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*East – West Line Project*

Jakarta, 10 July 2023

Mr. Honzu Shigeo  
Senior Representative  
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Regarding the letter of Project Manager JMCA No. JMCA-DGR-0130/2023 dated 27 June 2023 Subject Submission of LARAP Report and Explanation Presentation, hereby conveyed our **Approval** for LARAP MRT East – West Line Project document that attached in this letter. As for the document file, it can be accessed at the following link:

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We are looking forward to receive your concurrence and thank you for your cooperation.



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2. PPK Engineering Services MRT;
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**LEMBAR PENETAPAN**

Ditetapkan Sebagai  
*Dokumen LARAP*  
*Jakarta Mass Rapid Transit (MRT) East - West Line Project*

**Jakarta, 10 Juli 2023**

 **Direktur Prasarana Perkeretaapian,**

  
**Djarot Tri Wardhono**

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**LAND ACQUISITION and RESETTLEMENT ACTION PLAN (LARAP)  
FOR ENGINEERING SERVICES OF JAKARTA MASS RAPID TRANSIT (MRT)  
EAST-WEST LINE PROJECT (PHASE 1 STAGE 1)**

*LARAP REPORT*



**Jakarta Metro Consultants Association**

**JMCA**

Jakarta Metro Consultants Association

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## ABBREVIATIONS

AH	: Affected Household (Rumah Tangga Terdampak)
AHs	: Affected Households
AMDAL	: <i>Analisis Mengenai Dampak Lingkungan</i> (Environmental Impact Assesment)
AP	: Affected Person/ (Warga Terdampak)
APs	: Affected Persons
APBD	: <i>Anggaran Pendapatan dan Belanja Daerah</i> (Local Government Budget)
ATR/BPN	: Agraria dan Tata Ruang/ Badan Pertanahan Nasional /
Bappeda	: Badan Perencana Pembangunan Pemerintah Daerah
BOBP	: Biaya Operasional Biaya Pendukung
BPN	: <i>Badan Pertanahan Nasional</i> / National Land Agency
BPS	: Badan Pusat Statistik / Central Bureau of Statistics
BRWA	: Badan Registrasi Wilayah Adat / Customary Territory Registration Agency
BBPJJN	: Balai Besar Pelaksanaan Jalan Nasional
COI	: Coridor of Impact / Koridor Dampak
CSR	: Corporate Social Responsibility / Tanggung jawab sosial perusahaan
DCF	: Discounted Cash Flow
DED	: Detailed Engineering Design
DMS	: Detailed Measurement Survey / Survei Pengukuran Terperinci
DPPT	: Dokumen Perencanaan Pengadaan Tanah
EA	: Executing Agency/ Instansi Penanggung Jawab
EMA	: External Monitoring Agency / <i>Badan Pemantau Eksternal</i>
ESP	: Engineering Service Project
FGD	: Focus Group Discussion
GRM	: Grievance Redress Mechanism / <i>Mekanisme Penanganan Keluhan</i>
Ha	: Hektar
HUP	: Harga Umum Pasar / Market General Price
KTR/BPN	: <i>Kementerian Agraria dan Tata Ruang Badan Pertanahan Nasional</i> / Ministry of Agrarian and Spatial Planning National Land Agency
IA	: Implementing Agency / <i>Instansi Pelaksana</i>
IMA	: <i>Lembaga Monitoring Independen</i> / Independent Monitoring Agency
IOL	: <i>Inventarisasi Kerugian</i> / Loss Inventory
IP	: Indigenous People/ <i>Masyarakat Adat</i>
IR	: Involuntary Resettlement/ <i>Pemukiman Kembali Tidak Sukarela</i>
KJPP	: <i>Kantor Jasa Penilai Publik</i> /Office of Public Appraisal Services
KK	: <i>Kepala Keluarga</i> / House Hold
KPBU	: Kerjasama Pemerintah dengan Badan Usaha
LAT	: Land Acquisition Team ( <i>Tim Pelaksana Pengadaan Tanah</i> )
LRP	: Livelihood Restoration Program /Program Pemulihan Pendapatan
MPWH	: Ministry of Public Works and Housing ( <i>Kementerian PUPR</i> )
LSM	: <i>Lembaga Swadaya Masyarakat</i> / <i>Lembaga Non Pemerintah</i> or NGO
NJOP	: <i>Nilai Jual Objek Pajak</i> / Selling Value of Tax Object
PAPs	: Project Affected People
PCO	: Project Coordination Office ( <i>Kantor Koordinasi Proyek</i> )
Perpres	: <i>Peraturan Presiden</i> / President Degree
PMO	: Project Management Organization
PIB	: Booklet Informasi Publik
PP	: <i>Peraturan Pemerintah</i> / Government Regulation
PPAT	: <i>Pejabat Pembuat Akta Tanah</i> /
OPD	: <i>Organisasi Perangkat Daerah</i> /
RCS	: Replacement Cost Study ( <i>Studi Biaya Penggantian</i> )
Rp.	: Rupiah
RP	: Resettlement Plan / <i>Rencana Pemukiman Kembali</i>

