



Foto Presentasi Konsep Laporan Akhir Amdal Ruas Jalan Maros – Takalar (Trans Sulawesi Mamminasata), pada tanggal 20 Agustus 2007 di Ruang Rapat Bapedalda Propinsi Sulawesi Selatan.

Public Consultation Meeting (3) for Trans-Sulawesi Road		
Date:	Thursday, June 7 th , 2007	
Venue:	Hall of Imperial Aryaduta Hotel, Makassar	
Participants:	68 persons	
	Central Government:	12 (Directorate General of Bina Marga)
	Provincial Government;	16 persons (AMDAL technical team)
	Municipal/District Government	18 persons
	Local Community representatives	8 persons (including 1 person from NGOs)
	Others	13 persons (JICA) 1 persons (Local consultant)
Opening remarks by:	Team Leader JICA Study Team (Mr. Shinkai)	
Moderator	Head of Bappeda South Sulawesi Province (DR. H. S. Ruslan)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant)	
Summary of Comments and Inputs form Participants		

Major Point Raised and Discussed

The major issues and points asked, commented or discussed are as follows:

a). Maros

- Program of JICA is good.
- Utmost care is required for land acquisition and resettlement

b). Bappenas

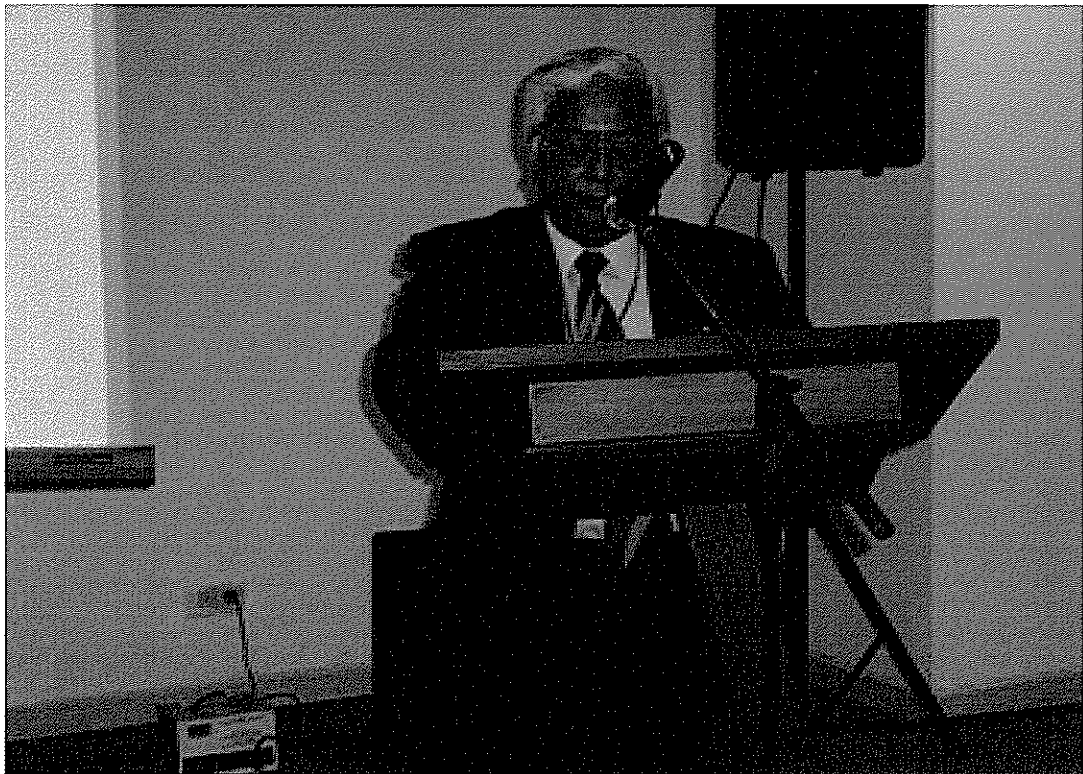
- Where is the design concept for the F/S roads?
- Whether discussion was made with local government
- Bikeway seems to be useful on energy saving

c). Makassar

- If the Middle Ring Road is changed to a national road in the future, the current national road (Jl. Veteran) should be handed over to Makassar City
- Makassar City thinks that a linkage between the Middle Ring Road and Jl.Tol.Ir. Sutami is also necessary.

- Further widening for BTP road for outer Ring Road seems to be difficult.
 - Rigid Pavement suggested by the JICA study team for the middle ring road seems to have advantages.
 - Introduction of bikeways for Jl.Perintis Kemerdekaan will not be necessary as there is not much such traffic.
- d). Bina Marga, Urban Road / Makassar
- Fly over plan is necessary for urban road bridges. Span of bridge would be 60-100m
 - Water transportation should be cared
 - The road classification should be “toll” according to Indonesian Road Law. The word used by the JICA Study Team in the report should be corrected.
 - Flyovers should be considered for large traffic intersection
- e). Takalar
- Tj Metro Bunga – Takalar (West Coast linkage) should be upgraded to Provincial road and improved by APBN
 - Its Pre-FS has been requested to JICA Study Team
 - Irrigation canals along the Sungguminasa – Takalar road should not be disturbed. Direct inflow of water from the road surface should be avoided.
- f). South Sulawesi Province (TATA RUANG)
- The Trans-Sulawesi Road should be extended not up to Takalar Town but up to the Mamminasata Limit.
- g). NGO
- The government should carefully consider the people who will sell their property for the road construction as they can not get incomes from the land in the future.

The JICA Study Team and officers of Bina Marga replied on the most of the above inquires and comments. The Study Team reflected them to the Interim Report.









Public Consultation Meeting (4) for Trans-Sulawesi Road		
Date:	August 20 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. Description and details of sampling sites 2. Consideration of wind direstion and sampling site 3. Is the local inhabitants perception is the only important impacts? 4. Number of vehicles shall breakdown by kinds of vehicles 5. Consideration on pedestrian path 6. Damage on quarry sites needed to be elaborate 		

Response / input / suggestion from AMDAL Appraisal Committee South Sulawesi on Document AMDAL, RKL, RPL And Executive Summary of Trans Sulawesi Maros – Takalar Road on Monday, August 20th, 2007

No	Page	Response	Answer	Notes
	GENERAL	1. In general typing have to be improve because a lot of wrong type.	Not clear which part is such, however in general they have been corrected.	-
		2. Better be enclosed the answers to response at the time of Seminar of KA AMDAL.	As according to its order, sheet of corrected KA have been enclosed at corrected KA.	
		3. What roads to be developed do not touch with the protected area ? if touching, it means it is needed to avoid important negative impact to flora and fauna, at the time of construction and also post construction. In RKL and RPL there are no handling for this matter.	It is not touched the protected area. Such area of kind is National Park Babul (Bantimurung Bulusaraung), apart closest is about 5 km.	Enclosed page
		4. the phase of important negative impact construction do not include trouble to traffic current and society perception. Like known, the cause of traffic jam is not only effect of traffic jam. not only effect denseness of traffic current but also effect of trouble from sided. Road body width will decrease when road material is heaped on road body and the heap is not directly exploited. This Condition is always happened at the moment of project execution. In RKL and RPL, there are no handling to this matter.	This road construction is not executed by old method, by heaping material by the side of road. In further study, heaping location points will be determined where these points will not disturbe transportation current.	
		5. There are heavy usage of vehicle like wheel loader, excavator, AMP and others which use fuel and lubricant and of course will yield the oil spread if it is not well managed and also will yield the ex-lubricant. Considering lubricant is in category of waste B3, it needs special treatment and monitoring. In document of RKL and RPL, there is no handling about this matter.	This road construction is executed by contractor party. Contractor as equipments owner hold responsible in the case of ex-lubricant, in order not to be thrown at common moat or other water body existing in center of construction equipments	
		6. There are material usage for the lower foundations, upper foundation for road and cover layer which use very big amount of material. But handling impact of the usage effect is not detected, will it cause the damage of quarry area quarry or not. It's important to know the material location plan and mixing location so, impact of the location can be known, and the monitoring will be included in RKL and RPL.	This study still in feasibility study status. At further study - base camp will be determined to each roads.	
		7. Effort for Overpass must be done reasonably	In further study, overpass location will be determined. Overpass consideration should be at location of concentration of resident housing, social building, school, PUSKESMAS and religion building. Overpass Design should be user friendly	
		8. In this road work, it can generate the positive impact to society specially region which is close to society settlement.	We agree that a lot of positive impact of this road-works.	
		9. Considering National Transportation System	It is a suggestion and it will be considered.	
		10. According to General Spatial Plan Management	This street area covers the Regency Maros, Town Makassar, Regency of Gowa and Regency Takalar. This Area represent the Metropolitan area [of] Mamminasata, thereby all	

