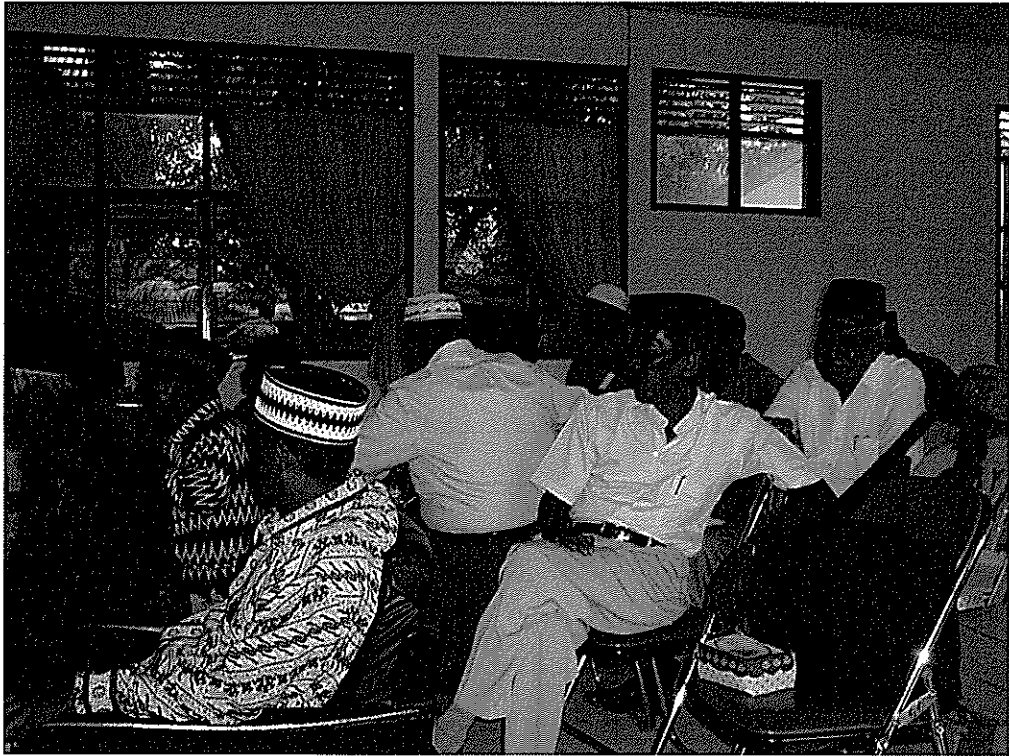
Public Consultation Meeting Mandai













Public Consultation Meeting (2) for Trans-Sulawesi Road		
Date:	Monday, May 8 th , 2007	
Venue:	Meeting room of BAPEDALDA South Sulawesi Province	
Participants:	51 persons	
Participants origin/ institution	Central Government:	1 (Directorate General of Bina Marga)
	Provincial Government;	15 persons (AMDAL technical team)
	Municipal/District Government	20 persons
	Local Community representatives	8 persons (including 4 persons from NGOs)
	Others	3 persons (JICA) 4 persons (Local consultant)
Opening remarks by:	Head of Bapedalda South Sulawesi Province (Ir. H. Tan Malaka Guntur MSi)	
Moderator	Chairman of AMDAL Technical Team/ Committee (Prof. DR. Ir Muslimin Mustafa)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. Detailed explanation about drainage is required. 2. District governments need more detailed information about the exact project areas and progress of land acquisition. (Note: Such topics should not be included in this opportunity.) 3. Close coordination with National Land Agency (BPN: Badan Pertanahan Nasional) and related local bureaus. 4. Explanation on how to deal with irrigation facilities in Takalar is required. 5. Explanation about consideration of DAS of Jeneberang River is required. 		