ROW	:	Right of Way/ <i>Ruang Milik Jalan</i>
RTRW	:	<i>Rencana Tata Ruang Wilayah</i>
RTRWN	:	<i>Rencana Tata Ruang Wilayah Nasional</i>
SES	:	<i>Sosial Ekonomi Survei / Social Economy Survey</i>
SATKER	:	Satuan Kerja / Work Unit
SKPT	:	Surat Keterangan Pendaftaran Tanah (Land Registration Certificate)
SHM	:	<i>Sertifikat Hak Milik / Freehold Title</i>
SIPPT	:	<i>Surat Izin Penunjukan Penggunaan Tanah /</i>
SPPT	:	<i>Surat Pemberitahuan Pajak Terhutang /</i>
SPS	:	Safeguards Policy Statement
SPI	:	<i>Standar Penilaian Indonesia /</i>
TA	:	Technical Assistance
ToR	:	Term of Reference
UU	:	<i>Undang-Undang / Constitution</i>

# TABLE OF CONTENTS

<b>ABBREVIATIONS</b> .....	i
<b>TABLE OF CONTENT</b> .....	iii
<b>LIST OF TABLES</b> .....	viii
<b>LIST OF FIGURES</b> .....	xi
<b>EXECUTIVE SUMMARY</b> .....	xii
<b>PREFACE</b> .....	xxi
 <b>CHAPTER I. INTRODUCTION</b>	
1.1. Background.....	I-1
1.1.1. People Travel.....	I-1
1.1.2. Passengers of Mass Public Transportation Facilities .....	I-2
1.1.3. Rail-Based SAUM Development Policy .....	I-4
1.2. Purpose and Objectives of LARAP.....	I-6
1.2.1. Purpose .....	I-6
1.2.2. Objectives .....	I-7
1.2.3. Necessity of Land Acquisition.....	I-7
1.3. Scope of LARAP.....	I-7
1.4. Report Structure .....	I-7
 <b>CHAPTER II. SUITABILITY WITH THE REGIONAL SPATIAL PLAN AND NATIONAL/ REGIONAL DEVELOPMENT PRIORITIES</b>	
2.1. Suitability with the Regional Spatial Plan.....	II-1
2.2. Suitability with National/Regional Development Priority Plans .....	II-10
2.3. Government/Agency Work Plan Concerned .....	II-10
2.4. National Strategic Project Document.....	II-13
 <b>CHAPTER III. DESCRIPTION AND LOCATION OF THE DEVELOPMENT PLAN</b>	
3.1. Project Description .....	III-1
3.1.1. General Description .....	III-1
3.1.2. Description of Activity Planning .....	III-2
3.1.3. Design Criteria .....	III-2
3.1.4. Railway Length .....	III-5
3.1.5. Land Requirements .....	III-6
3.1.6. Land Tenure Information .....	III-6
3.1.7. Railway Geometry (Horizontal & Vertical Alignment) .....	III-21
 <b>CHAPTER IV. AREA OF LAND REQUIRED</b>	
4.1. Estimated Land Area Requirement Per Village/Urban Administrative Area .....	IV-1