			activity is inclusive of General Planning of Space Management (GPSM/ RUTR) relating to Perda No. 10 Year 2003 about Metropolitan Area of Mamminasata	
		11. Considering Safety, Healthy, and Security ?	A suggestion, be considered, and be expressed in RKL-RPL.	..... .....
		12. Back ground narration should be sharpened.	Have been improved, for example by negating Regulation which is less be relevant	
		Require to be explained in RKL and RKL about gauge criteria measurement/parameter for the construction phase For the RKL parameter = resident perception and for RPL - Measuring Criteria = perception of resident. Are they the only parameter/measuring Criteria?	Resident perception is not the only Measurement Criteria	..........
		13. For the component of affected by impact that is suffused area, in RPL, it is required to explain amount and suffused location / estimation volume. How to overcome in the event of floods ?	Amount and suffused location are explained In overcoming floods, a lot of related parties. Drainage alongside road which is obliged to be executed during construction activity..	
		14. Expecting that existing trotoar can be functioned better as pedestrian, so that all pedestrian do not walk in road body bothering traffic current generating jam.	Representing suggestion. Agree with the opinion, that trotoar is to for security, freshment and safety of pedestrian. Not a place of shops and place of parking	
		15. To be noted areal / amount of the family affected by a plan of the trans Sulawesi for each regency / town to facilitating the land Acquisition for example :- Amount of family head and area per family head.	This study still in level FS, Amount FH " affected" road plan assumed by building amount " affected" impact, that is 1.483 FH. Area per FH is 0,085 ha / FH. In sector A (Maros - Jl.Perintis Kemerdekaan) as much 487 house. In sector B as much 241 houses. In sector C (Middle Ring) 90 houses. Sector D (Middle Ring - Takalar) 665 houses	
		16. Is sampling location considered the wind direction? Please describe the location.	Is written the methodology	
		17. In sampel collection, measurement time adapted with specifying in regulation like air quality having momentary character, but things having the continuous character, not 10 days but 30 days, 90 days or 1 year (page 3-1and 3-2). And all obliged parameters need to be tested. That way also with the examination for the other environmental quality and its parameter.	Request attention to study time at Frame Of Reference, it is only 6 month. Execution of Sampling of air quality is held in the activity. The range of time according your suggestion that sampling of air quality better 1 year, hence this AMDAL will not be finished. As you know that the good air quality sampling is not 1 year but 10 years.	
		18. Word of Propinsi Sulawesi Selatan should use Provinsi Sulawesi Selatan as stipulated in Regulations Number 32 Year 2004 About Local Government.	Corrected	
		19. Response from company for input in writing during process of assessment AMDAL at Report KA? Permit Letter / recommendation which have been obtained by company up to moment of compiling?		
		20. AMDAL, RKL, and RPL are signed on legal paper.		

		22. Beside execution of road enlargement, do not forget overpass bridge for pedestrian.	Overpass since this feasibility study, it has been considered. At other further study, overpass location points will be determined. consideration of overpass Location is at location of concentration of resident housing, social building, school. PUSKESMAS, and religious place..	
	ANDAL			
	i	Acquisition of Farm of item of b, impact source expressed by = 1.483 FH.	As it is.	-
	iv	At content list: it is written 2.2, alternative studied in AMDAL at page II-22. It should be written 2.3 alternative studied in AMDAL of according to page II-22 in the document. Please correct it	Corrected	..........
	iv	At table of contents, written 2.3. breakdown of plan of activity at page II-2. in document, in page II-2, it is not written 2.3 breakdown of activity plan. hope be corrected.	corrected	..........
		III. BASE LINE OF ENVIRONMENT		
	iv	At table of contents, written 3.1.2 quality of air and noise, page III-5 at the document exists at the page of III-6, please correct it	Corrected	..........
	v	At table of contents 3.2, biological component, 3.2.1 vegetasi, III-31 should be written 3.2.1 vegetasi page III-37 so it is not at page III-31. Hope to be corrected	Corrected	..........
		V. PREDICT IMPORTANT IMPACT		
	vi	At table of contents and the document, at page V-33 it is written 5.2.1.3 Work of structure/infrastructure to fauna, page V-33 should be written 5.2.13 Work of structure/infrastructure to fauna at page V-33, because breakdown at document of page V-33 concerns flora, hope for correction.	Corrected	.....
	I-1	<p>AMDAL is applying what have been raised in KA-AMDAL, but in general this AMDAL is still copy-paste from KA- AMDAL</p> <p>In Background, it is not explained how much capacities of current road if passed by motor vehicle of wheel two and also wheel four.</p> <p>It should be in introduction there is a few emerging problems and then how its resolving especially for PUSKESMAS</p> <p>Every development, local scale or national, and international, which is developed in region Indonesia is obliged to state regulations about traffic accident..</p> <p>Ministry Decision LH No. 48 Year 1996 about Noise Criteria Level for residential region is not stipulated in this chapter.</p> <p>What is the arguments so that at measurement of air quality only take 24 points of sample location and where in taking so, it is not drawn in the presented or enclosed plots . Then why HC only four collecting points and TSP, Pb only three sample points. This have to be explained because one day, this road will operate and be passed by motor vehicle using fuel, and if there is concentration increase in future related to the disease Pb, who is responsible if society claims.</p>	<p>This AMDAL is AMDAL for road development plan, it is not AMDAL of PUSKESMAS</p> <p>Stipulated already.</p> <p>It is very clear that HC, TSP, Pb Sampling is not only for 4 locations but at the others as well.</p> <p>It is not one dat, this road will be operated but already in operation except B and C</p> <p>Operating of it Maros -Takalar Road is not absolute increase the disease related to Pb. Increasing Amount of vehicles which using Fuel containing PB should increase the disease related to Pb</p> <p>However operational activity of road and passing by of this road by motor vehicle using fuel containing Pb is 2(two) different matter in evaluation of AMDAL.</p> <p>Further more: operation of road has no relation with incidence of disease related to Pb</p>	-

		<p>stipulating PpUU No 32 Year 2004 about local government and becoming Regulation (LNRI Year 2005 no 108 TLN RI no 4548);</p> <p>13. UU No. 38 Year 2004 about road</p> <p>14. UU No. 26 Year 2007 about Space Management (LNRI Year 2007 No. 68 , TLNRI No. 4725)</p>		
	I-6	<p>Government Decree</p> <p>Written, Governmental Regulation of Number 34 Year 2006 about Road, State Sheet of Republic Of Indonesia Year 1985. It should be written Governmental Regulation Year 2006 about Road (State Sheet of Republic Of Indonesia Year 2006). It is not State Sheet of Republic Of Indonesia Year 1985. Hoping corrected. And more, Ministerial decree of State of Environment No. 45 Year 2005 about Guidance of Executor Report Compilation of RKL and RPL.</p>	corrected	
	I-7	<p>No. 36 Year 2005 jo 65 Year 2006 should be written about land levying for execution of development and improvement service for public. Please correct it.</p>	Corrected.	
	I-6 s/d I-7	<p>Group PP</p> <p>1. PP No. 35 Year 1991</p> <p>2. PP No. 14 Year 1993 About management program the social security labour (LNRI Year 1993 No. 20, TLNRI No. 3530), as have been made by PP No. 64 Year 2005 about fifth Change for PP No. 14 year 1993 (LNRI Year 2005 No. 147, TLNRI No. 4528).</p> <p>3. PP No. 40 year 1996 about HGU or HGB, HP for building, and HP for land(LNRI Year 1996 no 147 TLNRI no. 4528).</p> <p>4. PP No. 69 Year 1996 About Society Role in Space Settlement. .</p> <p>5. PP No. 7 Year 1999.</p> <p>6. PP No. 27 Year 1999.</p> <p>7. PP No. 41 Year 1999</p> <p>8. PP No. 74 Year 2001</p> <p>9. PP No. 82 Year 2001</p> <p>10. 10. PP No. 38 Year 2007 about job division of governance among local government, local government of province, and local government regency / town (LNRI Year 2007 Number 82 , TLN RI Number 4737);</p>		
	I-7	<p>PresDec No. 36 Year 2005 as replaced with PresDec No. 65 Year 2006.</p>		
	I-7 s.d I-9	<p>Ministerial Decree (MD) :</p> <p>1. Health MD No. 173 /MANKES/ PER/VIII/ 1977</p> <p>2. MD of Environmet State Ministry LH No. 8 Year 2006</p> <p>3. MD LH No. 11 Year 2006</p> <p>4. MD LH No. 48/ MENLH /II/ 1996</p> <p>5. MD LH No. 49 MENLH/II/1996.</p> <p>6. MD Population and Env No. Kep 02 MENKLH /1/1998</p> <p>7. MD LH No. 40 Tahun 2000</p> <p>8. Health MD No. 876 /MANKES/VIII/ 2001 About Tech Reference Manual for Analyse The Environmental Health Impact (ADKL) in AMDAL Activity.</p> <p>9. MD for labour and transmigration No.</p>	Telah diperbaiki.	

