

別添 1 (コメント回答 No. 1)

現在までのジャワ北幹線に係る円借款事業をお示し致します。

ジャワ北幹線に係る円借款事業

案件名	借款契約日	本体部分					事業実施者名
		借款契約額 (百万円)	金利 (%)	償還期間 (年)	据置期間 (年)	調達条件	
ジャワ幹線鉄道電化・複線化事業(第1期)	2001年12月13日	41,034	0.95	40	10	タイド	運輸省陸運総局
ジャワ北幹線鉄道複線化事業(2)	1998年1月28日	8,748	2.7	30	10	一般アンタイド	運輸省陸運総局
ジャワ北幹線橋梁修復事業(2)	1995年12月1日	5,857	2.5	30	10	一般アンタイド	運輸省陸運総局
ジャワ北幹線鉄道複線化事業	1994年11月29日	7,234	2.6	30	10	一般アンタイド	運輸省陸運総局
ジャワ北幹線橋梁修復事業(1)	1992年10月8日	3,302	2.6	30	10	一般アンタイド	運輸省陸運総局
ジャワ北幹線軌道修復事業	1989年12月22日	8,229	2.5	30	10	一般アンタイド	運輸省陸運総局
スマラン～スラバヤ間鉄道修復事業(4)	1985年2月15日	3,800	3.5	29	10	一般アンタイド	運輸省陸運総局
スマラン～スラバヤ間鉄道修復事業(3)	1981年6月24日	3,369	2.5	29	10	部分アンタイド	運輸省陸運総局
スマラン～スラバヤ間鉄道修復事業(2)	1980年3月31日	3,300	2.5	29	10	部分アンタイド	運輸省陸運総局
スマラン～スラバヤ間鉄道修復(第1期)	1979年8月28日	3,447	2.75	29	10	部分アンタイド	運輸省陸運総局
スマラン～スラバヤ間鉄道修復(E/S)	1977年12月27日	280		30	10		運輸省陸運総局

出典：JICA ウェブサイト

※日本の援助によるジャワ北幹線鉄道の輸送力向上に加えて、インドネシア政府の自己資金によりチレボン～スラバヤ間(約436km)複線化事業を2010年～2014年の間に実施し、現在ジャカルタ～スラバヤ間は全線で複線化が完成しております。

別添 2 (コメント回答 No. 7)

2011年に運輸省鉄道総局が制定した全国鉄道マスタープラン (RIPNas) をお示し致します。

全国鉄道マスタープラン (RIPNas) 目標値の内訳 (2030年時点)

1 年間鉄道輸送量と必要鉄道網	2030年時点		旅客(百万人/年)	貨物(百万トン/年)	鉄道網延長(km)	
	ジャワ、マドラ、バリ		858.5	534.0	6,800	
	スマトラ、バタム		48.0	403.0	2,900	
	カリマンタン		6.0	25.0	1,400	
	スラウェシ		15.5	27.0	500	
	パプア		1.5	6.5	500	
合計		929.5	995.5	12,100		
2 必要車両数	2030年時点		旅客用機関車	貨物用機関車	客車	貨車
	ジャワ、マドラ、バリ		2,585	1,000	25,825	20,115
	スマトラ、バタム		145	760	1,435	15,170
	カリマンタン		20	80	185	1,525
	スラウェシ		50	120	470	2,375
	パプア		5	25	45	470
合計		2,805	1,985	27,960	39,655	
3 都市鉄道 (2030年時点)	都市	広さ(km ²)	延長(km)	都市	広さ(km ²)	延長(km)
	ジャボデタベック	5,789.1	890	バタム	770.3	330
	バンドン	164.9	150	メダン	370.6	230
	スラバヤ	1,221.6	410	パレンバン	460.3	250
	スマラン	365.3	230	プカンパルー	93.3	120
	ジョグジャカルタ	32.3	70	パダン	766.1	330
	マラン	110.0	130	ランブン	199.9	170
	デンパサール	133.8	140	マッカサール	178.5	160
				メナド	159.0	150
				合計		3,760
4 都市鉄道用必要車両数 (2030年時点)	都市	必要車両数(両)	都市	必要車両数(両)		
	ジャボデタベック	1,024	バタム	384		
	バンドン	256	メダン	384		
	スラバヤ	640	パレンバン	384		
	スマラン	384	プカンパルー	512		
	ジョグジャカルタ	256	パダン	512		
	マラン	256	ランブン	256		
	デンパサール	256	マッカサール	256		
			メナド	256		
			合計	6,016		
5 必要要員数 (2030年時点)	鉄道管理者		鉄道運行者			
	職種	要員数(人)	職種	要員数(人)		
	管理部門	200	管理部門	2,500		
	車両テスト部門	800	乗務員/車両保守	45,600		
	施設テスト部門	470	設備運転/施設保守	30,640		
	監査部門	250	合計	78,740		
合計		1,720				
6 必要金額	2030年		単位	数量	金額(10 ⁶ USD)	
	インフラストラク	都市間鉄道	km	8,300	20,750	
		都市鉄道	km	3,800	13,300	
		小計			34,050	
	車両	機関車	両	4,800	12,000	
		客車	両	27,960	11,184	
		貨車	両	39,655	3,966	
		都市鉄道車両	両	6,020	6,020	
		小計			33,170	
	合計				67,220	

出典：運輸省鉄道総局 RIPNas

別添 3 (コメント回答 No. 36、39)

代替案の修正版をお示し致します。

【表 1.17】代替案の概要比較結果

< 第 1 段階 >

比較項目	現状 (事業を実施しない案)	新線建設案	単線腹付け線増案
目標所要時間	9~10 時間	2 時間 50 分	3 時間 30 分~5 時間 15 分
最高速度	100km/h	350km/h	160~220km/h
電化/非電化	部分電化	電化	電化/非電化
車両	DL/DMU/EMU	EMU	EMU/DEMU
駅構造	地上	高架化	高架化
線形改良区間数及び区間延長	0 箇所	689.4km	130~261 箇所 (190.8~289.0km)
コスト (想定)	発生しない	約 310 兆ルピア (事業費) 標準軌、複線、全線新規用地取得とするため、莫大なコストが必要。	約 137 兆ルピア (事業費) 単線で且つ既存線に腹付けすることで鉄道用地を活用できるため、コストを抑えることができる。
汚染対策	大気汚染源は増えない。	大気汚染物質を発生しない車両を用いるため大気汚染源は増えない。	車両により大気汚染物質が増える場合 (DEMU) と増えない場合 (EMU) とがある。
自然環境	自然環境の改変を伴わないので影響はなし	大規模な森林伐採の可能性や水象への影響が生じる可能性がある。	森林伐採の可能性や水象への影響が生じる可能性があるが、新線建設より影響は小さい。
社会環境	用地取得・住民移転なし	大規模な用地取得及び住民移転が発生する。	用地取得及び住民移転が発生するが、新線建設より影響は小さい。
総合評価	× 都市間移動に係る所要時間が短縮されず、利便性が向上しない。	△ 都市間移動に係る所要時間が大幅に短縮され利便性は向上するものの、自然環境、用地取得及び住民移転に対する影響が大きい。	○ 都市間移動に係る所要時間が短縮され利便性は向上し、自然環境、用地取得及び住民移転に対する影響はあるものの、新線建設案より小さい。

< 第 2 段階 >

比較項目	狭軌単線腹付け線増 RRR 盛り土	標準軌単線腹付け線増 RRR 盛り土
目標所要時間	5 時間 15 分	3 時間 30 分
最高速度	160km/h	220km/h
平均速度	139km/h	190km/h
電化非電化	非電化	電化
車両	DEMU	EMU
駅構造	高架化	高架化
線形改良区間数及び区間延長	130 箇所 (190.8km)	261 箇所 (289.02km) (標準軌適用の EMU のスピードの方が速く既存線形のカーブを緩くする必要があり、線形改良箇所が増える。)
コスト (想定)	約 137 兆ルピア (事業費) 線形改良区間が少ないため、低くできる。	約 162 兆ルピア (事業費) 線形改良区間が多く、用地取得箇所が増えるため高い。
汚染対策	大気汚染物質は増える。	大気汚染物質を発生しない車両を用いるため大気汚染物質は増えない。

自然環境	森林伐採の可能性や水象への影響が生じる可能性があるが、狭軌の方が線形改良に伴う用地取得が少ないため、影響を抑えることができる。	森林伐採の可能性や水象への影響が生じる可能性があるが、標準軌の方が線形改良に伴う用地取得が多いため、影響が大きい。
社会環境	用地取得面積：229,229m ² 住民移転軒数：637 軒 用地取得及び住民移転が発生するが、狭軌の方が影響範囲が狭いため、最小化できる。	用地取得面積：1,394,754m ² 住民移転軒数：3,898 軒 用地取得及び住民移転が発生し、線形改良区間が狭軌より長いことから影響範囲が大きい。
総合評価	○ 標準軌より線形改良区間が少ないため、自然環境、用地取得及び住民移転への影響が小さい。	△ 線形改良区間が長く、自然環境、用地取得及び住民移転への影響が大きい。

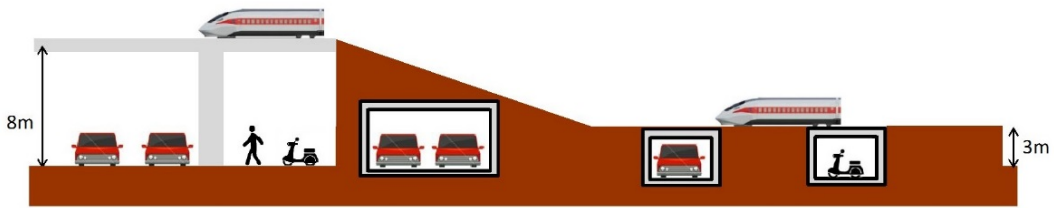
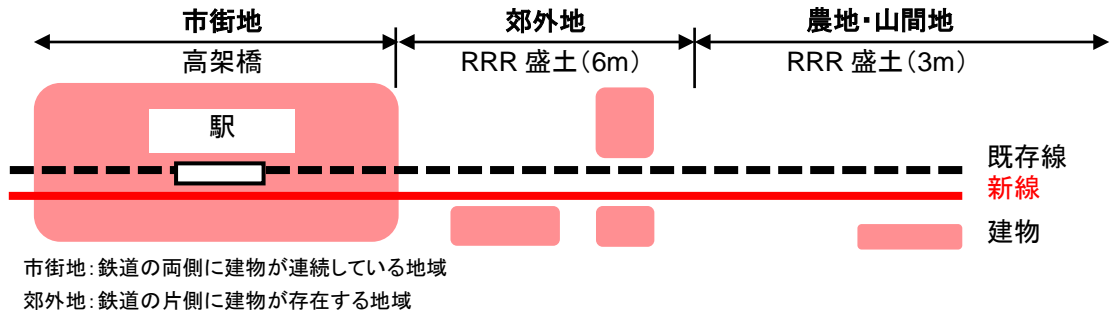
< 第 3 段階 >