4.2. Estimated Total Land Area Requirement .....	IV-2
--	------

## **CHAPTER V. OVERVIEW OF LAND STATUS**

5.1. Control, Ownership, Use, and Utilization of Land .....	V-1
5.2. Buildings and Tree .....	V-10
5.2.1. Building .....	V-10
5.2.2. Tree .....	V-12
5.3. Social Facilities and Public Facilities (FASOS-FASUM) .....	V-14

## **CHAPTER VI. POTENTIAL IMPACT**

6.1. Project Component Require land.....	VI-1
6.2. Scope of Impact .....	VI-1
6.3. Vulnerable People.....	VI-2
6.4. Severely Affected PAPS.....	VI-2
6.5. Summary of Impact .....	VI-3

## **CHAPTER VII. SOCIOECONOMIC HOUSEHOLD SURVEY OF THE PROJECT-AFFECTED PERSONS**

7.1. Stakeholder Interview and Household Socio-Economic Survey of The PAPs .....	VII-1
7.2. Overview of The Results of Household Socio-Economic Survey.....	VII-2
7.3. Demographic Characteristics of PAPs .....	VII-3
7.3.1. Relation of The Respondents to The Household Head .....	VII-3
7.3.2. Age and Gender Distribution.....	VII-4
7.3.3. Education .....	VII-5
7.4. Economic Condition and Livelihoods .....	VII-8
7.5. Housing Condition .....	VII-14
7.6. Asset Inventory .....	VII-16
7.7. Community Perceptions .....	VII-19
7.7.1. Participation in Socialization .....	VII-20
7.7.2. Knowledge of The Project .....	VII-20
7.7.3. Concern Toward the Project Land Acquisition .....	VII-22
7.7.4. Willingness for the Land Acquisition .....	VII-24
7.7.5. Knowledge of the Project Grievance Process.....	VII-26

## **CHAPTER VIII. LEGAL ANALYSIS**

8.1. Indonesia Law and Regulation .....	VIII-1
8.1.1. Laws and Regulations Related to Land Acquisition .....	VIII-1
8.1.2. Another Related Regulations .....	VIII-3
8.1.3. Procedure of Land Acquisition for Development of Public Interest in Indonesia.....	VIII-3
8.2. JICA Safeguard Policy on Land Acquisition.....	VIII-7

8.3. Gap Analysis.....	VIII-9
------------------------	--------

## **CHAPTER IX. PROJECT ENTITLEMENT, ASSISTANCE AND BENEFICIAL MEASURES**

9.1. General Approach.....	IX-1
9.2. Land Acquisition and Resettlement Schemes .....	IX-1
9.2.1. Resettlement of Individually Owned Land and Assets.....	IX-1
9.2.2. Non-individually Owned Assets.....	IX-2
9.3. Eligibility, Cut-Off Date, and Entitlement of Compensation.....	IX-3
9.3.1. Eligibility.....	IX-3
9.3.2. Cut-Off Date .....	IX-3
9.3.3. Entitlement Matrix .....	IX-3
9.3.4. Compensation Form.....	IX-6

## **CHAPTER X. VALUATION OF ASSETS AND CALCULATION OF COMPENSATION FOR LOSSES**

10.1. Estimated Physical Compensation Value .....	X-1
10.1.1. Land .....	X-1
10.1.2. Building or Structure.....	X-2
10.1.3. Plant or Tree .....	X-2
10.1.4. Estimated Value of Non-Physical Compensation .....	X-4
10.1.5. Estimated Fair Replacement Value (NPW or <i>Nilai Penggantian Wajar</i> ).....	X-6

## **CHAPTER XI. CONSULTATION, PARTICIPATION, AND DISCLOSURE**

11.1. Public Consultation Prior to Preparation of LARAP Document .....	XI-1
11.2. Consultation / Socialization During Preparation of LARAP Document .....	XI-3