		<p>KEP. 10/MEN/VI/2004 About rule of work agreement execution for certain time.</p> <p>10. MD of Population and Transmigration No. 45 Tahun 2005 About guidance for Compilation RKL and RPL.</p> <p>Bapedal Director Decision (BDD) :</p> <p>1. BDD No. KEP. 124 /12/1997</p> <p>2. BDD No. 08 Year 2000</p>		
	1-8	Enlargement of Draw 2.3.2.5.dan 2.7 and colouring, easy to read and nicely..	Corrected.	
	Draw II-6 2.3	Too small so difficult to read, require to be presented [by] as according to determined scale administratively. .	Corrected.	
	Gambar 2.5 ; 2.7; 2.9; 2.10.	Scale have to be big so that easy to read.	Forgiveness Sir,you are very wrong, the correct is scale have to be small, it is easy to read. More and more big, more and more difficult to read	
	II - 4 until II - 10	<ul style="list-style-type: none"> Map Draw is unclear so it's difficult to determine the farm boundary used in road making. A lot of picture is not clear where the source is (no narration) and what its benefit in AMDAL.. 	Telah diperbaiki. Corrected	
	II - 12 and II - 13	Table 2.2 at page II - 12. not matched with content table 22 at page II-13. very important!!.	Corrected.	
	II - 12 until II - 20	Suggestion: Better, underlined activity is the cause of generating of important impact to environment..	agreed	-
	Activity Map II-25	As for activity map around project plan, it can be seen at picture 2.11 and not picture 2.9.require to be corrected.	Corrected.	
	I-10	At paragraph two, written On Duty Regional Infrastructure of Province of South Sulawesi as project initiative. It Should be Big Institution Executor for The National Road VI Makassar.	Replaced	
	II-12	<p>Written As a whole, prediction of the amount of building and farm to be freed visible at tables 2.2.</p> <p>After checked the content of tables 2.2 page 11.-13 in the reality, it is not relevant at all with what have been written and is very wrong , because tables 2.2 11-13 is the breakdown of activity of construction phase and Estimation of the volume of road-works work of joint Maros - Takalar in province sul-sel. correction and correction required.</p>	Corrected, just table number Corrected, just table number	..........
	II - 20 dan II - 22 dst	Point 3 at page. II-20, no detail (points 3a dan 3b). At page II-22, directly to sub 2.3. Watch picture 4.4. at page IV.4 and page V-36 until V-37	Corrected.	
	II - 22	It is better to study another alternatives in AMDAL. that is recommended by KA-AMDAL.	Memang demikian adanya.	
	II - 25	What is mutual relation between :	Suggestion accepted	
	II-25 - III-60	<p>Interrelationship of activity plan with other activities in around</p> <p>Initiator do not give the picture for impact arised out by professionally, only giving the positive impact picture for activity, while according to rule arranged in Regulation of State'S Minister of Environment No. 08 year 2006 (p.18) it has to give the picture for negative impact to arise and safety plan and the solving if the impact happened.</p> <p>A must, what in depicting at page III.60 - III.100 have given the picture of the impact to the society healthy in</p>	<p>Especially traffic generating. Its interrelationship is influencing each other</p> <p>Read Transportation Chapter. Very clear</p>	

		4 (four) regency / town which shows high percentage of patient getting respiration infection..	High percentage of respiration problem is base line, it means a initial condition before road development. This road is not yet executed, still in planning	
III - 1		Environment Base Line Suggested, giving the introduction that in environmental base line is environment component having economic and ecological value which have potency affected by important impact..	How can at introduction At introductory chapters, it has not yet been known the environment component having economic and ecological value which have potency affected by important impact. Is it not inversed ?	
III - 6		Table 3.2 to 3.9 Too much error of typing, for example : - Nitrogen dioxide ≠ Nox - Sulfur dioxide ≠ Sox - Oxidant content (Ox) → not existing in chemistry - Better to comment on TSP & HC	Corrected, just the error of typewriter	
III-6		- From ambient air measurement existing result, please provide with the Environmental Health Risk Analysis . And breakdown one by one the parameter predictedly forwards.. - Result of measurement of noise level is not yet seen, in the other hand, in table content, it exists. That noise is obliged to be measured because it is important to compared with the previous if the level before and after the project is increased. Then it is seen whether at the time of operating, noise generates the impact to this society health which is invisible (please study further)	Data is all ready in the report	.........
III - 6 V - 12		Typing error at page III - 6.	Corrected, just the error of typewriter	
III - 12		• Early Base line about geology condition as long as project area is too wide to discuss because map used is 1:250.000 better 1:10.000 • Technical Geology Data are too few, it should be more detail so that condition of technique geology as long as project area would be more clear. Result of presentation of laboratory UCS states that limestone is lower than clay staone, this is irrational so please refer back the data of laboratories.	Corrected Corrected.	
III - 14		Table 3.10 <u>Noise</u> In fact important measurement is distance from noise source (meter), so these data need to include into tables 3.10.	Distance has been adapted to RUMJA (ROW)	
III-23		- Result of measurement of water river - For the parameter of temperature / temperature 30,30,29,29,30,30,30 oC BM, deviation is 3 then you tell this up to standard (that have to be explained), why not only entered deviation value? - Water Inspection is done in laboratory of Health of Province, is this laboratory accredited because there is no explanation here (if not accredited hence result not accepted)) - Why one of existing heavy metal required in water is not analysed, that is Arsenicum (Ar) - Please Analyse its Environment Health Risk from parameter got, then Analyse The its Society Health Risk from parameter result of water Quality measurement.	Accredited already	
III - 30		In this page, also a lot of wrong typing, for example which require to be improved : oxidizing water, where, aquatic. PH, anoxide, endangering ..., incomplete sentence..	Corrected	