**Responses on commission's suggestions on the EIA-TOR of the Trans Sulawesi Road ;
Maros – Takalar Section, South Sulawesi Province 8th of May 2007**

No	PAGE	RESPONSES/QUESTIONS/SUGESTED REVISION	CONSULTANT RESPONSES	EXPL.
	EIA-TOR			EIA-TOR
		<p>1. There are some repetitions on the administrative location of the project (see p. I-3 and II-3). Needed to be revised</p> <p>2. The green space should be prioritized in this project.</p> <p>3. The primary/main canal on the Makassar-Takalar section need to be considered. The impact of the road construction to the main canal and vice versa. The existing main canal serves both as municipal water supply as well as the irrigation water supply for the local farms.</p> <p>4. It is advised that the maps presented in color so that they can be easily interpreted ie. The land use map, geological maps etc.</p> <p>5. On the initial environmental setting (p. II-3), on geological section, the should be discussions on geological parameters that needed to</p>	<p>- Revised</p> <p>- The green belt has been prioritised in this project. It has been implemented by planning 3 to 10 meter wide of green belt to be constructed along the road median to serve as division lines. By this plan, the overall green belts will be 17,4 Ha.</p> <p>- The detail discussion on main canal will be presented in the EIA document. Furthermore, the Department of Settlement and Regional Infrastructure (Kimpraswil) is only responsible on road drainage system, while the main canal</p>	<p>P. I-3 and II-1</p> <p>P. II-20</p> <p>EIA</p> <p>-</p> <p>P. II – 29</p> <p>P. III – 4</p> <p>P. II – 15</p> <p>-</p> <p>P. II – 32</p>