比較項目		狭軌単線腹付け線増 RRR 盛り土	狭軌単線腹付け線増 PSRC 路盤＋線路横断構造物
目標所要時間		5 時間 15 分	5 時間 15 分
最高速度		160km/h	160km/h
平均速度		139km/h	139km/h
電化非電化		非電化	非電化
踏切	在来線	約 2,000 箇所	0 箇所（跨線橋建設）
	新線	0 箇所	0 箇所（跨線橋建設）
車両		DEMU	DEMU
駅構造		高架化	高架化
線形改良区間数及び区間延長		130 箇所（190.8km）	130 箇所（190.8km）
コスト（想定）		PSRC 路盤より大きい。	立体交差する道路構造物の建設費を含めても RRR 盛り土より低い。
汚染対策		大気汚染物質は増える。	大気汚染物質は増える。
自然環境		森林伐採の可能性や水象への影響が生じる可能性があるが。	森林伐採の可能性や水象への影響が生じる可能性があるのに加え、狭軌のため影響が小さい。但し、道路構造物の設置箇所についても、影響が生じる可能性がある。
社会環境		用地取得及び住民移転が発生する。	鉄道用の用地取得・住民移転が発生するのに加え、狭軌のため小規模。但し、道路構造物の設置箇所についても、用地取得が発生し、調査での確認が必要。

出典：調査団

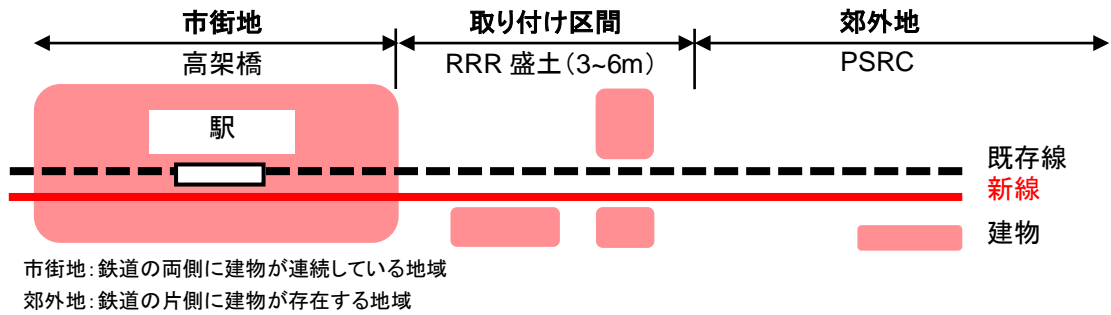
別添 4 (コメント回答 No. 43)

RRR 盛り土の構造物配置イメージをお示し致します。



出典: 調査団

【追加図 1】RRR 盛り土案の構造物配置イメージ



出典: 調査団

【図 1.28】PSRC 路盤案の構造物配置イメージ

別添 5 (コメント回答 No. 54、55、100)

スコーピング案の修正版をお示し致します。

【表 1.18】 スコーピング結果

分類	影響項目	評価の結果			
		工事前	工事中	供用後	評価の根拠
汚染対策	大気汚染	D	B-	C/D	工事前：本事業による影響は予想されない。
					工事中：建設機械の稼働及び工事用車両の走行により、特に乾季において土木工事に伴う大気汚染が予想される。
					供用後：本事業で導入予定の車両（電気式気動車）はディーゼル発電機により駆動するため準高速化による運行車両の増加により大気汚染物質の排出量の増加も考えられるため本調査で確認する。一方で、フライオーバーによる影響は、通行する自動車等の交通量は変化しないので、大気汚染への影響は想定されない（D）。
	水質汚濁	D	B-	B-/D	工事前：本事業による影響は予想されない。
					工事中：土木工事及び駅等の建設工事による濁水、並びに工事現場及び作業員の宿舎からの汚水による河川/水路の水質の影響が予想される。
					供用後：駅の利用客から排水される汚水、車両基地での維持管理作業に伴う廃水による河川/水路への影響が予想される。一方で、フライオーバーによる影響は、想定されない（D）。
	廃棄物	D	B-	B-/D	工事前：本事業による影響は予想されない。
					工事中：工事現場や作業員の宿舎から建設残土、廃材、及びゴミが発生する。また、それらには、有害物質が含まれる恐れもある。
					供用後：駅利用者からのゴミの発生、車両基地での維持管理作業に伴う廃棄物の発生がある。一方、フライオーバーによる影響は想定されない（D）。
	土壌汚染	D	C	B-/D	工事前：本事業による影響は予想されない。
工事中：建設現場における建設機材・建築資材由来の土壌汚染の影響は小さいと予想される。一方、事業範囲の土壌が他の要因で汚染物質を含有している場合、工事活動により影響が生じる可能性があるため、調査にて確認が必要である。					
供用後：車両基地での維持管理作業活動由来の土壌汚染が予想される。一方でフライオーバーによる影響は想定されない。					
騒音・振動	D	B-	A-/D	工事前：本事業による影響は予想されない。	
				工事中：建設機械及び工事車両による騒音・振動の発生が予想される。それらは一時的であるが、工事現場近くの居住地域や静寂を必要とする施設(学校、病院等) への影響が予想される。	
				供用後：準高速鉄道の走行による騒音・振動の発生が予想される。準高速鉄道の路線沿いの居住地域や静寂を必要とする施設（病院、学校等）への影響が予想される。一方で、フライオーバーを利用する自動車等の交通量は変化しないので、影響はないと想定される。	
地盤沈下	D	C	C	工事前：本事業による影響は予想されない。	
				工事中：建設工事に伴う地下水の利用は、地下水の流れに影響する可能性があるため、地下水利用の有無及び利用する場合は、量や対策を調査にて確認する必要がある。	
				供用後：建設後に地盤沈下に影響を与える地下水の利用の有無及び利用する場合は、量や対策を調査にて確認する必要がある。	
悪臭	D	C	D	工事前：本事業による影響は予想されない。	
				工事中：悪臭を引き起こす可能性があるため、調査で確認が必要である。	
				供用後：供用時に悪臭を発生する作業等は予想されない。	
底質	D	C	D	工事前：本事業による影響は予想されない。	
				工事中：セメントや建設資材が降雨により流出する可能性があるため、調査で確認が必要である。	

					供用後：車両基地での維持管理作業に伴う廃水の発生はあるが、その廃水による底質への影響は小さいと予想される。
自然環境	保護区	D	C	C	工事前：本事業による影響は予想されない。
					工事中：一部の線形改変区間において保護区が隣接するため調査で確認が必要である。
					供用後：一部の線形改変区間において保護区が隣接するため調査で確認が必要である。
	生態系	D	C	C	工事前：本事業による影響は予想されない。
					工事中：本事業において樹木伐採が発生する可能性がある。また、工事による河川生態系への影響が予想される。さらに、盛り土の採取地における生態系への影響も想定されるため、調査で確認が必要である。
					供用後：本事業により渡り鳥への影響が予想されるので調査で確認が必要である。
	水象	D	C	C	工事前：本事業による影響は予想されない。
					工事中：工事中の土地・地形改変により河川への一時的な影響が生じる可能性があるため、調査で確認が必要である。
					供用後：盛り土区間においては、水象へ影響を及ぼす恐れがあるため調査で確認が必要である。
	地形	D	B-	D	工事前：本事業による影響は予想されない。
					工事中：線形改良区間では、一部盛り土が予定され、地形への影響が予想される。
					供用後：本事業による影響は予想されない。
	地質	D	C	D	工事前：本事業による影響は予想されない。
					工事中：線形改良区間では、一部盛り土が予定され地質への影響が生じる可能性があるため、調査で確認が必要である。
					供用後：本事業による影響は予想されない。
社会環境	用地取得・住民移転	A-	B-	D	工事前：準高速鉄道施設（軌道、駅、デポ等）やフライオーバーの建設には、用地を取得する必要があるため、それに伴い住民移転も発生する。
					工事中：工事ヤードや作業員の宿舎設営のために一時的な移転が生じる可能性がある。
					供用後：本事業による影響は予想されない。
	貧困層	B-	C	C	工事前：路線沿いの貧困層の人々が用地取得・住民移転の後に生計を回復することは、他の被影響者より困難であるため影響が予想される。
					工事中：工事や関連事業において、貧困層の人々が雇用機会を持つ可能性がある一方で、工事中の交通規制等により貧困層の商売に負の影響が想定されるため調査で確認が必要である。
					供用後：貧困層には準高速鉄道サービスの便益の享受が困難な可能性があるため、調査で確認が必要である。
	少数民族、先住民	D	D	D	工事前：事業地及び事業地周辺に少数民族・先住民の居住区は存在しないため本事業による影響は予想されない。
					工事中：事業地及び事業地周辺に少数民族・先住民の居住区は存在しないため本事業による影響は予想されない。
					供用後：事業地及び事業地周辺に少数民族・先住民の居住区は存在しないため本事業による影響は予想されない。
	生活・生計	B-	C	B+・B-/D	工事前：用地取得・住民移転による雇用機会や収入源の減少から地域経済や生活・生計に影響が生じる恐れがある。
					工事中：建設活動によって生じる商業/雇用機会の増加により、地域経済へ正の影響が予想される一方で、工事中の交通規制等により負の影響が想定されることから、調査で確認が必要である。
					供用後：本事業によって、商業/雇用機会の増加等、地域経済への正の影響が予想される（B+）。一方、地元作業員の一時的な雇用機会が終了することにより、建設工事終了後に負の影響が生じる恐れがある（B-）。一方で、フライオーバーによる影響は予想されない（D）。
	土地利用	B-	B-	C/D	工事前：用地取得や住民移転に伴い、土地利用への影響が生じる可能性がある。
					工事中：準高速鉄道の構造物のための土地利用の改変は小規模と考えられ、工事ヤードや作業員の宿舎設営のための土地利用改変は一時的