## **CHAPTER XII. INSTITUTIONAL ARRANGEMENT AND RESPONSIBILITIES**

12.1. Institutional Arrangement for Land Acquisition and Compensation .....	XII-1
12.1.1. Ministry Level.....	XII-1
12.1.2. Local Government.....	XII-2
12.1.3. Land Acquisition Committee (LAC).....	XII-2
12.1.4. Project Contractor .....	XII-4
12.2. Capacity Building .....	XII-4
12.3. Institutional Arrangement for Livelihood Restoration Program.....	XII-5
12.3.1. DGR.....	XII-5
12.3.2. DKI Jakarta Provincial Government.....	XII-5
12.3.3. West Java Provincial Government .....	XII-5
12.4. Overall Structure.....	XII-5

## **CHAPTER XIII. GRIEVANCE REDRESS MECHANISM**

13.1. Grievance Management under Government Regulation Number 19 of 2021 .....	XIII-1
--	--------

13.2. MRT East-West Grievance Redress Mechanism .....	XIII-1
13.3. Reporting and Monitoring Grievance Redress .....	XIII-4
<b>CHAPTER XIV. LIVELIHOOD RESTORATION PROGRAM</b>	
14.1. Objectives of Livelihoods Restoration Program (LRP) .....	XIV-1
14.2. Entitlement .....	XIV-1
14.3. Contents of Livelihood Restoration Program .....	XIV-1
14.4. Cost Estimation .....	XIV-3
14.5. Provisional Implementation Schedule .....	XIV-4
14.6. Implementation Structure .....	XIV-5
<b>CHAPTER XV. IMPLEMENTATION SCHEDULE</b>	
15.1. Activity Stage .....	XV-1
15.1.1. Land Acquisition .....	XV-1
15.1.2. Resettlement and Development .....	XV-1
15.1.3. Monitoring and Evaluation .....	XV-2
15.2. Implementation Time Frame .....	XV-2
<b>CHAPTER XVI. COST AND BUDGET</b>	
16.1. Amount and Source of Budget .....	XVI-1
16.2. Details of Allocation of Funds for Preparation, Implementation, Submission of Results, Administration and Digitalization of Documents .....	XVI-1
16.3. Details of Allocation of Operational Costs and Supporting Costs .....	XVI-2
16.4. Land/Public Appraiser Fee .....	XVI-3
16.5. Compensation .....	XVI-4
16.6. Certification .....	XVI-4
16.7. Livelihood Restoration Program Budget .....	XVI-5
16.8. Handling of Objections and Proceedings in Court and Other Social Cost and GRM.	XVI-5
16.8. External Monitoring Cost .....	XVI-5
<b>CHAPTER XVII. MONITORING AND REPORTING</b>	
17.1. Monitoring .....	XVII-1
17.1.1. The Purpose of Monitoring .....	XVII-1
17.1.2. Objectives and Indicators of Monitoring .....	XVII-1
17.1.3. Monitoring Mechanism .....	XVII-1
17.1.4. Implementation Procedures .....	XVII-2
17.1.5. Monitoring Period .....	XVII-3
17.2. Evaluation .....	XVII-4
17.2.1. Intent of Evaluation .....	XVII-4
17.2.2. Implementation Mechanism .....	XVII-4

17.3. Monitoring Indicators.....	XVII-5
17.3.1. Internal Monitoring Indicators.....	XVII-5
17.3.2. External Monitoring Indicators .....	XVII-6
17.4. Reporting System .....	XVII-7
17.4.1. Monthly Report.....	XVII-7
17.4.2. Quarterly Report.....	XVII-8
17.4.3. Semi-annual (Mid-Year) Report .....	XVII-8
17.4.4. Annual Report.....	XVII-8
17.4.5. External Monitoring Final Report.....	XVII-8