	<p>be investigated.</p> <p>6. Do not use the 1:1000,000 on Geological maps. Use the larger scale to make it readable.</p> <p>7. Give a detail in EIA-TOR document about the quarry sites and its potential impacts or the possibility to be conducted by other parties (explain).</p> <p>8. Some pages are incomplete ie. II-23 and II-1.</p> <p>9. The land use units needed to be recorded, especially for area that potentially be impacted.</p> <p>10. Because the road construction planned to be started on 2010-2011, data on the initial environmental condition should be predicted based on the stages of activity.</p> <p>11. The units used on the water quality parameters should be consistent (Table 3.4 and Table 3.6)</p> <p>12. Explain why the water biota are not discussed while the project runs over some rivers.</p> <p>13. There are no biological aspects presented in Sect. II while there is a Biology expert in the study team. Please synchronized.</p> <p>14. Explain why the team have no water quality expert, while it is planned to be analyzed in Sect. III.</p> <p>15. The road construction potentially induced the flood, therefore, flood analysis needed to be emphasized.</p>	<p>managed by the Department of Water Resource Management (Dinas Sumber Daya Air).</p> <p>- To be considered on the next presentation</p> <p>- The geological parameters are not discussed in the initial condition settings, it is presented in the Study Methodology Section</p> <p>- Been Revised</p> <p>- Been explained</p> <p>- Been revised</p> <p>- The land use on the potentially impacted area has been recorded and plotted on the land use map.</p> <p>- This EIA study is a part of the feasibility study.</p> <p>- Been revised.</p>	<p>-</p> <p>P. III-6</p> <p>P. III-8</p> <p>P. III – 26</p> <p>-</p> <p>-</p> <p>EIA</p> <p>-</p> <p>-</p> <p>-</p> <p>EIA</p>
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	<p>16. Explain whether it is needed to form a "Panitia 9" consisted of technical institutions for land acquisition and the amount of land unit payments.</p> <p>17. Consistently refers to the "Kepres No. 36/2005" about Land acquisition for development and public utilities.</p> <p>18. Suggestion: Some legal documents used in the land acquisition are: Certified land (HM/HP/HGB) Non certified land : a. Traditionally owned land (C. Rincik) b. Occupied state land (PBB atau tanah garapan) The above-mentioned land status will be used by the 'panitia 9' to decide the amount of land reimbursement.</p> <p>19. The land use on the project area should be classified on regency based with land use criteria as follows: a. Municipal area - Housing region - Services - Industry - Trade - Bare Land b. For Agricultural Land - Technically Irrigated - Non Technically Irrigated - Mixed dryland farms</p>	<ul style="list-style-type: none"> - The water biota still to be observed. Suggestions will be considered. - Been sincronised - The water quality will be handled by the environmental expert. - It is further discussed in the EIA document - The land acquisition and the amount of payment will be conducted by the authorized body as been stated in the President amendment (Kepres) No. 36/2005. - Recommendation will be considered. - Recommendation will be considered. - The data will be presented in EIA document. - Recommendation will be considered. - In line with Kep. Men. Kes Number 872/Menkes/SK/VIII/19 	<ul style="list-style-type: none"> - EIA - EIA EIA - EIA - P. II – 3 -
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	<ul style="list-style-type: none"> - Dryland farm - Fishpond c. Other Landuse - Grassland - Shrubs - Forest <p>with area in hectare / Ha</p> <p>20. Based on the existence of the endemic fauna found on the first survey it is advised that the plants on the green belts should have not only the aesthetic values but also to provide food for the wild animals, means there will be variety of plants on the green belts in order to enhance the biological impacts of this road construction.</p> <p>21. We suggested to use the ERA method for environmental analysis concerning the health matter.</p> <p>22. There are no discussion regarding traffic accidents when the road has been functioned in this report. There must be an analysis of the area of high-risk of traffic accident as well as the associated health risks.</p> <p>23. The questioner used for public health survey are not standard. For further information, we advised to see Mr. Anwar Daud SKM, M.Kes.</p> <p>24. The questionnaire contains no questions about behaviour. This is highly correlated with the existence of the main road, in relation to the accessibility to reach the modern</p>	<p>97 about the Technical direction on EIA in Health Sector (ADKL) stated that the analysis conducted within planning, implementation and evaluation stages of an activity and development that potentially imposed health impact on the community. This ADKL is recommended by WHO and the Health Ministry of Indonesia, so that approach is used and not the ERA Model</p> <p>The road accidents are indirectly connected to the health impacts. There will be three approaches system to be conducted ie: a). Traffic law education; b). Traffic law enforcement; c). Traffic facilities improvement. We think that it is unnecessarily to be exaggerated to associated them with the health risks issue.</p> <p>We think that the questionnaire that we used for health surveys are comprehensive because it contains the sick, the</p>	
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	<p>health care systems. It is suggested to revised the questionnaire.</p> <p>25. It is advised to revised the tecniques to monitor the diseases vector development before and after the road being operated.</p> <p>26. There is a need to determine/clarify the base line of the Trans Sulawesi road to be used in issuing the permission for construction certificate (IMB)</p> <p>27. The EIA-TOR did not mentioned about anticipation towards social and public facilities.</p> <p>28. The land use map and contour maps scale is inappropriate and nor representing the theme. Please revised.</p> <p>29. The air quality and noise have not been included. Please revised.</p> <p>30. Why the matrix of public reviews are not discussed in the conclusion sections?</p> <p>31. There is no health data in the document. Please revised.</p> <p>32. The impact delineation in Table 2.12 about the environmental component on flood drainage, only discussed in the construction periods. It is necessarily to consider othe impacts such as air pollution,flood, noise levels and vibrations during the operational periods.</p> <p>33. The impacts on the road damage by material transporting activities are not considered. It is advised to be</p>	<p>death, birth and information about the municipal water availability, the family toilet facilities, waste management and accessibility to the health facilities (include the distance and how to reach the health facilities).</p> <p>It was mentioned that the development of vectors before and after the project operational stages should be conducted in entamologic procedures by a vector control specialist and ot by an environmental health practitioner.</p> <p>There are regulations available regarding this matter.</p> <p>This matter will be discussed in the EIA documents</p> <p>The contour maps presented in the EIA-TOR are appropriate with clear scales and legends.</p> <p>The mentioned data will be discussed in the EIA</p>	
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		<p>included as an impact during construction period.</p> <p>34. Page II-41 and Table 2.2 on p. II-5 should be placed in Section II-22 - The base environmental conditions. Please revised.</p> <p>35. Need further explanation on the considerations in determining the sampling spots</p>	<p>documents</p> <p>The mentioned data will be discussed in the EIA documents</p> <p>The mentioned data will be discussed in the EIA documents</p> <p>The advice will be considered</p> <p>This matter will be discussed in the EIA documents</p> <p>Been revised</p> <p>The sampling spots determined from the early survey consisted of the development plan of Maros-Takalar sections.</p>	
		<p>Considering the public responses during public consultation, majority of the community supported the construction of Maros-Takalar road sections (58 kms). Some matters needed to be considered by the Trans Sulawesi Mamminasata are:</p> <p>The important principal impacts related to social, economic and culture required to be revised such as:</p> <p>Public health :</p> <p>Land acquisition (reference)</p> <p>The lost of jobs</p> <p>Flood</p> <p>Noise levels and</p> <p>Traffic jams</p>	<p>- The advice will be considered</p>	-
	ii	<p>LIST OF CONTENT</p> <p>CHAPTER II THE STUDY SCOPE</p>		