				<p>なものである。しかし、工事関係者相手の商売等で、無秩序に土地利用が進む可能性がある。</p> <p>供用後：準高速鉄道の駅は、一体開発として駅周辺とあわせて整備される。更に、省/市の計画や民間投資に合わせて、主に駅周辺の更なる発展により、土地利用は徐々に変化する可能性があるため調査による確認が必要である (C)。</p> <p>一方で、フライオーバーによる影響は想定されない(D)。</p>
地域資源利用	D	B-	D	<p>工事前：本事業による影響は予想されない。</p> <p>工事中：建設のための砂や採石場などでの地域資源の過大な利用は、地域住民による他の利用の妨げとなる恐れがある。</p> <p>供用後：本事業による影響は予想されない。</p>
水利用	C	C	B-	<p>工事前：用地取得及び住民移転により、移転世帯/人の水利用への影響が生じる可能性がある。しかし影響の評価には、水利権及び共同体の権利等について調査で確認が必要である。</p> <p>工事中：工事活動による家庭及び灌漑用途のための水源への一時的なアクセスの阻害があるため、調査で確認が必要である。</p> <p>供用後：本事業の施設の使用により、家庭及び灌漑用途のための水源へのアクセスの阻害等、水利用に影響を与える可能性がある。</p>
既存の社会インフラや社会サービス	B-	B-	B+・B-/D	<p>工事前：用地取得及び住民移転によって、コミュニティ施設（公民館等）の移転等の社会インフラやサービスに影響が生じる恐れがある。</p> <p>工事中：一時的だが、施行ヤード作業員の宿舎設営、及び工事用車両の増加による交通渋滞等による社会インフラ及びサービスへの影響が生じる恐れがある。特に、公共施設及び地元道路の移設等、地域の既存の社会インフラやサービスへの影響が予想される。</p> <p>供用後：準高速鉄道の駅整備と同時に駅周辺開発を行うことは、地域内及び国内の社会インフラやサービスを改善させる (B+)。一方、準高速鉄道施設の存在により、地域の既存の社会インフラやサービスに影響が生じる恐れがある(B-)。</p> <p>フライオーバーによる影響は想定されない(D)。</p>
社会関係資本や地域の意思決定機関等の社会組織	D	D	D	<p>工事前：本事業は既存鉄道の改良であり、社会関係資本や地域の意思決定機関等の社会組織への影響は予想されない。</p> <p>工事中：本事業は既存鉄道の改良であり、社会関係資本や地域の意思決定機関等の社会組織への影響は予想されない。</p> <p>供用後：本事業は既存鉄道の改良であり、社会関係資本や地域の意思決定機関等の社会組織への影響は予想されない。</p>
被害と便益の偏在	B-	B-	B-	<p>工事前：用地取得及び住民移転において、影響を受ける世帯/人とそうでない世帯/人との間で、被害と便益の偏在が生じる恐れがある。</p> <p>工事中：建設活動において、例えば影響を受ける世帯は遠くへ移転する必要があるが、近隣の影響を受けない人は建設関係者を相手に商業の機会を得る等、被害と便益の偏在が生じる恐れがある。</p> <p>供用後：駅周辺の住民と遠方の住民との間で、被害と便益の偏在が生じる恐れがある。特に駅から遠方の住民は、駅から離れているにもかかわらず、騒音や振動の影響や、社会インフラやサービス、生活や水利用において影響を受ける可能性があるが、駅周辺の住民は準高速鉄道のサービスやそれに伴う商業の可能性が拡大する。</p>
地域内の利害対立	C	C	C	<p>工事前：特に受益者と被影響住民との間で、工事前における被害と便益の偏在等に起因して、地域内の利害対立が生じる恐れがある。しかし、影響の評価には、調査で確認が必要である。</p> <p>工事中：特に受益者と被影響住民との間で、工事中における被害と便益の偏在等に起因して、地域内の利害対立が生じる恐れがある。しかし、影響の評価には、調査で確認が必要である。</p> <p>供用後：特に受益者と被影響住民との間で、供用後における被害と便益の偏在等に起因して、地域内の利害対立が生じる恐れがある。しかし、影響の評価には、調査で確認が必要である。</p>
文化遺産	C	C	D	<p>工事前：未発掘の文化遺産の可能性があるので調査にて確認する。</p> <p>工事中：事業地及び事業地周辺に文化遺産が存在するかどうか調査で確認が必要である。</p> <p>供用後：本事業による影響は予想されない。</p>
景観	D	C	C	<p>工事前：本事業による影響は予想されない。</p> <p>工事中：工事中の景観の変化は一時的なものであるが、文化遺産が存在する可能性があるためさらなる調査が必要である。</p>

				供用後：高架、盛り土、駅等の構造物により景観が変化するためさらなる調査が必要である。
ジェンダー	C	C	C/D	工事前：用地取得や住民移転は、家庭にとって重要な事態であり、一部の女性は、男性よりも負担を強いられる恐れがあるが、影響の評価については調査で確認が必要である。
				工事中：建設工事の際、男女に雇用機会の均等が求められるが、影響の評価には調査で確認が必要である。
				供用後：準高速鉄道のサービスは男女平等に提供される。一方、供用時の男女雇用機会の均等が求められるが、影響の評価には調査で確認が必要である (C)。フライオーバーの影響は想定されない (D)。
子供の権利	D	C	C	工事前：本事業による影響は予想されない。
				工事中：児童労働を撲滅する国家の行動計画が定められているが、同計画の遵守実態が不明なため、調査で確認が必要である。
				供用後：児童労働を撲滅する国家の行動計画が定められているが、同計画の遵守実態が不明なため調査で確認が必要である。一方、フライオーバーの影響は想定されない。
HIV/AIDS等の感染症	D	B-	B-/D	工事前：本事業による影響は予想されない。
				工事中：多くの工事関係者が流入することによる公衆衛生への影響が予想される。さらに作業員と地域住民との間に性感染症及びHIV/AIDSに関するリスクの増加が予想される。
				供用後：乗客及び駅周辺の事業者の増加による公衆衛生への影響が予想される (B-)。一方、フライオーバーの影響は想定されない (D)。
労働環境	D	B-	B-/D	工事前：本事業による影響は予想されない。
				工事中：建設作業員の労働安全衛生に関して留意と、礼拝のための休息など文化面に関する考慮が必要である。
				供用後：準高速鉄道の供用時において、線路のメンテナンスや車両基地での作業員の労働安全衛生に関して留意が必要である (B-)。一方、フライオーバーの影響は想定されない (D)。
その他	D	B-	C	工事前：本事業による影響は予想されない。
				工事中：建設機械の稼働及び工事用車両の走行に起因する事故発生のリスクの増加が予想される。
				供用後：準高速鉄道の駅に向かう交通量の増加に起因する事故発生のリスク増加が予想される。
気候変動	D	C	C/D	工事前：本事業による影響は予想されない。
				工事中：影響は一時的であり小さいが、建設機械の稼働及び工事用車両の走行により温室効果ガスが排出されるので本調査で確認する。
				供用後：車両基地の運営・維持管理活動により電気利用の増加が予想されるので本調査で確認する (C)。また、本事業で導入予定の車両 (電気式気動車) はディーゼル発電機により駆動するため準高速化による運行車両の増加により温室効果ガスの排出量は現状より増える可能性があるため本調査で確認する (C)。一方で、フライオーバーの影響は想定されない (D)。

注：A：比較的重大な影響が想定される (+:正の影響、-:負の影響)

B：ある程度の影響が想定される (+:正の影響、-:負の影響)、

C：この段階では影響の程度が不明なため、更なる調査が必要とされる (+:正の影響、-:負の影響)

D：影響は予想されない。

出典：調査団

別添 6 (コメント回答 No. 94、95)

住民協議の議事録をお示し致します。

Public Consultation: Documentation, Minutes of Meeting and Minutes

DOCUMENTATION

1. Public Consultation in DKI Jakarta



Attachment 9. 1 Documentation of Public Consultation at DKI Jakarta

2. Public Consultation at Cirebon City



Appendix 9. 2 Documentation on Public Consultation in Cirebon City

3. Public Consultation in Tegal City



Appendix 9. 3 Documentation on Public Consultation in Tegal City

4. Public Consultation in Semarang City



Appendix 9. 4 Documentation on Public Consultation in Semarang City

5. Public Consultation in Bojonegoro Regency



Appendix 9. 5 Documentation on Public Consultation in Bojonegoro Regency

6. Public Consultation in Lamongan Regency



Appendix 9. 6 Documentation on Public Consultation in Lamongan Regency

7. Public Consultation in Surabaya City



Appendix 9. 7 Documentation on Public Consultation in Surabaya City

1. DKI Jakarta

MINUTES OF MEETING ON PUBLIC CONSULTATION ON PREPARATION OF AMDAL DOCUMENTS FOR THE ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Today on Thursday, September 13, 2018, from 09:00 ~ finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor along 713 km on Java North Line, located at the Hotel Harper, Jl. MT Haryono, Jakarta.

This public consultation was carried out by the Directorate of Traffic and Railway Transportation, the Directorate General of Railways, Ministry of Transportation assisted by the Agency for Assessment and Application of Technology (BPPT) as AMDAL consultant, attended by EVP (Executive Vice President) of Daop I Jakarta (Persero), Environmental Agency of East Jakarta, Environment Agency of South Jakarta, Environmental Agency of Bekasi City, Environmental Agency of Bekasi Regency and Environmental Agency of Karawang regency, representatives of Bappeda, Representative Transportation Agency Offices and Representatives of Public Works Agency Offices, heads of sub-district (Camat) in all locations of railway tracks. Heads of Village (Lurah) whose area of railway tracks, community leaders, Youth Leaders, community representatives and Environmental Observer / NGOs around the planned activities (as attached).

The results of this public consultation are as follows:

1. The public has been informed about the activities plan of improvement of train speed for the Jakarta-Surabaya corridor.
2. Obtained the suggestions, opinions and responses from the community.
3. The representatives of affected communities has been determined to be the part of the EIA commission.
4. The initiator and LARAP team (Land Acquisition and Resettlement Action Plan) will carry out further socialization with the community along the railway line between Manggarai and Karawang to determine the land use and assessment.
5. In the construction of the railway track, the initiator is expected to pay attention on safety aspects, access lanes for public and vehicles between the regions, pollution, sanitation and the welfare of surrounding communities.
- 6) All suggestions and input from the community will be considered to be put in the preparation of AMDAL document.

Any suggestions, opinions and responses from the public, as well as the minutes of this public

consultation, are an inseparable part of this official report.

Jakarta, 13 September 2018

Acknowledge:

Initiator
Directorate General of Railways
Ministry of Transportation

Environment Agency of
South Jakarta

(Sign)
Rudi Damanik

(Sign)
Sri Lutfiah

Environment Agency of
East Jakarta

Environment Agency of
Bekasi Regency

(Sign)
Agus Sartono

(Sign)
Heny Rushendarti

Environment Agency of
Bekasi Regency

Environment Agency of
Karawang Regency

.....

(Sign)
Faizal Riza

Amdal Preparation Team

(Sign)
Agung Riyadi

MINUTES ON DETERMINATION THE REPRESENTATIVES OF COMMUNITY
IN THE COMMISSION OF AMDAL ASSESSMENT FOR THE IMPROVEMENT OF TRAIN SPEED
FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Jakarta, September 13, 2019

Based on the Regulation of the Minister of Environment of the Republic of Indonesia, Number 17 of 2012, concerning the Guidelines for Community Involvement in the Process of Environmental Impact Analysis and Environmental Permit, where the affected community may choose and determine their own representatives as the members of EIA appraisal commission for the Improvement of Train Speed for Jakarta - Surabaya Corridor, held on Thursday, September 13, 2018 at the Harper Hotel, Jalan MT Haryono, East Jakarta, hereby stipulates the representatives of the community as member of AMDAL assessors, as follows:

No	Name	District / Village	Adress / No HP	Sign
1	Ujang Anita Suanta	Desa Duren, Kec. Kalri, Karawang Regency	Kosambi 2, Desa Duren (0812317577786)	(Sign)
2	Rudi hartono	Desa Karangsari, Cikarang Timur, Bekasi Regency	Kampung Kalenderwak RT 02/02 (082211344622)	(Sign)
3	Oma	Manggarai, Kec. Tebet, Jakarta Selatan	Kampung Bali Matraman, RT 02/05 (081315398537)	(Sign)
4	Yahya Alim	Kelurahan Pondok Kopi, Kec. Duren Sawit, Jakarta Timur	Pondok Kopi RT 009/02 No. 34 (081287597970)	(Sign)
5	Agus Wasa Djuhana	Kecamatan Bekasi Selatan	Jatiasih, RT 04/02, Kelurahan Jatiasih (082122624000)	(Sign)

Initiator /
Ministry of Transportation

Amdal Preparation Team

(Sign)
Rudi Damanik

(Sign)
Agung Riyadi

2. Cirebon City

MINUTES OF MEETING ON PUBLIC CONSULTATION ON PREPARATION OF AMDAL DOCUMENTS FOR THE ACTIVITY PLAN OF IMPROVEMENT OF TRAIN SPEED FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Today on Monday, September 17, 2018, from 09:00 ~ finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor along 713 km on Java North Line, located at Hotel Grand Tryas, Cirebon City.