## **ANNEXES**

**ANNEX 1.** LIST OF AFFECTED HEAD OF HOUSEHOLD/COMPANY/BUSINESS

**ANNEX 2.** FAIR COMPENSATION VALUE TABLE

**ANNEX 3.** PARCELS MAP

**ANNEX 4.** VILLAGES MAP

**ANNEX 5.** MINUTES OF MEETING OF 1<sup>st</sup> PCM

**ANNEX 6.** MINUTES OF MEETING OF 2<sup>nd</sup> PCM & FGD

**ANNEX 7.** BROCHURE

**ANNEX 8.** INTERNAL AND EXTERNAL MONITORING

## LIST OF TABLES

Table 1.1.	Transjakarta Passengers (2015-2019) .....	I-2
Table 1.2.	Total passenger KRL/ <i>Commuterline</i> 2006-2018 .....	I-3
Table 1.3.	MRT Jakarta Passengers in 2019 .....	I-3
Table 1.4.	MRT Jakarta Passengers in 2020 .....	I-3
Table 1.5.	Jakarta LRT Passengers in 2021 .....	I-4
Table 2.1.	Matrix of Conformity of the Regional Spatial Plan with the Mass Rapid Transit (MRT) Development Plan .....	II-2
Table 2.2.	Urban Infrastructure Priority Program .....	II-10
Table 2.3.	Railway Sector National Strategic Project .....	II-13
Table 3.1.	Activity Planning of MRT East-West Line .....	III-1
Table 3.2.	Design Criteria for MRT East-West Line Phase 1 Stage 1 .....	III-2
Table 3.3.	List of Land Requirements for MRT East – West Lines Phase 1 Stage 1 .....	III-6
Table 3.4.	Land Use of MRT East-West Phase 1 Stage 1 .....	III-7
Table 3.5.	Number of Areas of Land Status in Phase 1 Stage 1 .....	III-9
Table 3.6.	Station Plan Coordinates .....	III-21
Table 4.1.	Estimated Land Area Requirement per Village/Urban Administrative Area .....	IV-1
Table 4.2.	Estimated Total Land Area Requirement Per Municipality .....	IV-2
Table 5.1.	Number of Land Areas of MRT East-West Line Phase 1 Stage 1 .....	V-1
Table 5.2.	Land Right of MRT East-West Line Phase 1 Stage 1 .....	V-3
Table 5.3.	Land Ownership of MRT East-West Line Phase 1 Stage 1 .....	V-5
Table 5.4.	Ownership Document for MRT East-West Line Phase 1 Stage 1 .....	V-6
Table 5.5.	Land Use for MRT East-West Line Phase 1 Stage 1 .....	V-8
Tabel 5.6.	Building Objects Affected by the MRT Development Plan East-West Line Phase 1 Stage 1 .....	V-10
Tabel 5.7.	Tree Affected by the MRT Development Plan East-West Line Phase 1 Stage 1 .....	V-13
Table 5.8.	FASOS-FASUM Affected by the MRT Development Plan East-West Line Phase 1 Stage 1 .....	V-15
Table 6.1.	Vulnerable Category .....	VI-2
Table 6.2.	Summary of Impact .....	VI-3
Table 7.1.	Administration Area Passed .....	VII-2
Table 7.2.	Relation of the Respondents to the Household Head .....	VII-3
Table 7.3.	Age Group Distribution .....	VII-4
Table 7.4.	People Affected Project (PAP) by Gender .....	VII-5
Table 7.5.	Education Level of the Head of Household (315) .....	VII-5
Table 7.6.	Education Level of the Spouse (228) .....	VII-6
Table 7.7.	Gender of Respondents .....	VII-7
Table 7.8.	Socio-Cultural Conditions of Affected Households .....	VII-8
Table 7.9.	Physical Condition of PAPs .....	VII-8
Table 7.10.	Income Sources of Household Head .....	VII-9