		<p>On no. 4 it was cited the short discussions on the activities around the project location on p. II-18 should be p. II-24. please revised</p> <p>There is no land use map on Section II 2.2 of the Initial environmental conditions (residential area, rice fields, dry land farms; the numbers and area) please revised.</p> <p style="text-align: center;">The</p> <p>initial data of the number of residential areas and area of rice fields to be compensated should be included in Section II-33</p>	<ul style="list-style-type: none"> - Been revised - Been revised - Been revised 	<p>List of Content</p> <p>P. II – 32</p> <p>P. II - 31</p>
	I – 1	<p>Introduction</p> <p>It is necessarily to explain why the construction of Maros-Takalar road section needed.</p> <p>The Govt. Regulation No. 26 / 1985 need to be explained of what is the regulations about.</p>	<ul style="list-style-type: none"> - Been revised 	P. I - 1
	I – 3	<p>On point 1.3 of the related ammendments;</p> <p>Suggestions:</p> <ul style="list-style-type: none"> -The ammendments should be arranged according to their years of ammendments. -The ammendment No. 31 / 2004 of the "Regional Development Planning Systems" should be included. -The ammendment No. 3/1993 of the "Transportation Systems" should be included -The ammendment No. 43/1993 of the "Infrastructure and 	<ul style="list-style-type: none"> - Suggestions will be considered - The regional planning system used in this project is the Provincial of S. Sulawesi Plan No. 10/2003 regarding the Regional Plan of Mamminasatta Metropolitan area. 	P. I - 5

		<p>Transportation Systems” should be included</p> <p>The regional planning system of each regencies / cites should be included</p>		
	I – 6	<p>Government Regulations.</p> <p>Written as ‘Peraturan Pemerintah Nomor 34 Tahun 2006 tentang Jalan (Lembaran Negara Republik Indonesia Tahun 1985)’. Should be ‘Lembaran Negara Republik Indonesia Tahun 2006’ Not ‘Tahun 1985’. Please revised</p>	- Been revised	P. I - 7
	I – 7	<p>Ministerial Regulations</p> <p>The first line should be moved / grouped into the Ministerial Regulations p. I-8. Please revised.</p>	- As continuation from previous page	P. I – 8
	I – 8	<p>Please add The Min. of Environment regulation No. 45 / 2005 about the Guidelines for Environmental Management (RKL) and Guidelines for Envir. Monitoring (RPL)</p>	- Been added	P. I - 9
	Section II	<p>The Study Scope</p> <p>Section 2.1.b about Alternatives to be considered in EIA documents. These alternatives should meet the requirements as :</p> <ul style="list-style-type: none"> -To be integrated with the environment -Integrated with the principles of pollution preventions -Being approved by the authorities. <p>These requirements should be accompanied by some explanations</p>	- Suggestions will be considered	-