This public consultation was carried out by the Directorate of Traffic and Railway Transportation, the Directorate General of Railways, Ministry of Transportation assisted by the Agency for Assessment and Application of Technology (BPPT) as an AMDAL consultant, attended by EVP of Daop 3 Cirebon (Persero), Environmental Agency of Cirebon Regency, Environment Agency of Cirebon City, Environmental Agency of Indramayu Regency, Environmental Agency of Subang Regency and Environmental Agency of Purwakarta Regency, representatives of Bappeda, Representative Transportation Agency Offices and Representatives of Public Works Agency Offices, heads of sub-district (Camat) in all locations of railway tracks. Heads of Village (Lurah) whose area in the railway tracks, community leaders, Youth Leaders, community representatives and the Environmental Observer / NGOs around the planned activities (as attached).

The results of this public consultation are as follows:

1. The public has been informed about the activities planned of the improvement of train speed for the the Jakarta-Surabaya corridor
2. Obtained the suggestions, opinions and responses from the community
3. The representatives of affected communities has been determined to be the part of the AMDAL commission.
4. The initiator and LARAP team (Land Acquisition and Resettlement Action Plan) will carry out further socialization with the community along the railway line especially in the Regency / City area (as attached) to determine land use and assessment.
5. In the construction of the railway track the initiator is expected to pay attention on safety aspects, access lanes for public and vehicles between the regions, pollution, sanitation and the welfare of surrounding communities.
- 6) All suggestions and input from the community will be considered to be put in the preparation of the AMDAL document.

Any suggestions, opinions and responses from community, as well as the minutes of public consultation, are an inseparable part of this official report

Cirebon, 17 September 2018

Acknowledge:

Initiator
Directorate General of Railways
Ministry of Transportation

Environment Agency of
Cirebon City

(Sign)
Rudi Damanik

(Sign)
Tri Prayudi

Environment Agency of
Cirebon Regency

Environment Agency of
Subang Regency

(Sign)
Muh. Najib S.Sos

(Sign)
Xxx

Environment Agency of
Indramayu Regency

Environment Agency of
Purwakarta Regency

(Sign)
Aries Rifai

(Sign)
M. Rosadi

Amdal Preparation Team

(Sign)
Agung Riyadi

MINUTES ON DETERMINATION THE REPRESENTATIVES OF COMMUNITY
IN THE COMMISSION OF AMDAL ASSESSMENT FOR THE IMPROVEMENT OF TRAIN SPEED
FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Cirebon, 17 September 2018

Based on the Regulation of the Minister of Environment of the Republic of Indonesia Number 17 of 2012 concerning the Guidelines for Community Involvement in the Environmental Impact Analysis and Environmental Permit Process, where affected people may choose and determine their own representatives as the members of the EIA appraisal commission for the Improvement of Train Speed for Jakarta - Surabaya Corridor held on Monday, September 17, 2018 at the Horel Grand Tryas, Cirebon City, hereby stipulates the representatives of the people who will sit as AMDAL assessors, as follows:

No	Name	District / Village	Adress / No HP	Sign
1	H. Sutarjo	Desa Kongsijaya, Kec. Widasari, Indramayu Regency	Kepala Desa, 081385540033	(Sign)
2	Ibu Rini Widiastuti	Subang Regency	08122493750	(Sign)
3	Pak Zaenal Abidin	Purwakarta Regency	Desa Cibodas RT 100 RW 04, Kec. Bangursari (081280789211)	(Sign)
4	Pak Dudi Suhaedi	Cirebon Regency	Desa Waruduwur, Kec. Mundu (081312959027)	(Sign)
5	Pak Bambang Irawan	Cirebon Regency	Jalan Dr Sutomo, Kel. Kesambi, Kec. Kesambi (081320741431)	(Sign)

Acknowledge,

Initiator
Direcotorate General of Railways,
Ministry of Transportation

Amdal Preparation Team

(Sign)
Rudi Damanik

(Sign)
Agung Riyadi

3. Tegal City

MINUTES OF MEETING ON PUBLIC CONSULTATION
ON PREPARATION OF AMDAL DOCUMENTS FOR THE
ACTIVITY PLAN OF IMPROVEMENT OF TRAIN SPEED FOR JAKARTA - SURABAYA
CORRIDORS WITH THE LENGTH OF 713 KM

Today on Saturday, September 15, 2018, from 09:00 ~ finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor along 713 km on Java North Line, located at the Hotel Bahari Inn, Tegal City.

This public consultation was carried out by Directorate of Traffic and Railway Transportation, Directorate General of Railways, Ministry of Transportation assisted by the Agency for Assessment and Application of Technology (BPPT) as an AMDAL consultant, attended by EVP of Daop 3 Cirebon (Persero), Environmental Agency of Tegal Regency, Environment Agency of Tegal City, Environmental Agency of Pekalongan Regency, Environmental Agency of Pekalongan City and Environmental Agency of Pemalang Regency, Environmental Agency and Waste Management of Brebes Regency, representatives of Bappeda, Representative Transportation Agency Offices and Representatives of Public Works Agency Offices, heads of sub-district (Camat) in all locations of railway tracks. Heads of Village (Lurah) whose area is included in the railway tracks, community leaders, Youth Leaders, community representatives and Environmental Observer / NGOs around the planned activities (as attached).

The results of this public consultation are as follows:

1. The public has been informed about the activities plan of the improvement of train speed for the Jakarta-Surabaya corridor
2. Obtained the suggestions, opinions and responses from community
3. The representatives of affected communities has been determined to be the part of the AMDAL commission.
4. The initiator and LARAP team (Land Acquisition and Resettlement Action Plan) will carry out further socialization with the community along the railway line especially in the Regency / City area (as attached) to determine land use and assessment.
5. In the construction of the railway track the initiator is expected to pay attention on safety aspects, access lanes for public and vehicles between the regions, pollution, sanitation and the welfare of surrounding communities.
- 6) All suggestions for input from the community will be considered to be put in preparation of the AMDAL document.

Any suggestions, opinions and responses from public, as well as the minutes of public consultation, are an inseparable part of this official report

Tegal, 15 September 2018

Acknowledge:

Initiator
Directorate General of Railways
Ministry of Transportation

Environment Agency of
Tegal City

(Sign)
Jumanto

(Sign)
Drs Rasmudi

Environment Agency of
Tegal Regency

Environment Agency of
Pekalongan City

(Sign)
Suciati

(Sign)
Dra Purwanti

Environment Agency of
Pekalongan Regency

Environment Agency of
Pemalang Regency

(Sign)
Pratomo

(Sign)
Sulis Parwiro

Amdal Preparation Team

Environment Agency and
Waste Management of
Brebes Regency

(Sign)
Agung Riyadi

(Sign)
Helga

MINUTES ON DETERMINATION THE REPRESENTATIVES OF COMMUNITY
IN THE COMMISSION OF AMDAL ASSESSMENT FOR THE IMPROVEMENT OF TRAIN SPEED
FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Tegal, 15 September 2018

Based on the Regulation of the Minister of Environment of the Republic of Indonesia Number 17 of 2012 concerning the Guidelines for Community Involvement in the Environmental Impact Analysis and Environmental Permit Process, where affected people may choose and determine their own representatives as the members of the EIA appraisal commission for the Improvement of Train Speed for Jakarta - Surabaya Corridor which was held on Saturday, September 15, 2018 at the Hotel Bahari Inn, Tegal City, hereby stipulates the representatives of the people who will sit as AMDAL assessors, as follows:

No	Name	District / Village	Adress / No HP	Sign
1	H. Abdullah Sungkar	Tegal City	Jln Delima No. 20 Tegal (08156924059)	(Sign)
2	H. Bahrul Ulum	Brebes Regency	Jln Setiabudi 68 Brebes (081391700044)	(Sign)
3	Agus Toni	Kelurahan Bejji, Kec. Taman, Pemalang Regency	Jln Arboi RT 05/10 Bojongnangka (082322268400)	(Sign)
4	Ibu Siti Zahroh	Kelurahan Sapuro Kebulen, Kec. Pekalongan Barat, Pekalongan City	Jln Sunan Ampel, Kebulen Gg 14, Kebulen Indah (081542762435)	(Sign)
5	Slamet	Desa Dadirejo Tirto, Pekalongan Regency	Gang 8, RT 01/08, Pekalongan Regency (085640916408)	(Sign)
6	Slamet Riyono	Desa Suradadi, Tegal Regency	RT 03/10 Suradadi (087730805714)	(Sign)

Acknowledge,

Initiator

Directorate General of Railways, Ministry of Transportation

(Sign)

Jumanto

Amdal Preparation Team

(Sign)

Agung Riyadi

4. SEMARANG CITY

MINUTES OF MEETING ON PUBLIC CONSULTATION
ON PREPARATION OF AMDAL DOCUMENTS FOR THE
ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS
WITH THE LENGTH OF 713 KM

Today on Tuesday, September 18, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Hotel Chanti Semarang City, Central Java Province.

This Public Consultation covers area of Blora Regency, Grobogan Regency, Demak Regency, Semarang City, Kendal Regency and Batang Regency:

The Public Consultation was opened by Head of Amdal Division of Environment and Forestry Agency of Central Java Province, attended by representatives of the Environmental Agency of Blora Regency, Environmental Agency of Grobogan Regency, Environmental Agency of Demak Regency, Environmental Agency of Semarang City, Environmental Agency of Kendal Regency, Environmental Agency of Batang Regency, representatives of relevant agencies from six regencies / city, representatives of the heads of sub-district (Camat), Heads of Village (Lurah), whose territory in railway track area of the activity, and the Environmentalists / NGOs.

The results of this public consultation are as follows:

- 1) Representatives from various community elements stated that they supported and no objection on the plan of improvement of train speed for the Jakarta-Surabaya corridor.
- 2) The Initiator must be not only concern about land acquisition, but also have to anticipate the environmental impacts that might occur during the construction and operation of improvement of train speed, the impact of air pollution, noise, vibration, disturbance of flora, fauna (physical, chemical and biological), social restlessness and public's negative perception;
- 3) The Construction of railway for the improvement of train speed for the Jakarta-Surabaya corridor must included the construction of flyover, underpass, JPO and road frontage to ensure safety;
- 4) The initiator will carry out further socialization and deliberations with the community, especially those who will be affected by land acquisition;
- 5) Community expect an increase the utilization of human resources in the local community, so that they can participate both during construction and during the operation of the improvement of train speed for the Jakarta-Surabaya corridor project, through skills upgrading
- 6) All suggestions and input from the community will be put in the RKL and RPL documents where the initiator of the activity signs and put duty stamp on the statement letter, for the readiness to carry out the environmental management and monitoring.

Accordingly, the minutes of meeting were made, to be noticed by Initiator, local government officials and the community around the planned activities.

With regard to the opinion, suggestions and responses above, the Initiator will accommodate it in the preparation of the Amdal document.