Table 7.11.	Income Sources of Spouses .....	VII-10
Table 7.12.	Type of Occupation of The Family Member (Population) .....	VII-12
Table 7.13.	Total Monthly Income (Whole Family) .....	VII-13
Table 7.14.	Condition of Families' Houses Affected .....	VII-14
Table 7.15.	Respondents by Ethnicity .....	VII-15
Table 7.16.	Types and Number of Plants Affected by The MRT Project .....	VII-15
Table 7.17.	Land Ownership to be Acquired .....	VII-16
Table 7.18.	Land Area in ROW per Administrative Area .....	VII-16
Table 7.19.	Affected Buildings.....	VII-17
Table 7.20.	Land Ownership Document.....	VII-18
Table 7.21.	Affected Structure Type by Project MRT.....	VII-18
Table 7.22.	Affected Business by Project MRT.....	VII-19
Table 7.23.	Perceptions of Households Affected by the MRT Project .....	VII-19
Table 7.24.	Knowledge of Affected Households Against the Impact of the MRT Project .....	VII-20
Table 7.25.	Information Resources about the MRT Project.....	VII-21
Table 7.26.	Knowledge of Information Regarding Land Acquisition.....	VII-22
Table 7.27.	Negative Impact of and Acquisition to Family .....	VII-23
Table 7.28.	Information Knowledge and Expectations When Consultation Activities are Conducted .....	VII-24
Table 7.29.	Respondents' Willingness to Relocate .....	VII-25
Table 7.30.	Preference of Channel to Express the Complaints/Concerns .....	VII-27
Table 7.31.	A Convenient Way to Express Complaints/Concerns.....	VII-28
Table 7.32.	Household Expectations Impact on the Impact of Planning .....	VII-29
Table 8.1.	Gap Analysis Between GOI Regulations and JICA Guideline .....	VIII-9
Table 9.1.	Entitlement Matrix .....	IX-4
Table 10.1.	Estimated Physical Compensation for Land Acquisition MRT East-West Line Phase 1 Stage 1.....	X-3
Table 10.2.	Estimated Non-Physical Compensation for Land Acquisition MRT East-West Line Phase 1 Stage 1.....	X-5
Table 10.3.	Estimated Compensation Value for Land Acquisition MRT East-West Line Phase 1 Stage 1 .....	X-7
Table 11.1.	Summary of MRT East – West First Public Consultation Phase 1 Stage 1 (Summary Minute of Meeting on PCM, 3 February 2022) .....	XI-1
Table 11.2.	Summary of MRT East – West First Public Consultation Phase 1 Stage 1 (Summary Minute of Meeting on PCM, 4 February 2022) .....	XI-2
Table 11.3.	Administrative Areas Traversed by MRT East -West Phase 1 Stage 1.....	XI-3
Table 11.4.	Summary of First Public Consultation of MRT East West Phase 1 Stage 1 in Each Sub-District, June – September 2022.....	XI-4
Table 11.5.	Summary of 2nd Public Consultation of MRT East-West Phase 1 Stage 1 Hotel Horison Bekasi, February 15, 2023 .....	XI-8
Table 11.6.	Summary of Focus Group Discussion of MRT East-West Line Phase 1 Stage 1	

	Hotel Horison Bekasi, 16 February 2023 .....	XI-11
Table 13.1.	Grievance Redress Mechanism during Land Acquisition Preparation Stage (refer to the Ministry of ATR/BPN No 19 of 2021) .....	XIII-3
Table 13.2.	Grievance Redress Mechanism during Land Acquisition Implementation Stage (refer to the Ministry of ATR/BPN No 19 of 2021) .....	XIII-4
Table 14.1.	Preference For Assistance-On-Assistance Program .....	XIV-1
Table 14.2.	Livelihood Restoration Program.....	XIV-2
Table 14.3.	Estimated Livelihood Restoration Costs.....	XIV-3
Table 14.4.	Indicative Schedule of Livelihood Restoration Program .....	XIV-4
Table 14.5.	Implementation Structure.....	XIV-5
Table 15.1.	Provisional Land Acquisition and Resettlement Implementation Plan .....	XIV-3
Table 16.1.	Cost Estimation Summary for Land Acquisition MRT East-West Line Phase 1 Stage 1 .....	XVI-1
Table 16.2.	Cost Estimation during Preparation .....	XVI-2
Table 16.3.	Cost Estimation during Implementation, Hand Over and Socialization .....	XVI-2
Table 16.4.	Interval of Operational Costs and Supporting Costs (BOBP) Referring to PMK RI No. 10/PMK.02/2016.....	XVI-3
Table 16.5.	Land/Public Appraiser Fee.....	XVI-3
Table 16.6.	Certification .....	XVI-4
Table 16.7.	Livelihood Restoration Budget .....	XVI-5
Table 16.8.	Handling of Objections and Proceedings in Court and other social cost and GRM ...	XVI-5
Table 17.1.	Internal and External Monitoring Period .....	XVII-4
Table 17.2.	Indicators for Internal Monitoring .....	XVII-5
Table 17.3.	Indicators for External Monitoring.....	XVII-6