		<p>as :</p> <ol style="list-style-type: none"> 1. What is the basic consideration being addressed in selecting the alternatives; such as the plan accross the residential area, road, bridges etc. 2. What are the procedures used in determining alternatives. 3. The explanations regarding selected alternatives will be discussed in the EIA dicuments. 4. Give some references used in the selections of alternatives. 		
	II – 5	<p>- The Section B and C of the middle ring road plans should avoiding the residential areas.</p> <p>- Section A (The widening of Jl. Perintis)</p> <ol style="list-style-type: none"> a. There are no land compensations, instead, there are dispensations given by the city authority for the residents where the City authorities compensate by reducing the limits for buildings aprons from 75 m to 50 m from the road. b. There are still land available for road widening/ expansion. <p>- Section B (middle ring road)</p> <ol style="list-style-type: none"> a. At least 60 % of land been compensated. b. This road section has been marked and there will be no building permission be issued within the limit. 	<p>- Section B and C of the midle ring road are mostly as newly-constructed roads that the residential areas been avoided.</p> <p>- Suggestions will be considered</p> <p>Suggestions will be considered</p>	<p>P. II – 8</p> <p>-</p> <p>-</p>
	II – 10	<p>- It is recommended that Fig. 2 – 6, 2 – 8, 2 – 10, 2 – 23, 3 – 1, 3 – 2,</p>	<p>Suggestions will be considered</p>	<p>-</p>

		and 3 – 3. be enlarged for better visualisation		
	II – 29	<p>-There is no discussion in the Initial Envir. Conditions section regarding health facilities, therefore the environment conditions that have impacts on public health are not obvious such as the number and types of diseases on the region to allow more thorough discussions.</p> <p>-There is no explanation about types of potential diseases will be arose what mechanism and when the road has been operated. It is advised to use the EPHC model (Environmental Public Health Continuum) to formulate the impacts on public health. It is recommended to use Richards Albertins (2006) as a reference book.</p>	The document will be revised to accommodate the analysis of diseases in each region, and will be attached if its possible. The analysis will be conducted according to the Technical Board's suggestions based on the operational procedure of ADKL	EIA
	II – 39	Table 2.11 provide the scientific names	Been revised	P. II - 39
	II – 41	<p>Zoning Process</p> <p>On Table 2.12 (p.II-42) there is a potential impacts during construction phase 3 (Land clearing/ preparation). Even though, on the flow diagram (Fig. 2.19 on p. II-44) these two items disappeared. Give explanations.</p> <p>Sugestions: It is suggested to make this item in a box on the primary impact collumn under the third box, on the secondary impacts column</p>	The land clearing/preparation are still exist on Fig. 2.19. These activities refers to the preparation for construction stages so these items can not be related to aesthetics/pleasure	P. II – 42

		filled with "aesthetics/pleasure"		
	II – 42	<p>On the environmental component columns? Put in order of categories:</p> <ol style="list-style-type: none"> 1. Physical/chemical components 2. Biological components 3. Social and economics, Culture and public healths. 	- Advise will be considered.	-
	II – 46	<p>2. Pre-Construction Phase</p> <p>On section b, it is said that the land compensation for the road construction will induced people's anxiety around the area.</p> <p>Provide figures of the area the number of families involved in land compensation.</p> <p>In Part 1.b need to be mention about the acreage of land to be compensated.</p>	- The numbers have been presented in Table 2.2, and the detail discussions will be presented in the EIA documents.	EIA
	II – 49	<p>In point 5 need more explanations on the increased of prevalence of certain types of diseases, the increase of acute respiratory diseases (ISPA) should be clear and what kind of diseases meant to be increased?.</p>	<p>Point 5 will be revised to accomodate the acute respiratory diseases (ISPA). This kind of diseases will be increased due to the air pollution. Other than ISPA, other kind of diseases predicted to be increased are blood pressure and cardio vascular diseases, also insomnia (due to high noise level) or even the hearing disorder.</p>	-
	II – 50	<p>On Fig.2.21, regarding potential impacts of transmittal diseases</p>	<p>As we know, the HIV/AIDS disease</p>	-