Semarang, 18 September 2018

Initiator /
Ministry of Transportation

(Duty stamp & Sign)
Jumarno

Environment Agency of
Grobogan Regency

(Sign)
Nugroho Agus Prastowo

Amdal Preparation Team

(Sign)
Lestario Widodo

Environment Agency of
Batang Regency

(Sign)
Bambang Hermawan

MINUTES OF MEETING ON PUBLIC CONSULTATION
ON PREPARATION OF AMDAL DOCUMENTS FOR THE
ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS
WITH THE LENGTH OF 713 KM

Today on Tuesday, September 18, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Hotel Chanti Semarang City, Central Java Province.

Based on the results of the discussion, the community agreed, the names below, acting as representatives of the community to become the Members of Amdal Assessment Commission for the preparation Amdal document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor.

The representatives of impacted community are obliged to:

1. Conduct the regular communication and consultation with the affected communities that it represents; and
2. Delivering the aspirations of the affected communities represented in the meeting of the Environmental Impact Assessment Commission

No	Name	Address / Mobile phone	Represent from	Sign
1.	Akhib Musadad	Demak / 08122850657	Demak	<i>(Sign)</i>
2.	H. Sepkudin. SH	Batang / 085290796888	Batang	<i>(Sign)</i>
3.	Samsudin	Kendal / 081805810568	Kendal	<i>(Sign)</i>
4.	Sugeng Riyadi	Grobogan / 085799994224	Grobogan	<i>(Sign)</i>
5.	Margo Haryadi	Semarang / 08122503499	Semarang	<i>(Sign)</i>
6.	Taufik Dari	Semarang / LSM 085232902526	Semarang	<i>(Sign)</i>
7.	Mudji	Blora / 085325384763	Blora	<i>(Sign)</i>

Initiator / Ministry of Transportation

(Duty stamp & Sign)

Jumanto

5. BJONEGORO REGENCY

MINUTES OF MEETING ON PUBLIC CONSULTATION ON PREPARATION OF AMDAL DOCUMENTS FOR THE ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Today on Friday, September 14, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Hotel Bonero Bojonegoro Regency, East Java Province.

This Public Consultation covers Bojonegoro Regency area, East Java Province:

The Public Consultation was opened by Assistant II for Economy and Development of the Bojonegoro Regency Office, attended by representatives of the Environmental Agency of Bojonegoro Regency, representatives of relevant agencies, and representatives of the heads of sub-district (Camat), Heads of Village (Lurah), whose territory included in the activity plan on railway track area, and the Environmentalists / NGOs.

The results of this public consultation are as follows:

- 1) Representatives from various community elements stated that they supported and no objection on the plan of improvement of train speed for the Jakarta-Surabaya corridor.
- 2) The Initiator must anticipate the environmental impacts that might occur during the construction and operation of improvement of train speed, the impact of air pollution, noise, vibration, disturbance of flora, fauna (physical, chemical and biological), social restlessness and public's negative perception;
- 3) The Construction of railway for the improvement of train speed for the Jakarta-Surabaya corridor, include the construction of flyover, underpass, JPO and road frontage to ensure safety;
- 4) To provide a rest area on the side of fenced railway track, to avoid the queue behind the vehicles stop;
- 5) The initiator will carry out further socialization and continuous the discussion with the community, especially those who will be affected by land acquisition;
- 6) The construction of Fencing and fly-over or underpasses, will not interfere the economic activities and commercial activities of community
- 7) The Design of additional railway line, must pay consider and make protection on the location of gas and oil pipeline utilities installed along the railway tracks area
- 8) On Land acquisition process, it should give attention on some incentives to village officials who assist in the process of land procurement for the affected community
- 9) All suggestions and input from the community will be put in the RKL and RPL documents where the initiator of the activity signs and put duty stamp on the statement letter, for the readiness to carry out the environmental management and monitoring.

Accordingly, the minutes of meeting were made, to be noticed by Initiator, local government officials and

the community around the planned activities.

With regard to the opinion, suggestions and responses above, the Initiator will accommodate it in the preparation of the Amdal document.

Bojonegoro, 14 September 2018

Initiator / Ministry of Transportation

Environment Agency of Bojonegoro Regency

(Duty stamp & Sign)

Awang Meindra

NIP. 198105162002121003

(Sign)

Dra.Nurul Azizah.MM

Amdal Preparation Team

(Sign)

Lestario Widodo

MINUTES OF MEETING ON PUBLIC CONSULTATION
ON PREPARATION OF AMDAL DOCUMENTS FOR THE
ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS
WITH THE LENGTH OF 713 KM

Today on Friday, September 14, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Hotel Bonero Bojonegoro Regency, East Java Province.

Based on the results of the discussion, the residents agreed the names below, acting as representatives of the community to become the Members of Amdal Assessment Commission on Preparation of Amdal document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor

The representatives of impacted community are obliged to:

1. Conduct regular communication and consultation with the affected communities it represents, and
2. Delivering the aspirations of the affected communities represented in the meeting of the Environmental Impact Assessment Commission

No	Name	Address / Mobile phone	Represent from	Sign
1.	HM Budi Suprayitno	0813 5963 2666	Bojonegoro Community	(Sign)
2.	Mahyum. SH	0852 5982 1043	Bojonegoro Community	(Sign)

Initiator / Ministry of Transportation

Environment Agency of Bojonegoro Regency

(Sign)

(Duty Stamp & Sign)

Awang Meindra

Dra.Nurul Azizah.MM

NIP.198105162002121003

6. LAMONGAN REGENCY

MINUTES OF MEETING ON PUBLIC CONSULTATION ON PREPARATION OF AMDAL DOCUMENTS FOR THE ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Today on Thursday, September 13, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Hotel Mahkota, Lamongan Regency, East Java Province.

This Public Consultation covers Gresik Regency and Lamongan Regency area.

The Public Consultation was opened by the Head of Environment Agency of Lamongan Regency and was attended by representatives of Environment Agency of Gresik Regency, representatives of relevant agencies of three regencies, representatives of the heads of sub-district (Camat), Heads of Village (Lurah), whose territory included in the activity plan on railway track area, and the Environmentalists / NGOs.

The results of this public consultation are as follows:

- 1) Representatives from various community elements stated that they supported and no objection on the plan of improvement of train speed for the Jakarta-Surabaya corridor.
- 2) The initiator must anticipate the environmental impacts that might occur during the construction and operation of improvement of train speed, the impact of air pollution, noise, vibration, disturbance of flora, fauna (physical, chemical and biological), social restlessness and public's negative perception;
- 3) The Construction of railway for the improvement of train speed for the Jakarta-Surabaya corridor, could be include the construction of flyover, underpass, JPO, road frontage, and early warning system (EWS) to ensure safety;
- 4) The initiator will carry out further socialization and make continuous discussion with the community, especially those who will be affected by land acquisition;
- 5) Community expect an increase the utilization of human resources in the local community, they can participate both during construction and during the operation of the improvement of train speed for the Jakarta-Surabaya corridor project, through skills upgrading;
- 6) If construction of level crossing not meeting the safety procedure, the community through its appointed representative can file a complaint by terminating the project activity nor operational activities through the initiator;
- 7) All suggestions and input from the community will be put in the RKL and RPL documents where the initiator of the activity signs and put duty stamp on the statement letter, for the readiness to carry out the environmental management and monitoring.

Accordingly, the minutes of meeting were made, to be noticed by Initiator, local government officials and the community around the planned activities.

With regard to the opinion, suggestions and responses above, the Initiator will accommodate it in the preparation of the Amdal document.

Lamongan, 13 September 2018

Initiator / Ministry of Transportation

Environment Agency of Lamongan
Regency

(Duty stamp & Sign)

Awang Meindra

NIP. 198105162002121003

(Sign)

M.Fahrudin Ali

NIP.197104241991011001

Amdal Preparation Team

(Sign)

Lestario Widodo

MINUTES OF MEETING ON PUBLIC CONSULTATION
ON PREPARATION OF AMDAL DOCUMENTS FOR THE
ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS
WITH THE LENGTH OF 713 KM

Today on Thursday, September 13, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Hotel Mahkota Lamongan Regency, Java Province.

Based on the results of the discussion, the residents agreed the names below, acting as representatives of the community to become the Members of Amdal Assessment Commission on Preparation of Amdal document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor.

The representatives of impacted community are obliged to:

1. Conduct regular communication and consultation with the affected communities it represents, and
2. Delivering the aspirations of the affected communities represented in the meeting of the Environmental Impact Assessment Commission

No	Name	Address / Mobile phone	Represent from	Sign
1.	Miftakhul Khakim. SE	Desa Bedahan. District Babat, Lamongan Regency/ 08123275123	L.amongan Regency	(Sign)
2.	Arifin.ST	Cerme Lor, Gresik `Regency 085100152379	Gresik Regency	(Sign)

Initiator /
Ministry of Transportation

Environment Agency of Lamongan
Regency

(Sign)
Awang Meindra
NIP. 198105162002121003

(Duty stamp & sign)
M.Fahrudin Ali
NIP.197104241991011001

7. SURABAYA CITY

MINUTES OF MEETING ON PUBLIC CONSULTATION ON PREPARATION OF AMDAL DOCUMENTS FOR THE ACTIVITY PLAN OF TRAIN SPEED IMPROVEMENT FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Today on Tuesday, October 2, 2018, from 09:00 to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Balai Teknologi Hidrodinamika, East Java Province.

This Public Consultation covers the Surabaya City area.

The Public Consultation was opened by the Head of Environment Agency of Surabaya City and was attended by representatives of relevant agencies, representatives of the heads of sub-district (Camat), Heads of Village (Lurah), whose territory included in the activity plan on railway track area, and the Environmentalists / NGOs.

The results of this public consultation are as follows:

1. Participants in the public consultation of Analysis of Environmental Impacts for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor has no objection and will support the above plan.
2. The approach for preparing the EIA is a Single EIA (one unit) with the area length of 713 km.
3. The LARAP team will conduct socialization and data collection to the affected areas, with prior notification by letter.
4. Land acquisition will be coordinated with relevant agencies
5. The land acquisition plan must consider the land space owned by PT. KAI.
6. Representatives of the public who will attend the AMDAL assessment in Jakarta, and it will be determined based on the disposition from the Mayor of Surabaya, and the invitation letter will be attached in the Minutes of Public Consultation,
7. All suggestions and input from the community will be put in the RKL and RPL documents where the initiator of the activity signs and put duty stamp on the statement letter, for the readiness to carry out the environmental management and monitoring.

Accordingly, the minutes of meeting were made, to be noticed by Initiator, local government officials and the community around the planned activities.

With regard to the opinion, suggestions and responses above, the Initiator will accommodate it in the preparation of the Amdal document.

Surabaya, 2 October 2018

Initiator
Directorate General of Railways
Ministry of Transportation

Environment Agency of Surabaya City

(Duty stamp & Sign)
Awang Meindra
NIP. 198105162002121003

(Sign)
Indah N.D.

Amdal Preparation Team

(Sign)
Lestario Widodo
195712141987021001

MINUTES ON DETERMINATION THE REPRESENTATIVES OF COMMUNITY
IN THE COMMISSION OF AMDAL ASSESSMENT FOR THE IMPROVEMENT OF TRAIN SPEED
FOR JAKARTA - SURABAYA CORRIDORS WITH THE LENGTH OF 713 KM

Today on Tuesday, October 2, 2018, from 09:00 up to finish, a public consultation was carried out for the preparation of the AMDAL document for the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor, located at the Surabaya Hydrodynamics Technology Center, East Java Province.