III - 35	Draw 3.17, the meaning of the sampling location is which is considered can represent and non entirely. on that account filtering is needed	Filtering or scoping have been executed since Frame Of Reference compilation. What is conversed here is Final Report Concept. non Frame Of Reference.	
III - 38	Tables 3.21 to 3.24 dissociating tree type based to plot so that looked to be spreading based on type and location.	Tree Type based on plot can be seen at enclosure. At report, description is based on the enclosure.	
III - 50	<ul style="list-style-type: none"> - Scientifical name to be improved - How the diversity level - Please discuss biological parameter and water as biological indicator. 	Aim is Not clear. There is diversity level, uniformity is bizzare term. Biological parameter and water quality have never been made as indicator biologis	
III-51 to III 104	No primary data collected at all though in KA-AMDAL it has been suggested for the survey of / direct observation.	read carefully. Primary data has been taken during research. Its result is enclosed at enclosure page.	
III - 54	The responder amount of every Regency / town require to be sharpened as follows : <ol style="list-style-type: none"> 1. How many population amount affected by direct impact 2. How technique of withdrawal sampel because responder number may be not represented population. 	According to result of feasibility study, family head amount is 1.483. Statistical data indicate that the amount of mean FH consisted of 4 family member Random technical Sampling	
Bab IV	<u>Scope of study :</u> <ul style="list-style-type: none"> • Content of the table 4-1 does not matched with the content of flow chart (Pict. 4.3) • Content of picture 4.2 (flow chart) disagree with matrix • At Pict 4.5, it is better to mention its contents : Identify the potential impact, evaluate the Important Impact & Classification / priority of Important Impact. 	Corrected. Corrected. Have been contained clearly at Picture 4.5	..........
IV-9	<ul style="list-style-type: none"> - At flow chart Of The hypothetic Important Impact, there is no at all the impact of the Society Health. It is mentioned as counted impact though if this road have operated a lot of problem of society health can emerge from air contamination and also noise. They will give the impact to resident which live in around the road.. - please calculate mean distance radius safety (in meter) of resident can live in the the roadside. - From result of water quality measurement, there is parameter which its concentration is high that is BOD 5 having exceeded the specified Criteria Value. It should be analysed intesively because it will affect the health which can be generated from anywhere or if this road operates, is the concentration will increase?. 	Corrected. No need, Ifrastructure Dept have already had standard for this problem. Parameter BOD ₅ is condition where base line is not caused by project activity. No relation between BOD ₅ with road operation. Study more further	..........
Chapter V	Important Impact prediction : suggestion, better the breakdown is focussed at activity generating important impact to economic social, cultural, geophysics & chemical & Biological..		
V.7	5.1.3. land Acquisition to society perception is said at phase of pre-construction will be freed farm for the interest of roads of Maros-Takalar for the width of 127 Ha. Note how many FH and how wide the land per FHto be freed. Told also 81% responder agree with the road-works plan 19% disagree. How the Agreement of the compensation cost to farm owner ? please explain.	Correcte	
V - 7.8	Society perception to farm Acquisition, loss and compensation are most dominant, so that it is needed to clarify at RKL, even though they agree 81%		
Bab VI	Evaluate The Important Impact Suggestion, its contents adapted with MD, year 2006. Should be Better in this	" Instruction" only at MD of environent No. 09 Year 2000	

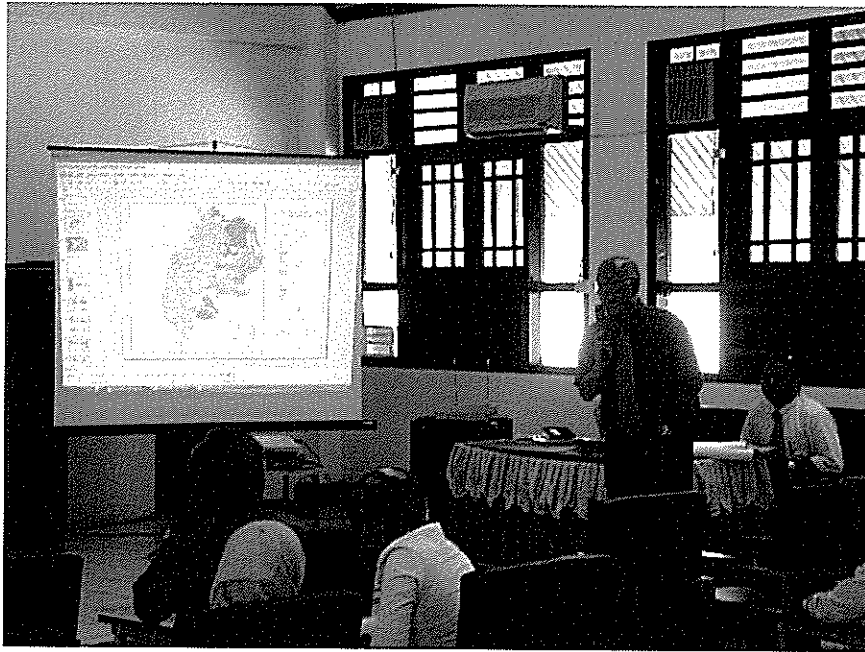
		chapter, it is presented a clear instruction about the RKL and RPL according to to result evaluation of the important impact to best selected alternative. It is important to see the continuity among document AMDAL, RKL, RPL & Executive..	which is not applicable anymore. In Regulation of State Minister of Environment No. 08 Year 2006, this chapter have been changed with the Environmental Eligibility Assessment Recommendation.
	Enclosure C	Documentation / photos are better enclosed the attending list about public consultancy activity to support this document.	Enclosed
		<p>- Pre construction stagei</p> <p>At pre construction phase, it could be explained that generating impact to society health in location or around location of activity. Afterwards it is then studied how to manage.</p> <p>-</p> <p>Construction Phase</p> <p>At this construction Phase, it is uniquely labour and equipments mobilization. Labour use has to be selective, this matter is usually underestimated but it can result the big disaster. Example of the labour coming from external area by bringing disease (carrier) and then that disease is epidemic, the new comer will be hence alleged. If it happens in the society, they will fight one another, intertribal or ethnical fight. To the transportation of equipments, of course, truck must pass so that it can generate the noise, dust or Mud in raining season. Noisy can bother the hearing, communications, this matter can generate the stress, less sleep, wrong perception etcetera which in the end can generate the trouble to health. Existence of flying dust makes possible contaminate society having risk of respiration trouble (OPM).</p> <p>-</p> <p>Operation phase</p> <p>At operational phase, the contagion disease can disseminate especially TUBERCULOSIS, other respiration trouble. All above problems are not mentioned in this report so that management must be applied in overcoming the disease appearance</p> <p>A lot of reference used [by] are obsolete, so that in compilation of Frame Of Reference, it is a lot of disagreement with actual regulation.</p> <p>Legal Base of Statement Substantial Material (number 2) which is making by project initiator is not mentioned as regulation reference in AMDAL</p> <p>The Environment Management Plan in order to execution of development activity is expected to guarantee the fluency of execution plan activity according to goals which wished to reach</p> <p>Installation traffic equipment, street lines, RPPJ And other road facility need to be cordinated with related parties.</p> <p>-</p>	<p>This report is AMDAL of road-works plan, not AMDAL of society health. Perception to all component is of equal important, not merely problem of society health..</p> <p>What kind of Society Health is going on at Phase Pre construction? If you have learnt the AMDAL hence very unusual in pre-construction phase could generate the impact of society health..</p> <p>No worker mobilization in this case.</p> <p>Labour Mobilization is conducive to the Labour in gross and in a short time to an activity where the labour conducived from outside area, for example from Java etcetera. Labour to be used is Local Labour, to and from home, they go by bicycle</p> <p>AMDAL approves analogy.</p> <p>Analogy in AMDAL of Maros -Takalar Road is similar activity which is going on such as :</p> <p>Actually the Maros-Pare-Pare street (much more long) is in construction phase, streets Urip Sumohardjo - A.P. Pettarani is under construction. Up to now, is there any Labour mobilization bringing disease (carrier) ? is there any ethnical or intertribal fight ? We are very requesting inputs which in scientifical character.</p> <p>We are very requesting inputs which in scientifical character.</p> <p>What you mean obsolete si unclear. Unfortunately you do not show in what part or what page so that we can correct them. What is discussed actually is Final Report Concept, not Frame Of Reference. Seemingly you are not yet understood what the Frame Of Reference is. So, how do we can answer the question?.</p> <p>It is in way of our desire. We ve agree.</p> <p>Must be did, no need to tell anymore.</p>