		(HIV/AIDS), Is there any connection with the development of Maros-Takalar road section. Give some explanations.	transmitted via sexual relationship so it does not have a direct impacts on the road development. As the road construction have some base camps, the road construction will induce inter-region mobility include the prostitutes movements into the base camps where they are potentially spreading the HIV/AIDS diseases. Basically it is not only HIV/AIDS but all of the sexually transmitted diseases are potentially to spread.	
	II – 51	<p>2.4.2. Ecological zone</p> <p>The ecological zone maybe not delineated by the watershed divides such as Jeneberang, but based on the potentially inundated area induced by the road constructions as the drainage and culverts blocked during the road constructions. This zone can be delineated from topographical maps with 8 % or 15 % slopes. Please analyze these possibilities.</p>	-Suggestion will be considered	-
	II – 51	Regarding ecological and study zones, The ecological zoning based on watershed boundaries are potential environment components,	- Been revised. The detail discussions will be presented in	P. II – 54

		as the impacts on watersheds are not clearly defined. What is the relationships between water discharge and the road operations?. Please revised.	EIA document.	
Chap. III		Regarding the study methodology (refers to the EIA study guidelines)	- The guidelines document has been adopted.	-
III – 2		The source of Table 3.1. Please re-check whether the methods for weather analysis consisted the Governor’s regulation (SK Gubernur No. 14 /2003) ?	- Been revised	P. III - 2
III – 22		Please revised the unrelated sentence (paling bawah lokasi pengambilan sample komponen fisik kimia) as the discussion focused on the “land use” topic.	- Been revised	P. III - 21
III – 25		Please delete the correction factor of 0.7 as this figure used for volume calculation.	- Been revised	P. III - 24
III – 26 to III-28		<p>b. The sampling technique</p> <p>It was planned to collect samples on 16 sampling points that equally distributed on the road sections. Why only 4 points appeared on Fig. 3.2?</p> <p>Suggestions :</p> <p>The sampling points should be made based on planned road were each of the land use unit represented on each section of the planned road.</p>	-The sampling area on Fig. 3.2 are correct as there are four sampling locations where four sampling points will be collected on each area which represent rice fields, mixed dry land farming, residential and shrub lands. These sampling locations represent the mentioned road sections.	-

	III – 29	It is advised to put the social economic and cultural components in the document include the type of jobs of people who their lands and houses will be compensate by the project.	- The job category on the project site will be recorded and discussed in the EIA document.	EIA
	III – 33 – 35	<p>In the study methodology where the predictions of impacts on health are basically derived from secondary data. It is recommended to use primary data to make sure the presented analysis are competent, and also it is advised to get the number of samples meet the criteria of the study methodology.</p> <p>On the operational stage, there are no detail discussions on the possible diseases that can be emerged as the impact of this activity. The BIDEHRS method (2006) need to be applied in this study.</p> <p>The reference used in this document are out of date, make sure the references used follows the current issues.</p> <p>It is advised to include the social issue regarding public health in this document</p>	<p>- Beside the secondary data, the primary data obtained from the interviews also have been used.</p> <p>- The advise will be considered.</p> <p>- The detailed data will be presented in EIA document</p>	EIA EIA
	III – 39	<p>The data the type of existing diseases on the project area need to be presented.</p> <p>The cultural system of the people on the project area also required.</p>	- These data will be presented in the EIA document.	EIA
	III – 37	Please revised the word 'dampak besar', as on the "Peraturan Menteri LH Nomor 8 Tahun 2006"	- Been revised	-

		document this words are no longer used and replaced with "Perkiraan Dampak Penting"		
	III - 43	As on the "Permen LH No 8 Tahun 2006" document, there is no item on of "Rumusan Pengelolaan dan Pemantauan Lingkungan" (Environmental management and monitoring formulations). Please revised.	- Been revised	P. III - 44
	III - 112	It is advised that all types of vehicles passes on the designated counting points are taking into account such as: motor cycles, mini bus, pick-ups, medium-sized buses, light, medium and large trucks and sedans/jeeps.	- The advices will be considered.	-
	IV - 1	There is no p.IV-1	- To be revised	-
	IV - 4, IV - 7	The time schedule on p.IV-4 points 5 and 6 with activity schedule on Table IV-2 points 5 and 6 are not matched (revised the TOR). Table IV-2 need to be added: <ul style="list-style-type: none"> - The TOR submissions - Discussions on TOR 	- Been revised	P. IV - 7