Based on the results of the deliberations, the residents agreed to the names below, acting as representatives of the community to become the Members of the EIA Assessment Commission in the EIA document of the Activity Plan of Train Speed Improvement for the Jakarta - Surabaya Corridor.

The representatives of impacted community are obliged to:

1. Conduct regular communication and consultation with the affected communities it represents, and
2. Delivering the aspirations of the affected communities which represented, in the meeting of the Environmental Impact Assessment Commission

No	Name	Address / Mobile phone	Represent from	Sign
1.	Gunawan, DRG	Taman Gapura EI/33 Kel. Lontar, Kec. Sambu Kerep (08113626100)	LSM Formula	
2.				
3.				

Initiator
Directorate General of Railways
Ministry of Transportation

Environment Agency of
Surabaya City

(Duty stamp & sign)
Awang Meindra
NIP. 198105162002121003

(Sign)
Indah N.D.

1. Jakarta

DKI Jakarta Public Consultation		
No.	Subject	Comments and Suggestions
1.	Traffic and level crossing	<ul style="list-style-type: none"> • Kota Baru Subdistrict, which is part of the West Bekasi Regency, borders Cakung Station. This often causes traffic congestion in the area. Please solve this problem. • Please install gates at level crossings that do not have gates. • Please optimize the level crossings in this project by building underpasses. • Level crossings in the following areas should be replaced with flyovers/underpasses: <ul style="list-style-type: none"> ○ Pangkalan Jati, Matraman ○ South Pangguluh Subdistrict, Kotabaru District, Karawang Regency ○ Klender, Cakung Regency ○ Jatinegara Baru residential area (Penggilingan Subdistrict) • Please build a flyover/underpass at each level crossing to prevent traffic congestion in the surrounding area. • Elevated tracks are needed until Karawang Regency. • People are complaining about road access from Pondok Kopi to Buaran Baru, since the access is quite far from Klender residential komplek to the Cakung bridge area. The management of this access road is also not good. • The construction cost of an elevated track from Bekasi to Karawang Regency will not be too high as there are available lands owned by PJKA that are big enough to support four tracks. • Please expand the passage door at Cakung Station, since the area around the station now experiences traffic congestion. • Please pay attention to the lack of parking space in existing train stations, as this often causes traffic congestion. • There are 40 level crossings in the Karawang Regency, and these crossings contribute to traffic congestions and disturbances. • Management of “online taxis” and street vendors in the West Bekasi Station is needed as they often cause traffic congestion.
2.	Irrigation and agriculture	<ul style="list-style-type: none"> • -
3.	Land acquisition	<ul style="list-style-type: none"> • Regarding the plan for elevated Railway track please review the land acquisition procedure. • There are many people who live in lands that are owned by PJKA. Please find the best way to deal with this. • Land acquisition in Kalibaru Subdistrict has not been completed; there are still 28 out of 38 households that must be settled with.

		<ul style="list-style-type: none"> • A portion of the financial compensations for the land acquisition in the Pondok Kopi flyover area adjacent to the railway have not been paid by the Jatinegara Subdistrict administration. • Subdistrict officials, district head, local government, and the community that is directly affected must be involved in land acquisition process. • Social impact must be observed in performing land acquisition. • Socialization of land acquisition process is needed to obtain necessary information such as land area, price, etc. It must involve related agencies so that no other unrelated party that will take advantage of it. • Please pay attention to the many problems regarding land acquisition in the South Tambun District.
4.	Change of land use	<ul style="list-style-type: none"> • The change of land use must pay attention to the historical, cultural, and economic aspects of the community. • Utilization of the old market near Cikarang Station as an <i>angkot</i> terminal or a parking area for the station, and the need of “online taxi” management around the station. • Actions must be taken toward permanent buildings standing within 5-10 m from the railway, starting from Tuparev Street gate until Johar Market gate.
5.	Social, economic, and cultural fields	<ul style="list-style-type: none"> • A settlement that will economically and socially satisfy the community directly affected by land acquisition must be made. • Financial compensations must be given to people who are directly affected by the high-speed train project. • There need to be coordination and communication with the surrounding community regarding construction plans and stages. • There needs to be socialization to the surrounding community before construction activities are carried out. • Execution of National Strategic Project always affect the people nearby the project, hence It is necessary to consider partnership with affected landowners, not only through financial compensation for land acquisition, but also by having them involved in the project as shareholders, so the compensation can also support their descendant. • Actions must be taken toward illegal settlements in PJKA-owned lands. • Actions must be taken toward scavengers in areas surrounding the railway and in lands owned by PT KAI, as they affect safety and security. • In most stations, there are no interactions between the station employees with communities around the stations once station construction is completed. In fact, the constructed railway often separate and make interaction difficult between nearby communities that has contributed to the national construction project. • More opportunities should be given to the local communities instead of foreign companies in opening a business at the stations.

6.	Environmental aspect	<ul style="list-style-type: none"> • Utilization of land along the railway as a “greenway” to prevent illegal settlements in the area. • Railway development must pay attention to surrounding infrastructures such as drainage/waterways, because PT KAI usually do not pay much attention to these infrastructures. • Train toilet waste must not be disposed directly to the area under the railway, as it gives off strong odor and causes pollution in the area. • Dust, noise, and water resource management must be done during construction to avoid inconvenience to the surrounding communities. • Attention must be paid to city drainage/water channels, both during construction and operation, so as not to cause new problems such as flood. • The domestic waste (grey water/black water) of construction workers during construction must be anticipated. The disposal of such waste must follow regulations. • Provision of garbage bins outside of the stations. • There is still a lot of garbage piled up around the railway boundary wall, please take action. • Until now PT KAI has not had a station that meets the minimum requirements of green space, children's playground and shady trees.
7.	Occupational health and safety	<ul style="list-style-type: none"> • The safety and health of the communities around the railway must be prioritized during construction by minimizing construction noise, and by maintaining environmental cleanliness. • Speaking of safety, pedestrian bridges must be built at the following locations: <ul style="list-style-type: none"> ○ The border between RW01 and RW02 of the Kalibaru Subdistrict. ○ Near the An-Nur Mosque in the Kalibaru Subdistrict. ○ West Dawuan Village, as 75% of its people actively cross the railway. ○ Klender Subdistrict in Cakung District ○ Pucung Village • Closing of the gate under the Kranji flyover to suppress accident rate, since the number of trains passing the area is increasing. • Fence boundaries with residential areas must be installed. • Illegal foot crossings must be closed. • The railway crossing in the Pisangan Baru area has been closed for vehicles, but people can still cross the railway. • Construction of the Cibitung railway station underpass must be carried out immediately to prevent train accidents. • Addition of track portal in both of the traffic lane, to avoid gap that will allow people to slip pass and to safeguard road users. • Safety and security of people and communities nearby the project need to be guaranteed.

8.	Labor	<ul style="list-style-type: none"> • The project is expected to absorb labor from affected communities. • There are at least two railway gates that are manually guarded. Please legalize/manage the railway gate guards. • Janitors, office staff, and maintenance staff may be hired from communities around the railway.
9.	Design	<ul style="list-style-type: none"> • Coordination with local communities regarding all work procedures must be done to avoid complaints and losses caused by the construction. • The high-speed trains may need to stop at Karawang, as it is a highly populated area, and the LRTs do not stop there. • The trains should also stop at Cikampek, as there are many people from Cikampek who ride trains to eastern part of Java. • Installation of fence boundaries. • Construction design and work schedule must be socialized to the surrounding communities. • A person in charge of communicating with the local communities is needed. Online and easy communication access must be provided. • Detailed planning regarding railway facilities, infrastructure, pedestrian bridges, flyovers, elevated tracks, underpasses, level crossing gates, and other details is needed, and must be socialized to local communities. • The Jakarta-Surabaya high-speed train project is a national strategic project that must be implemented because it can improve the nation's economy. • Jatinegara Station should be used as a departure station because it is not too far away for East Jakarta residents. • At least 30% of AMDAL is about ANDALALIN, which is related to traffic congestion, safety, level intersection, and authority. The old AMDAL and ANDALALIN must be updated in relation to national strategic projects. Regional governments support national projects, but the central government is less concerned about their impact. There needs to be a study related to the presence of DDT. (Bekasi City Transportation Agency) • The preparation of the ANDALALIN documents for the Jakarta-Surabaya railway must be separated from that of the ANDALALIN documents for station and pedestrian bridge constructions (East Jakarta Transportation Agency) • There needs to be coordination with relevant provincial and local government agencies prior to the implementation of the Jakarta-Surabaya railway construction work. • Considerations must be made while planning for the railway segment that passes the Central Dawuan Village, as there are Pertamina and gas pipelines, as well as cemetery near the railway area. • Please clarify the land ownership and land acquisition status for each location in the AMDAL study (DLHK, Karawang Regency).

		<ul style="list-style-type: none"> • There needs to be a synergy between PT KAI, regional governments, the Ministry of Transportation and the central government. • It is necessary to consider the travel time and transportation facilities available to reach the stations in several locations. It will be even better if the railway can be integrated with other modes of transportation to provide easy access to potential train passengers. • Adequate parking space needs to be planned, because if parking is an obstacle, there will be new problems such as traffic congestion at the train station area, which will lead to people being reluctant to go to the station. Therefore, ANDALALIN is one of the requirements that must be met. (Sapulidi LSM) • Design and construction planning should use local technology. • The Jakarta-Surabaya railway is a good project. Hopefully the Indonesian transportation system will become better and more efficient. • There needs to be a plan for railway boundary wall maintenance. • There needs to be a plan for the construction of a lift for people with disabilities.
10.	Construction and development	<ul style="list-style-type: none"> • Regarding the plan for elevated Railway track, review the land acquisition procedure is necessary. • Strict prohibition on illegal buildings, as well fences along the railway are needed in Tanjungpura Village. • Preparation of alternative roads during construction must be made so that the construction will not produce congestion and other impacts such as pollution and environmental damage. • There needs to be coordination with relevant agencies regarding the possible overlapping between the elevated track design and the Summarecon flyover and Becakayu flyover projects. • Review of suitable pier / tower location if crossing drainage channels, i.e. in front of Indogrosir, Kel. Bintaram Kel. Kranji, Kel Margalaya and Bekasi river. • Permanent rehabilitation of road and railway crossing using asphalt / concrete pavement. • East Dawuan Village thinks that this is a very good project and they support this project. • Actions must be taken toward railway crossings that are without gates. • Construction work should be carried out at night in densely populated areas for the safety of road users. (LMK of the Pasar Manggis Subdistrict). • It is better to power high-speed trains with electricity than with fuel.