			Overcoming floods problem is inter-sectoral problem among relevant institutions, therefore required a coordination..	
		<p>Promotor Statement to execute the RKL & RPL have to be signed on paper with stamp, in the reality, no signature on stamp.</p> <p>Have to be opened the way of managing the transportation of ground. Also have to be studied the way of managing floods or erosion..</p> <p>Map of Spreading of floods danger have to note in RKL</p>	<p>What you read is Final Report Concept, repeated ..still a Concept....</p> <p>Final Report is definitely signed on a stamp paper.</p> <p>Has been well explained, please read at page</p> <p>As it is</p>	
		the environmental management plan has to decomposing according to environment component which require to be managed related with sample of early environmental zone	As it is	
I-5 I-6 I-7	<p>At page I-7 document RKL, written that "1-3 usefulness and RKL need" " 3 as manifestation of seriousness and caring of promotor in handling environment problem, this problem is estimated will arise because of activity of development and operational Maros -Takalar Road in South Sulawesi". Usefulness and need RKL is not manifestation of seriousness and caring of promotor party but it can be seen if AMDAL Document is well compiled and monitoring and management environment is well done by promotor as well. There is mistake of "concept" and editor here. Pada halaman II-4 dokumen RPL tertulis "Tujuan pemantauan lingkungan hidup adalah</p> <ul style="list-style-type: none"> • Lessening risk of damage of road infrastructure which is passed by transportation vehicles. • minimizing dust Concentration at region of road passed by by transportation vehicles • Preventing incidence of traffic accident. 	AMDAL has its reference and it is difficult to follow your personal appetite		
I-7	<p>suggestion of Repair of usefulness point RKL</p> <p>a. clarification of usefulness RKL is completed with the more systematic way. It covers:</p> <ol style="list-style-type: none"> 1. Usefulness for promotor 2. Usefulness for government 3. Usefulness for society 	your input is obsolete, not applicable anymore at Regulation of State'S Minister of Environment No. 08 Year 2006.		
Chapter II	Before phrasing approach of technological, economic & institution, it is better there is brief description about important impact whis has been predicted from AMDAL study to guarantee the continuity of AMDAL, RKL & RPL.	As it is		
II-1	<p>Correction of the law about New Space Settlement is UU No. 26 Year 2007, Statement Letter must be signed on stamp paper</p> <p>Social Economy Approach :</p> <p>Require to pay attention to the Local Labour Exploiting Aspect to avoid the happening of Social Difference</p> <p>point D :</p> <p>Besides doing Consultancy, also require to do the periodical Repor.</p> <p>Land and building acquisition</p> <p>it can be socialized so that not generating society disquiet about problem of compensatory and Acquisition to land and building owner at the market price. (layak)</p>	Execution of land Acquisition will refere to Decision of President No. 36 year 2005, jo 65 year 2006 about Land Levying for Execution of Development and Improvement of Public Interest.		

II - 1	economic Social approach have been sychronized with the reason of responder which adverse opinion to the road-works. But that way, word "wish" at point a, better be changed with the sentence " will" so that have a meaning of obligation to do by Promotor / contractor..	Corrected	..........
II - 7	b. Management approach suggested to do general explanation and approach method.		
III - 4	Tips on environmental management: - time of material/substance mobilization - driver qualification - passed path to avoid to bother		
III - 4 III - 6	3.2. Environmental management of construction phase Activity management estimated to generate the important impact is less structured, and detailed, for example for the impact component from air quality generated by such activity, it is suggested to be cleared more per- impact item among others: : a. Air quality, b. Distance change c. Decreasing ground level d. Water surface trouble (flooding potential) e. Job opportunity f. Other social aspect.		
III - 5	Usually development causes the floods because the road function like dam, for that, it requires to pay attention to drainage canal at certain place, especially which during the past time, it is passed by water.	As planned.	
RPL			
	<p>the same as with RKL, if no disease or health problem are mentioned, what will be monitored? Please mention type of disease which is probably generated in the region or in the location of this roads development activity..</p> <p>Plan of this environmental monitoring is not consistent with RKL</p> <p>A lot of used reference have been obsolete so that in compilation Frame Of Reference many is disagreed with regulation going into effect actually</p> <p>Plan of the Environmental Monitoring is very related with the Environmental Management Plan on that account, it needs to involve stakeholders. And detailed clearly</p> <p>this Monitoring execution have to be related to duration how long street project of Mamminasata in executing. So, it must be clear how many times monitoring is done according to execution program of such street project</p> <p>summary of important impact handling Instruction specially [at] instruction of impact handling, shall not use the word " want"</p> <p>Road and bridge development so that generating the water suffused, noise, air quality, dust impacts. for the noise impact, it is required to clarify time</p> <p>piling time shall be accomodated with office hours, detailing office hours from that hour to this hour</p> <p>Have to be watched, transportation of sand from all location quarry..</p> <p>identity of promotor and compiler RPL as much 2 x (twice) what it means ?</p> <p>identity of project promotor is 2 that is big executor institution of the national street VI</p>	<p>corrected, just copied 2 x.</p> <p>Corrected. The true is Big Institution Executor for National Street VI Makassar.</p> <p>Representing tertier impact. Important impact is done by scoping process. Scoping result shows awaken such less be relevant as important impact.</p>	

		Makassar and On Duty Regional Infrastructure of Province of South Sulawesi. For the RPL of post construction, it is better to watch other awakening that happened around the road for example emerging entrepreneur and others.		
	I - 2	<u>Proposed Suggestion / Completing RPL.</u> So that there are approach clarification used in execution of environment monitoring plan, it covers : Technological approach, social economy approach, institutionally approach from plan of the roads development execution		
	II - 1	Being suggested in description of RPL, it is more structured, for pre construction phase and also post construction. <u>Example :</u> In Construction Phase, society is covered by disquiet, potency of conflict and utility trouble..		
	II - 3	Mentioning rules being taken as compensatory guidance, especially concerning quantity, system etc.	AMDAL Study is not such as detailed. According to regulation going into effect, this detailed data at road-works plan can only be obtained based on to other further study, such as LARAP (Land Acquisition and Resettlement Plan) if local government requires.	
	II - 4	Impact Source Patter: Also mention the environment component affected by big impact and important impact for C environment parameter watched how biotic (crop & tree).	As According To Regulation of State Minister of Environment No. 08 Year 2006 which becomes reference of compilation on AMDAL, no more term of "big impact" and important. The correct one is "Important Impact".	
	II - 4	Why construction is watched every 6 months, so also with the other component	According to	
	II - 4	Three targets is not true. This Target RPL is written precisely equal to target RKL which is found on page III-4 at document RKL. Target RPL at the time of material mobilization at construction phase, of course, is not the same with target RKL at construction phase. Environmental monitoring aim to obtain the accurate data of about road damage passed by the transportation. Material of accurate data, obtained by monitoring, is analysed for using the compilation of programs RKL.	Corrected	..........
		Environmental monitoring is also done to obtain the accurate data about dust concentration at road ambient passed by by material transportation vehicle. Monitoring target is not sprinkling the road so that dust concentration decreases. This second target is also not true. Environmental monitoring is also done to obtain the accurate data about road accident and which can arising from the activity of material transportation so that organizer institution can execute the management to minimize accident and accident potency. So, this third targe is also not specific true monitoring activity, differing from specific management activity. Thereby their specific target of course differs.	Corrected.	..... .....
	II - 7	Explaining standard monitoring method specially deal with traffic at the time of operational road. Supervisor institution, better involve society element/ NGO Map, to be more clearly, (sampling location) Explaining which resident holded for interview with in each monitoring, his status and also its number	provided. Replaced with colour map. Previous only report concept such as for presentation.	
	I - 12	After item 1.3 (Alternative studied) at page I-11 and I-12, it should be at item 1.4 containing :	Have been equipped at AMDAL report, and also report of	

		Recommendation of the environmental feasibility assessment : representing fact clearly to feasible and unfeasible environment of the project, based on result of the impact evaluation and instruction of RKL and RPL for the best chosen alternative .	Executive Summary.	
	I - 14	Promotor as noted in RKL differs from Promotor as noted in AMDAL , RKL and Executive Summary.	Corrected.	-
	EKSEKUTIF	<ul style="list-style-type: none"> - At this Executive Summary, identity of compiler of section study do not be needed - At MD LH. No. 08 / 2006 for the Summary of Executive (with the enclosure being not needed) - The society health impact study is not at all done. Please re-analyse - to involve the labour in region affected by the project impact, so that it will not generate the social difference 	<p>Corrected.</p> <p>Equiped</p> <p>Prioriy for local worker.</p>	
	III-1	Chapter III elaborates the management and monitoring of environment in tables but existing tables only described environment management, while environment monitoring is absent	Tables of Environment Monitoring is there.	
		<p>At Activity of the Management and Environment Monitoring it is better to involve the relevant Technical institution with the Parameter/ Environment Component which incurs the impact. Example:</p> <ul style="list-style-type: none"> - Land acquisition involves BPN - Health problem such as respiration problem caused by dust, it involves Health Dept. - Safety of road users, it involves Transportation Department. 	<p>Telah dilengkapi.</p> <p>Pembebasan lahan memang melibatkan BPN.</p>	
		Executive summary do not touch the nucleous which should be proposed so that it can be seen the existence of broken link and un-relevant each other comprehensively.	equiped	
		Mistake about the target RPL recurred at document of Executive Summary on page III 9. Mistake about map at AMDAL document recurred at document RE	Corrected.	