2. Cirebon

Cirebon Public Consultation		
No.	Subject	Comments and Suggestions
1.	Level crossing traffic	<ul style="list-style-type: none"> • Flyovers and underpasses must be built at all level crossings in Cirebon City. • Level crossings have been built at Kertasemaya Jangkrik in the Indramayu Regency. Level crossings have not been built in Kertasemaya-Tenajar Kidul. • Traffic congestion in Cirebon City. • Provision of traffic signs to prevent accidents. • Attention must be paid to unguarded crossings, especially in villages. • Please build pedestrian bridges. • Please build boundary fences. • There is no gate at the railway crossing in Mundu District, Cirebon Regency. • Please provide roads for farmer transportations, • Cirebon City is a small city, should flyovers be built, please pay attention their aesthetics. • Please build flyovers across the level crossings in Krucuk, Kartini, Lawanggada, Drajat, and Pegambiran streets. • Please build a flyover/underpass at the Kanci Kulon main road in Cirebon Regency, so that the local community is not isolated. • Cars need to be able to enter the Jatibarang Tunnel and the tunnel in Kaliwedi district. • Railway gates are compulsory. • Please provide attention to the elevated bridge for school children between river bridges in Subang. • Please pay attention to ROW. • There are 60 unguarded railway crossings in Cirebon Regency. • Please provide guards at railway crossings. • Please repair the railway crossing gates in Cirebon Regency. • Please collect data on crossings that are not perpendicular to the road. • Railway gate must be installed at the Karangsambung - Kalideres Village crossing in Cirebon Regency. • The railway crossing gate at the Panyingkiran-Rancamahi-Purwadadi street is manually opened and closed and it is very dangerous. • The Panyingkiran-Karanghegar-PurwadadiPabuaran Village crossing is not safe and comfortable. • Please provide flyovers at densely populated areas. • Please provide a substitute for public roads that are passed by the railway so as not to cause traffic congestion. • Please expand the road in the northern area of the Lelea Village, Indramayu Regency.

		<ul style="list-style-type: none"> • A level crossing in the paddy field area in Langgeng Sari Village, Lelea District should be considered. • Please build a crossing gate at the railway segment that passes the district highway in Plered district, Cirebon Regency. • Please build flyovers and pedestrian bridges in Indramayu Regency. • Please build the Parigimulya-Kesambi flyover. • Please build a flyover or an underpass at the Haurgeulis railway crossing. • Underpasses can be built at the following locations in Cirebon: <ul style="list-style-type: none"> ○ Slamet Riyadi Street (Krucuk) ○ Tentara Pelajar Street ○ Lawanggada Street ○ Kesambi Dalam Street (toward Pekalipan District) ○ Drajat Street ○ Ahmad Yani Street • The Tengah Tani and Dawuan railway crossing guard must be guarded. • Please build a bridge that connects the boundaries of the northern and southern rice fields to help the farmers in Kalibaru Village, Tani District.
2.	Irrigation and agriculture	<ul style="list-style-type: none"> • Please build a tertiary irrigation system for those affected by the construction first. • Please make the irrigation channel permanent. • Do not let existing waterways get closed. • Do not close / clog irrigation / river channels • Coordination with relevant agencies regarding the existence of a drainage channel that serves to control flooding. • Elevation of waterways that are passed by the railway. • Do not use water tunnels because they will result in flood in rice fields and settlements. • Please pay attention to the replacement of channels that are affected by the railway to avoid flooding. • There are canals that are used for irrigation along the railway in Sukalila Village, Jatibarang District, Indramayu, and they should not be disturbed. • Drains must be wide and round. • There is a tertiary irrigation canal for an area of 200 ha to the north of the Pengauban Village crossing. • Do not let the case of toll road construction that inhibits irrigation system gets repeated in this activity. • The water tunnel near Jatibarang Station is not wide enough. • Culverts in Kalibaru Village, Tengah Tani District should be widened to irrigate rice fields. • Revitalization of waterways in the Lemahabang District.

		<ul style="list-style-type: none"> • Sustainable agricultural land, coordination with Department of Agriculture / Ministry of Agriculture. • The sustainable agricultural land in Central Tani District, Cirebon Regency, is 575 ha.
3.	Land Acquisition	<ul style="list-style-type: none"> • Market price and NJOP must be considered in land acquisition. • Socialization of land acquisition should be conducted early in the project so that negative impacts can be minimized. • People demand commitment of the agreement that will be made • The project must have an ideal distance from residential areas. • Please minimize the impact of land acquisition on basic and public infrastructures. • Please provide financial compensations to people affected by the project. • There are private and PJKA-owned lands that are currently occupied. Please consider suitable prices for these lands. • Please coordinate with Department of Agriculture regarding the LP2B land in Cirebon Regency. • Acquisition of village roads affected by crossings. • Village/subdistrict head must be involved in land acquisitions. • Try not to demolish houses in Pulasaren Subdistrict. • Compensate landowners. • Land acquisition must involve village heads, subdistrict heads, and the community; and please provide archives and documents to the villages. • Please give high prices for land acquisitions. • Should an agreement on compensation amount is not reached, please relocate landowners to a better place. • Please provide an easy and fast administration process. • Please ask the Asset Section of PT KAI to contact village heads as there are many claims from the communities regarding boundaries with PT KAI's lands.
4.	Social, economic, and cultural fields	<ul style="list-style-type: none"> • Please listen to positive voices from the community. • Please socialize AMDAL to local communities directly affected by the project. • Please provide an online and outline complaint center that can be easily accessed by the local communities. • Please make sure that the public have the right perception to accept this project. • PT KAI should provide compensation for people who are hit by a train. • Please provide CSR to densely populated areas that are passed by the existing and the new railway. • Please pay attention to the local wisdom in the areas affected by the project. • PT KAI should host a social development program.

		<ul style="list-style-type: none"> • Please help in changing the stigma of the railway acting as a barrier between the north / south development. • There is not yet a CSR from PT KAI in Indramayu. • Please pay attention to the people residing in lands owned by PT KAI, as they are on the poverty line. • There was a tunnel / flyover in Dumber Jaya Village, Indramayu Regency, that was closed by PT KAI, which resulted in farmers paying double freight charges during harvest season. • People want to know Whether it will benefit the Indonesian community in general or only those in the upper-class.
5.	Environmental aspect	<ul style="list-style-type: none"> • There needs to be compensation for damaged roads and drainage systems. • Please pay attention to environmental health aspects. • Improvement of cleanliness during rainy seasons. • River flow was no longer considered once the construction of the existing railway bridge had been completed. • River siltation due to railway construction. • Please pay attention to public interests (local residents). • PT KAI should organize an environmental development program. • The river has never been cleaned in rainy seasons. This makes the river become shallow. • Together with the city government / regency government, participate in the management of settlements around the railway. • Please pay attention to the people who live on railway banks. • Every house adjacent to the railway to receive compensation for noise pollution. • Make sure that there are noise/pollution-reducing trees/barriers. • Houses near the railway in Sukamelang Village in Kroya, Indramayu, are cracked, and some have broken windows. • Please pay attention to the noise and vibrations produced during operation. • Residents affected by noise and air pollution in Arjawinangun.
6.	Project title	<ul style="list-style-type: none"> • The title of the project should be “Jakarta-Surabaya Railway Development Plan”. The current title gives the impression of only increasing the speed of the existing track.
7.	Risk management	<ul style="list-style-type: none"> • Risk management is needed when using elevated tracks. • Very concerned about the safety of poor communities.
8.	Socializaiton	<ul style="list-style-type: none"> • Socialization of activity plans should be conducted early in the project. • Socialization must first be conducted for those directly affected by the project to prepare them for land acquisition.

		<ul style="list-style-type: none"> • There should be an information board regarding railway areas that will be in contact with community lands. • Public consultations should be divided by region so that they will be more effective. • Please inform the village governments before starting work. • Please coordinate with the SKPD of Cirebon Regency. • Socialization should be done to a broader public. • Public consultations should be done several times.
9.	Flood	<ul style="list-style-type: none"> • Please pay attention to areas that are prone to flooding. • Kanci Kulon is often flooded. • Lands in the Central Tani District are always flooded in rainy seasons. • Frequent flooding in rice fields. • Flooding due to bridges getting narrower. • The northern part of Gamel Village experiences drought, while its south part experiences flood. • People hope that this activity will not cause flood. • The Cisanggarung railway bridge in Losari is not high enough so it is flooded in rainy seasons.
10.	Operation	<ul style="list-style-type: none"> • The availability of energy supply during operation must be guaranteed. • The trains must stop at every station. • Please quickly realize this project. • Calculation of future high-speed and existing train volume / frequency. • Please make the Jatibarang - Jakarta train ticket cheaper than bus tickets.
11.	Other development activities	<ul style="list-style-type: none"> • Please design crossing bridges in the Kalijati-Purwadadi and Patapen Panarukan provincial lines in Subang Regency. • Population and settlement growth can be taken into consideration
12.	Construction	<ul style="list-style-type: none"> • Please involve surrounding communities in the construction. • Please minimize the pollution produced during construction. • Please cover the vehicles that carry construction materials with tarps to minimize dusts. • Please clean the remaining project materials. • Please involve local people in the project in Indramayu Regency.
13.	Railway crossing bridge	<ul style="list-style-type: none"> • In Kaliwedi District in Cirebon Regency, there is a railway crossing bridge that is too short, so large vehicles cannot cross the bridge. • Please also provide bridge access for road user in each constructed bridge / river.
14.	Existing condition	<ul style="list-style-type: none"> • Rail bearings become nests for agricultural pests (rats). • Please consider the construction of a special commuter line for Cirebon area.

		<ul style="list-style-type: none"> • Please widen the existing bridge, and dredge / deepen the north side of the river • Please provide enough parking space in each station. • Please pave the passenger entrance at Arjawinangun Station with asphalt.
15.	Governance	<ul style="list-style-type: none"> • Please provide clear confirmation between regulation and responsibility of authority / agency.
16.	Design	<ul style="list-style-type: none"> • Construction design is not suitable • Please plan construction of station / depo in Purwakarta Regency • Make sure that the railway alignment that will be built has considered the topography, geological lines and water level of the area. • Please build a flyover at the existing railway in Pegambiran, Cirebon City. • The Ministry of Transportation / Directorate General of Railways must integrate the Jakarta-Surabaya railway layout to the layouts of the cities/regencies that it passes.