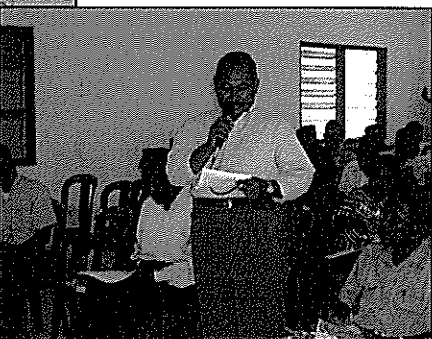
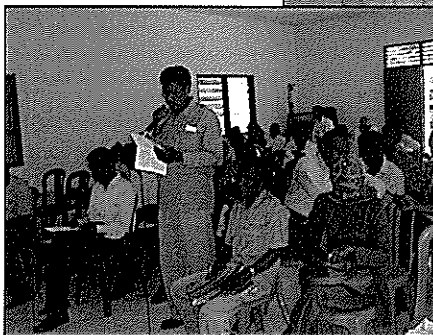
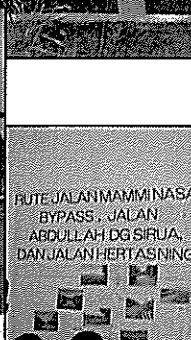
Public Consultation Meeting (1a) for By-pass Mamminasa and other Roads		
Date:	Monday, May 26 th , 2007	
Venue:	Galesong Utara Sub-district office (Takalar District South Sulawesi Province)	
Participants:	50 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	2 persons
	Municipal/District Government	3 persons
	Local Community representatives	42 persons (including 3 persons from NGOs)
	Others	1 person (JICA) 2 persons (Local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Head of Galesong Utara Sub-District	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant) 2. Mr. Husni (JICA)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. The community support the development of these road sections 2. Requesting the socialization up to the lower levels/strata of community 3. Expecting a transparent process on land acquisition system as most of the acquired lands are productive regions (rice fields) 4. Suggest the alternative access facilities 5. The name of Mamminasa Bypass suggested to be Mamminasata Bypass 		

Public Consultation Meeting (1b) for By-pass Mamminasa and other Roads		
Date:	May 28 th , 2007	
Venue:	Pallangga Sub-district office (Gowa District South Sulawesi Province)	
Participants:	50 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	2 persons
	Municipal/District Government	3 persons
	Local Community representatives	41 persons (including 3 persons from NGOs)
	Others	1 person (JICA) 3 persons (Local consultant)
Opening remarks by:	1. Head of Pallangga Sub-District	
Welcome speech by	2. Head of Bapedalda South Sulawesi Province (Ir. H. Tan Malaka Guntur MSi)	
Presentation by	Ir. Rusly Dhanio (AMDAL Consultant) Mr. Husni (JICA)	
Summary of Comments and Inputs form Participants		
<ol style="list-style-type: none"> 1. The community support the development of these road sections and suggested to be constructed soon 2. Requesting further socialization to the lower level/strata of community 3. The access will available to some isolated regions 4. Transparency on land acquisition process 		

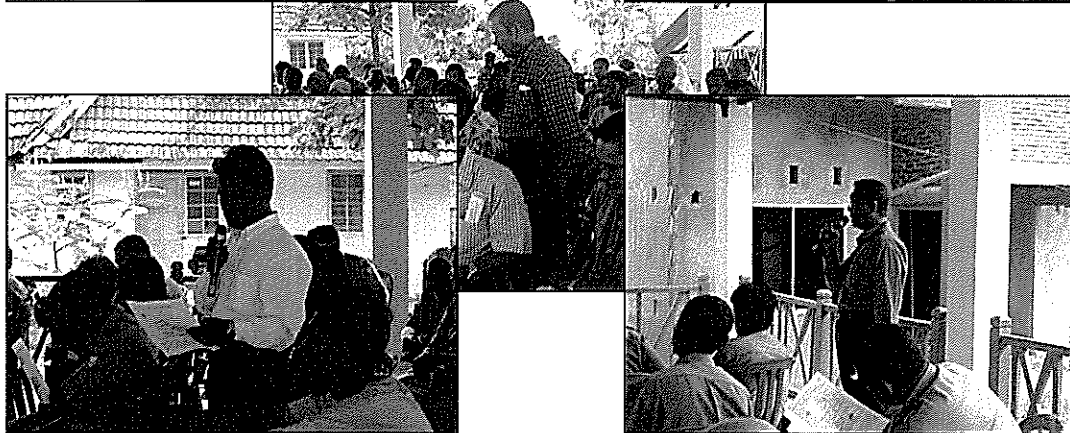
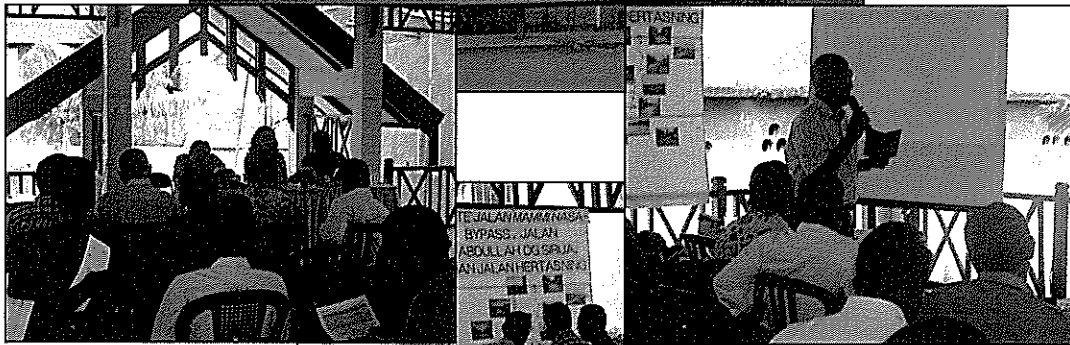
Public Consultation Meeting (1c) for By-pass Mamminasa and other Roads		
Date:	May 29 th , 2007	
Venue:	Panakukkang Sub-district office (Makassar City, South Sulawesi Province)	
Participants:	50 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	2 persons
	Municipal/District Government	4 persons
	Local Community representatives	40 persons (including 2 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 Panakukkang 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 community support the development of these road sections 2. There is a concern of the increased levels of air pollution 3. Transparency on land acquisition process 4. The surrounding area of this road axes are prone to flood hazards, so that drainage systems must be considered. 5. Workers recruited from locals 		

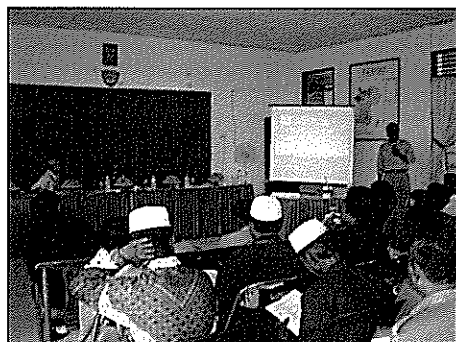
Public Consultation Meeting (1d) for By-pass Mamminasa and other Roads		
Date:	June 6 th , 2007	
Venue:	Pattalassang Sub-district office (Gowa District South Sulawesi Province)	
Participants:	50 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	2 persons
	Municipal/District Government	3 persons
	Local Community representatives	41 persons (including 3 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 Pattalassang 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 community support the development of these road sections 2. Transparency on land acquisition process 3. Concerns on potential flood hazard after road construction has been finished, that good drainage facilities should be provided. 4. Suggestions on the alternative access roads 		

Public Consultation Meeting (1e) for By-pass Mamminasa and other Roads		
Date:	Wednesday, June 6 th 2007	
Venue:	Mandai Sub-district office (Maros District South Sulawesi Province)	
Participants:	45 persons	
Participants origin/ institution	Central Government:	-
	Provincial Government;	2 persons
	Municipal/District Government	3 persons
	Local Community representatives	37 persons (including 3 persons from NGOs)
	Others	1 person (JICA) 2 persons (Local consultant)
Opening remarks by:	Ir. Burhanuddin Bapedalda (Environmental Management Agency) South Sulawesi Province	
Welcome speech by	1. Head of Mandai 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 community support the development of these road sections 2. Concerns on the potential flood after construction, that a good drainage facilities should be provided. 3. The community are still trauma on land acquisition process on the airport development project that they request a transparent process for land acquisition of this road development project. 4. Suggestions on the alternative access roads 5. Request to construct crossing bridges for pedestrians 6. The community concerns on some existing trees to be removed. 		