3. Tegal

Tegal Public Consultation		
No.	Subject	Comments and Suggestions
1.	Traffic and level crossing	<ul style="list-style-type: none"> • Please build a flyover/underpass at each level crossing in Pemalang Regency. • The improvement of the new railway line is directly proportional to traffic volume, so flyovers must immediately be built at several dense crossing points. • The Kalkul underpass must be elevated as it has been submerged in water. • There are many railway crossings that do not have gates. Identification and installation of crossing gates must be done at these crossings. • Please build flyovers at densely populated railway areas. • Please repair the underpass in Kaligangsa Village as there is a tunnel that gets flooded every year. • A railway crossing gate should be provided at the road that heads toward Siwalan District in Tanjung Sari Village. • The railway should be elevated like MRT Jakarta. • A flyover should be built at the railway segment which passes Wiradesa Bojong Street in Pekalongan Regency, since there are many accidents that occur in the area. Please add no-gate accesses as follows: <ul style="list-style-type: none"> ○ access to Wiradesa Market ○ access IBC Wiradesa Village ○ Tengeng Wetan Village crossing Pekalongan regency

		<ul style="list-style-type: none"> ○ Tengeng Wetan Village crossing Kendayan Buntu • Please remove the pegs at the crossing in Tengeng Wetan Village as they interfere with car access and thus the economy of the village. • Please start the elevated track segment before the railway passes Tegal City, as the level crossings in Tegal City are within short distances to each other (railway sterilization). • Please build a flyover at the intersection in Kartini, Dr. Wahidin, and Ahmad Yani streets in Noyontaan Subdistrict, Pekalongan City, as they are always crowded. • Elevated track in Pekalongan City. • Construction of railway crossing gate in Pacar Village in Tirto District, Pekalongan Regency.
2.	Irrigation and agriculture	<ul style="list-style-type: none"> • A tertiary irrigation system must first be built for areas that are directly affected by the project. • With the presence of the double track railway, the irrigation canal is getting narrower • Widen the drainages in villages that are prone to flooding. • Please pay attention to the irrigation system of agricultural areas.
3.	Land acquisition	<ul style="list-style-type: none"> • Market price and NJOP must be considered in land acquisition. • Appropriate financial compensation for semi-permanent building owners. • Land Acquisition in accordance to the RTRW zonation should be compensated by other land to complement the RTRW regional. • Socialization of land acquisition must be done as soon as possible, and acquisition price must be high. • Land acquisition in Tegal Regency will pass through several public and government facilities including Mitra Siaga Tegal Hospital in Dampyak Subdistrict in Kramat District, and Tegal Baru fuel oil terminal (TBBM) which also uses the railway. • Land acquisition must be done by the government, not brokers, and must be done well. • No little amount of land may be left unacquired. • Land acquisition in Pacar Village, Pekalongan Regency will be very troublesome because there are many batik industries in the area.
4.	Social, economic, and cultural fields	<ul style="list-style-type: none"> • Please listen to positive voices from the community. • AMDAL socialization involves and is coordinated with people directly affected by the project. • Banners containing AMDAL information must be placed at relevant agencies and district offices.

		<ul style="list-style-type: none"> • There should be an online citizen complaint center and a hotline that can be easily accessed by the local community. • There needs to be socialization regarding the high-speed train project to the local communities. • Community representatives that are invited must truly be people who can represent the aspirations of the community and convey accurate information from the government. • Further consultations should be held after the completion of the project's DED, FS and planning. • The socio-economic impacts of the project to the communities along the railway must be studied in detail.
5.	Environmental aspect	<ul style="list-style-type: none"> • There needs to be compensation for damaged roads and drainages. • High-speed trains will increase noise pollution in their surrounding area. • Please put the existing drainage system into function. • Attention must be paid to potential road damage due to construction material transport vehicles. • Please consider the negative aspect during construction and provide re-condition to initial. • Planting trees along the railway to reduce noise. • Double tracks cause the drainage in Pacar Village gets closed, which results in flood in rainy seasons. Please fix this problem.
6.	Health, safety, and security	<ul style="list-style-type: none"> • Project development must pay attention to the safety of citizens. • The existence of the railroad transportation route has taken many casualties. Therefore, special attention needs to be paid to safety in the lemahabang villages of the Tanjung sub-district, such as access roads, sewage and drainage. • Actions must be taken toward Tirrus Crossing in Tegal City, as accidents occur frequently at the crossing. • A pedestrian bridge is needed in Kalinyamat Margadana Subdistrict in Tegal City, and Bulakparen Village in Brebes Regency.
7.	Labor	<ul style="list-style-type: none"> • Labors should be hired from local communities.
8.	Design	<ul style="list-style-type: none"> • Construction planning is not suitable • This project is also for the technical improvement of the existing railway. • Socialization of development plans by the contractor to the community. • Workshop location in Tegal City need to be confirmed as soon as possible to be accommodated in the RTRW (Spatial Planning) • There needs to be coordination between the central and regional governments to cover this national strategic project in the RTRW. • Workshop construction plan 30 Ha, need independent AMDAL (> 25 Ha)

9.	Construction	<ul style="list-style-type: none"> • The area surrounding the railway must be sterile, but fences make railway segments that pass rice fields look strange. • Please install fences along railway segments that directly border with residences. • Please repair the drainage system.
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4. Semarang City

No.	Name	Origin	Suggestions, opinions, comments (SOC)	SOC category
1.	Puji	Blora	The community is worried that the land acquisition price will be lower than market price.	Land acquisition compensation
2.	Sahid	Grobogan	The southern side of the railway is always flooded every year. A drainage system must be built.	Drainage
			In the southern side of the railway there is a rice field area. Please provide a flyover so that farmers can transport their crops across the railway during harvest seasons.	Crossing
			It has been 6 years and the compensation for the land acquisition for the double track project has not been received by the village.	Land acquisition compensation
3.	NN	Demak	Railway crossing causes traffic congestion, a flyover is needed	Safety at level crossing
			The construction of railway crossing gate by PT KAI is not coordinated with the village.	Safety at level crossing
			Several land acquisitions since the year 2003 have tax arrears.	Land acquisition compensation
4.	Sarno	Grobogan	The railway should emulate the railways in the UK, which are built in underground tunnels, so they do not disturb the lands of the local people.	Safety at level crossing
			Please involve local labors in the project.	Local labor
5.	Tono	Kendal	Drainage is obstructed after concreting	Drainage

			The design must be able to be changed if assumptions are different from reality	
			Safety at each crossing must be guaranteed, agree with the construction of an elevated track.	Safety at level crossing
			Promises delivered during the double track construction have not been fulfilled.	
			The village government has made an MoU so that there will be no abandonment of damaged village roads after construction, which happened after the double track construction.	Development of affected infrastructure
6.	Purwati	Grobogan	Please provide a reference that justifies the need to widen the railway area by 25 m (so it can be distributed to the community). The value should not be a fixed value.	Land acquisition compensation
			Appraisal: Why does distance affect land price estimation?	Land acquisition compensation
			Hoping that social issues in the project can quickly be solved.	
			There are many level crossings in Grobogan, and accidents often occur at the crossings every year. For this reason, please increase the security at crossing gates.	Safety at level crossing
			Please expand Grombyong Station.	Development of affected infrastructure
			Construction material sources must have an environmental permit	
7.	Kuspriyanti		The water tunnel in Tuntang River is not big enough, please expand the tunnel or build more tunnels.	Drainage
			There are several lands whose appraisal have not been paid.	Land acquisition compensation
8.	NN		AMDAL preparation must not be carried out in a hurry. Environmental problems must also get attention.	

9.	NN		Payment is (generally) lower than appraisal. For example: appraisal price is 150 million, but only 130 million is paid.	Land acquisition compensation
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5. Bojonegoro Regency

No.	Name	Origin	Suggestions, opinions, comments (SOC)	SOC category
1.	Budi Suprayitno	Sukarejo	The current condition (double track) has caused traffic congestions, so flyovers should be constructed.	Safety at level crossing
			The community has never received CSR from PT KAI.	
			What if the distance between the railway and the road is less than 25 m?	
			The height difference between the railway and the road often causes accidents.	Safety at level crossing
2.	Supriyanto		According to experience from previous developments, promises are never realized.	Land acquisition compensation
3.	NN	NN	A waterway must be constructed at the railway crossing toward Madiun.	Drainage
			The village head is given the task of socialization to the community regarding land acquisition. Please give clarity and certainty to the village head regarding his position.	Land acquisition compensation
			Study/planning to be done as well as possible	
4.			Pertamina and Exxon Mobil pipes have been built along the railway, how should this problem be dealt with?	Existence of Pertamina pipeline installation
			The railway is often flooded (during rainy seasons)	Flooded railway
			What about the people's houses that are within the 25 m sterilization width?	Land acquisition compensation

6. Lamongan Regency

No.	Name	Origin	Suggestions, opinions, comments (SOC)	SOC category
1.	Zulkan	Gresik	Accidents at level crossings often occur because there are no crossing gates. What is the solution related to the safety of road users?	Safety at level crossing
			Problem is caused because operator sometimes has promised something but not realized and the village head will be the target for people dissention.	??
2.	Sahid	Gresik	There are several unguarded crossing gates. Eventually local people took over the responsibility, but they ask for money from road users.	Safety at level crossing
			There is a Pertamina pipeline installation along the railway.	Existence of Pertamina pipeline installation
			There are village markets in some places around the railway. Where will the markets be moved so that people do not lose their livelihood?	Displaced village market
			Public unrest toward the safety of road users at railway crossings should be carefully considered.	Safety at level crossing
3.	NN	NN	Carefully assess the social impacts due to the construction of railway walls (e.g. splitting the village, splitting the road connecting the people, etc.). The issue of land acquisition will not be as complex as the above problem.	Pedestrian crossing
			(Other) land transportation and trains should work together.	??
4.	NN	NN	Seeing that the land acquisition by PT Pertamina has not been completed, is pessimistic that land acquisition can be completed in 2019.	Land acquisition compensation
			The railway should not be operated before railway fences and flyovers are built.	Safety at level crossing

5.	NN	NN	The railway causes cracks in the surrounding people's houses and produce noise. How can these effects be minimized?	Noise and vibration
			The railway should be built underground (although the construction costs will be higher).	Safety at level crossing
			Please hire guards for unguarded level crossings.	Safety at level crossing
6.	NN	NN	What is the policy on small crossings that are located within one hamlet or between hamlets?	Safety at level crossing
7.	NN	NN	The safety of the surrounding population and road users must be prioritized once the four railway tracks are built.	Safety at level crossing
			According to a previous experience (the double track railway project), construction is not done completely, for example: irrigation canals. Please pay attention to this issue in the current project.	Development of affected infrastructure
8.	NN	NN	Crossings always cause congestion, suggests to widen the roads at crossings	
			The Village Crossing Bridge (JPD) cannot be passed by 2-wheeled vehicles. Please provide access for 2-wheeled vehicles.	Pedestrian crossing
9.	Rusmatin	Lamongan	The questionnaires that will be distributed should be socialized by PT KAI, not by the Village	
10.	Abdurosyid	Lamongan	The traffic between Lamongan and Surabaya is very heavy, so the number of railways that connect the two cities needs to be increased.	
			In Lamongan City, there are two railway crossings which often cause severe traffic congestions. To avoid	Safety at level crossing

			congestions, flyovers and tunnels need to be built, and they must be integrated in the planning of the National Strategic Program (PSN), not sectoral planning.	
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7. Surabaya City

No.	Name	Origin	Suggestions, opinions, comments (SOC)	SOC category
1.	Sukardi	Surabaya	Other parties should not be involved in the land acquisition done for the project.	Land acquisition compensation
			How is the compensation cashed in?	Land acquisition compensation
2.	Subiyanto	Surabaya	Please provide data on affected landowners to the subdistrict office.	Land acquisition compensation
3.	Silvia Rachmawati	Surabaya	Considering that in Surabaya there was a plan to build a monorail, has the initiator / consultant of this project coordinated with related parties in the Surabaya municipal government regarding the elevated track construction?	
			The project initiator must follow the provisions in the legislation that are related to the preparation of AMDAL and environmental permits, including the determination of community representatives and provision of clear contact line if there are complaints from the local community.	
			Please pay more attention to rail support facilities, including railway crossing gates and posts given that the speed of the passing trains is very high.	Safety at level crossing
4.	Gunawan	Surabaya	We are very supportive (toward the project), but please prepare public transportations for prospective train passengers.	

			The comfort and the safety of passengers and the community around the project need to be maintained.	Safety at level crossing
			What about using existing lands to save cost, so there will be no need to prepare new lands?	