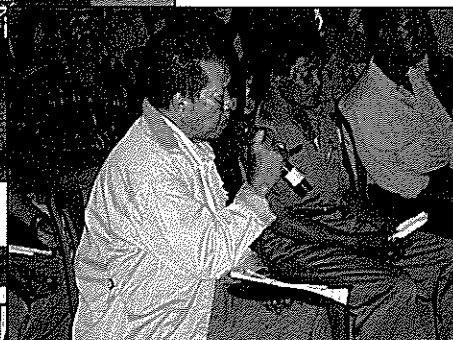




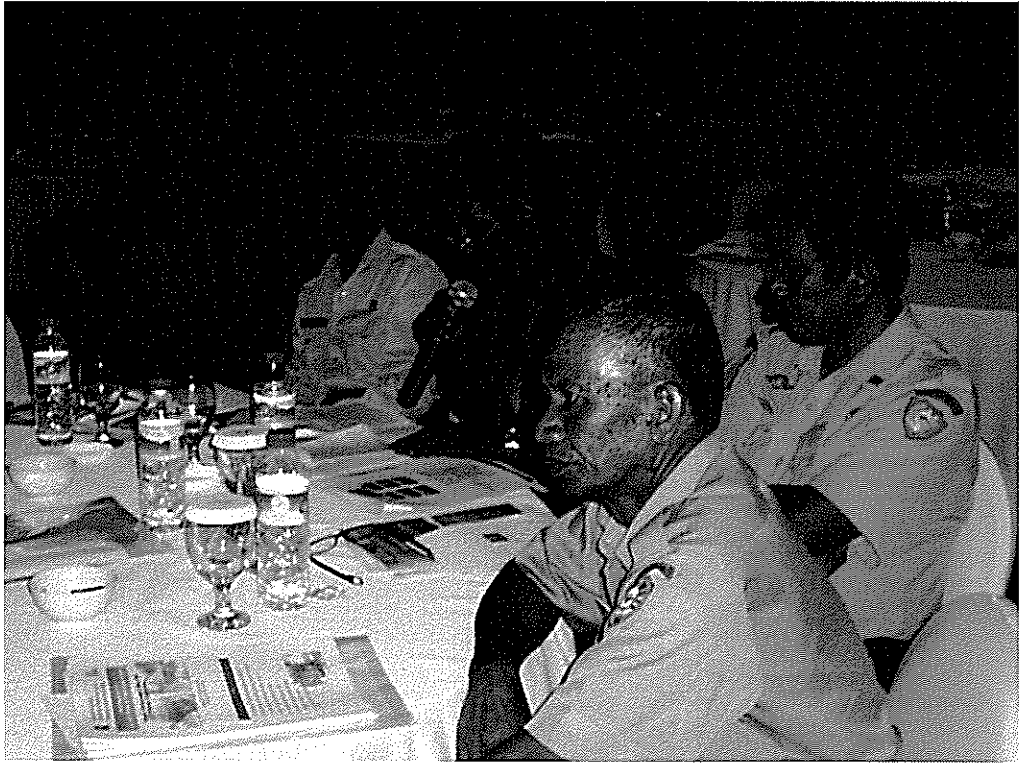




DENGAN PENCAHANGAN BULAN MEI 2007 SEBAGAL BULAN PER
APARATUR PEMERINTAH DAERAH DAN TOKOH MASYARAKAT WAJIB PAJAK



Public Consultation Meeting (2) for By-pass Mamminasa and other Roads		
Date:	Monday, September 3 rd , 2007	
Venue:	Meeting room of BAPEDALDA South Sulawesi Province	
Participants:	45 persons	
Participants origin/ institution	Central Government:	1 (Directorate General of Bina Marga)
	Provincial Government;	16 persons (AMDAL Technical team)
	Municipal/District Government	10 persons
	Local Community representatives	12 persons
	Others	3 persons (JICA) 3 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. Please describe the contribution of this road to the production centers 2. Please conduct LARAP as soon as possible 3. Impact to the public health, basically the respiratory disease already exist. How to overcome this problem not be worsen by the construction and operational activities 4. Request to provide compensation facility for local community such as clean water supply 5. Clear and detail description of sampling sites is necessary to elaborate 		



Public Consultation Meeting (3) for By-pass Mamminasa and other Roads		
Date:	September 11 st 2007	
Venue:	Clarion Hotel, Makassar	
Participants:	112 persons	
Participants origin/ institution	Central Government:	10 (Directorate General of Bina Marga)
	Provincial Government;	19 persons
	Municipal/District Government	36 persons
	Local Community representatives	27 persons (including 4 persons from NGOs)
	Others	12 persons (JICA) 6 persons (Local consultant) 2 persons from University
Opening remarks by:	Team Leader of JICA Study team (Mr. Shinkai Hiroshi)	
Opening Speech by	1. JICA MFO (Mr. Minagawa) 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. Request local government to prepare the compensation fund in advance 2. New name for Hertasing Baru as Aroepala shall mention in the report 3. Asking if the JICA Public Consultation Meeting is accommodating the inputs and request from local community 4. Questions on detail of road design such as: median etc. 		

The major issues and points discussed based on the presentation are as follows:

Comments and Questions for Session 1

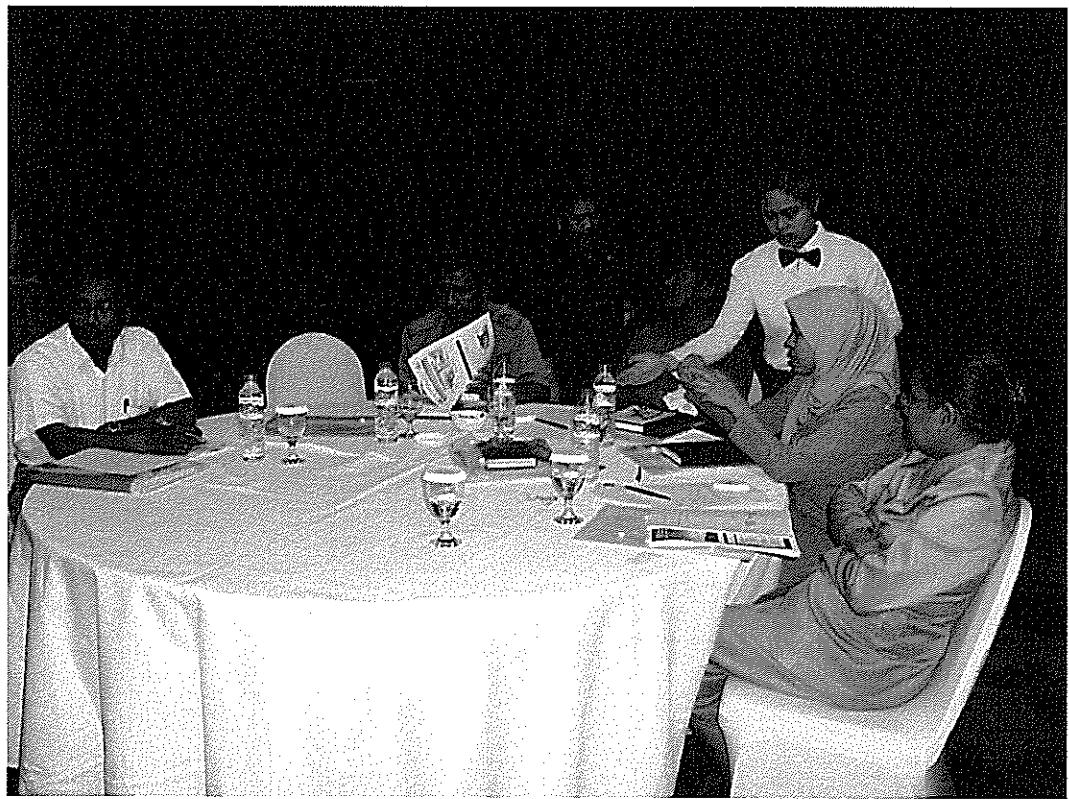
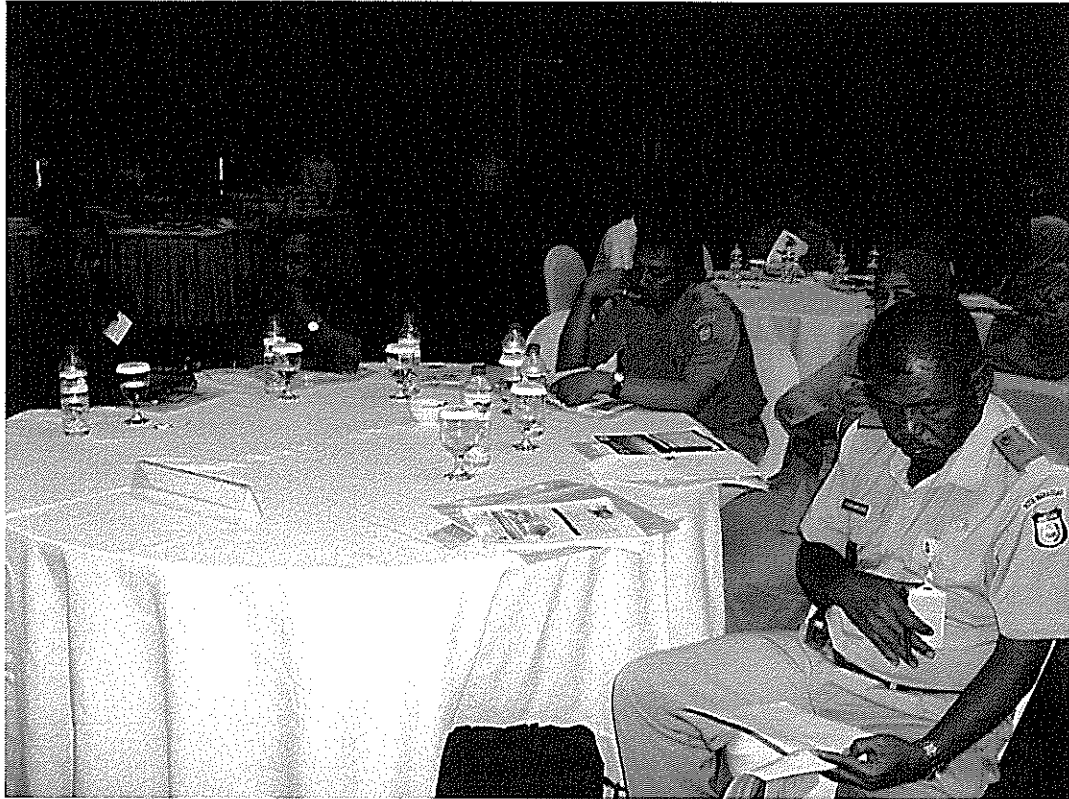
- (1) From Mr. Octavianus stated that the local government must prepare the compensation fund immediately; so that in the implementation phase, the project will not be hindered by the unreadiness of respective regions/city in preparing land acquisition fund. He also commented that the design of the road need to be

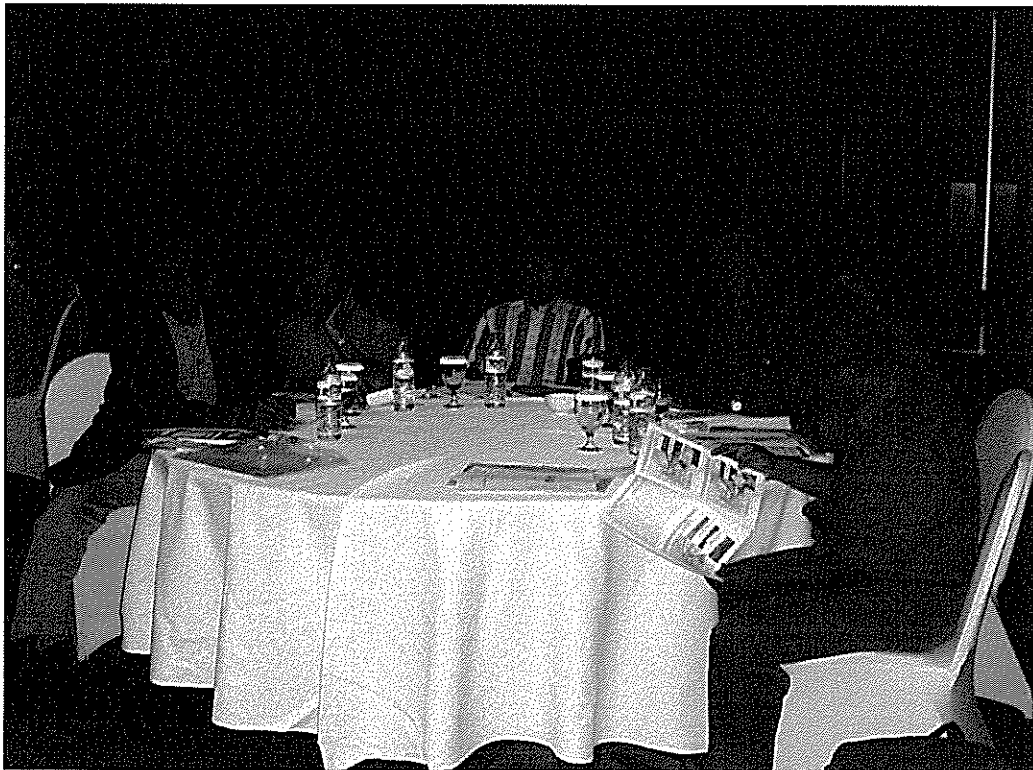
synergized with city/region plan; taking into account Act no. 38 of 2004 concerning road which contains the right of way border is 18 m from the side ditch. In relations to that, we also need to do coordination with Land Agency.

- (2) Mr. Ilyas would like to clarify the name of Hertasning Road for new road constructed; since the new road has already got new name, whis is Aroepala road. It also applies to Abdullah Daeng Sirua in the section of PDAM canal is changed to Inspeksi PDAM road.
- (3) Mr. Muh. Yusran Ramli from Hasanuddin University reminded the increasing of land price in project affected areas.
- (4) From Maros raised a question why water resource in Maros Prefecture does not include in hypothetic scope; while this water resource is the biggest water supply source in Makassar and Maros.
- (5) Mr. Max from Bina Marga clarified the result of the study that accommodates the inputs from the community. What if those inputs can not be accommodated all in the result of study? What is the mechanism of JICA Study Team? What if the seminar is conducted in Jakarta in order to accommodate the aspiration of stakeholder? Who will be the representative of local stakeholder in the next meeting?
- (6) Mr. Ilyas concerning table 1.1 of air quality; it might be added by another column of air quality ambient; so that we will be able to directly identify which elements exceeding ambient quality standard. Also regarding table 1.1 for the references in point 5, shall be removed; since Decree of Governor No. 465 has been substituted by Decree of Governor of 2003.

Replies for Session 1:

- (1) All the inputs and comments will be noted and will be utilized to consummate the compilation of Progress Report 2, as it is expected to be able to accommodate all the aspirations in the discussion.
- (2) Regarding Maros River, it will be included in the further study result.
- (3) Regarding the result of study and involvement of stakeholder, the Study Team will put maximum effort to accommodate all the aspirations and will be reflected in the next report compiled.





Public Consultation Meeting (4) for By-pass Mamminasa and other Roads		
Date:	November 27 th , 2007	
Venue:	Meeting room of BAPEDALDA South Sulawesi Province	
Participants:	50 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) 3 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. Change of road name Hertasning into Aorepala 2. Updating of population rate and number of households refer to the latest statistics and correction of rainfall rate 3. More detail elaboration on quarry sites plan 4. Highlighted the importance of drainage in preparation stage 5. Study on Land acquisition is important and description of land acquisition area by sub-district 6. Estimation of value of land acquisition and buildings to be displaced 7. Describe the standard use for water quality 8. Add the resource of data and name of laboratory 9. Clarification on the number of respondents related to length of roads 		