## LIST OF FIGURES

Figure 1.1.	<i>Jabodetabek</i> (Jakarta-Bogor-Depok-Tangerang-Bekasi) Public Transport Travel Demand in 2015 .....	I-1
Figure 1.2.	Map of Desired Lines (Passengers/Hour) in 2025 .....	I-2
Figure 1.3.	Map of Mass Rapid Transit System Development .....	I-5
Figure 3.1.	Line and Station Plans in Phase 1 Stage 1 .....	III-5
Figure 3.2.	Land Tenure Information for the MRT E-W Line on the Tomang – Grogol Section .....	III-10
Figure 3.3.	Land Tenure Information for the MRT E-W Line on the Grogol – Roxy Section .....	III-10
Figure 3.4.	Land Tenure Information for the MRT E-W Line on the Roxy – Petojo Section.....	III-11
Figure 3.5.	Land Tenure Information for the MRT E-W Line on the Petojo – Cideng Section .....	III-11
Figure 3.6.	Land Tenure Information for the MRT E-W Line on the Codeng – Thamrin Section ....	III-12
Figure 3.7.	Land Tenure Information for the MRT E-W Line on the Thamrin – Kebon Sirih Section .....	III-12
Figure 3.8.	Land Tenure Information for the MRT E-W Line on the Kebon Sirih – Kwitang Section	III-13
Figure 3.9.	Land Tenure Information for the MRT E-W Line on the Kwitang – Senen Section .....	III-13
Figure 3.10.	Land Tenure Information for the MRT E-W Line on the Senen – Galur Section .....	III-14
Figure 3.11.	Land Tenure Information for the MRT E-W Line on the Galur – Cempaka Baru Section .....	III-14
Figure 3.12.	Land Tenure Information for the MRT E-W Line on the Cempaka Baru – Sumur Batu Section .....	III-15
Figure 3.13.	Land Tenure Information for the MRT E-W Line on the Sumur Batu – Pakulonan Barat Section .....	III-15
Figure 3.14.	Land Tenure Information for the MRT E-W Line on the Pakulonan Barat – Pakulonan Timur Section.....	III-16
Figure 3.15.	Land Tenure Information for the MRT E-W Line on the Pakulonan Timur – Perintis Section .....	III-16
Figure 3.16.	Land Tenure Information for the MRT E-W Line on the Perintis – Pulo Gadung Section .....	III-17
Figure 3.17.	Land Tenure Information for the MRT E-W Line on the Pulo Gadung – Penggilingan Section .....	III-17
Figure 3.18.	Land Tenure Information for the MRT E-W Line on the Penggilingan – Cakung Barat Section .....	III-18
Figure 3.19.	Land Tenure Information for the MRT E-W Line on the Cakung Barat – Pulo Gebang Section .....	III-18
Figure 3.20.	Land Tenure Information for the MRT E-W Line on the Pulo Gebang – Ujung Menteng Section .....	III-19
Figure 3.21.	Land Tenure Information for the MRT E-W Line at Rorotan Depo Access.....	III-20
Figure 3.22.	Land Tenure Information for the MRT E-W Line on The Ujung Menteng – Medan Satria Section.....	III-21
Figure 5.1.	Graph of Percentage of Plots for MRT East-West Line Phase 1 Stage 1 .....	V-3
Figure 5.2.	Graph of Land Right of MRT East-West Line Phase 1 Stage 1 .....	V-4
Figure 5.3.	Graph of Land Ownership of MRT East-West Line Phase 1 Stage 1.....	V-6
Figure 5.4.	Graph of Land Right for MRT East-West Line Phase 1 Stage 1 .....	V-7
Figure 5.5.	Graph of Land Use for MRT East-West Line Phase 1 Stage 1 .....	V-10
Figure 7.1.	Location of the Planned Development of MRT East-West Line Phase 1 Stage 1 .....	VII-1
Figure 12.1	Overall Structure .....	XII-5
Figure 13.1.	Grievance Redress Process.....	XIII-2
Figure 17.1	LARAP Implementation Monitoring Mechanism .....	XVII-2

## EXECUTIVE SUMMARY

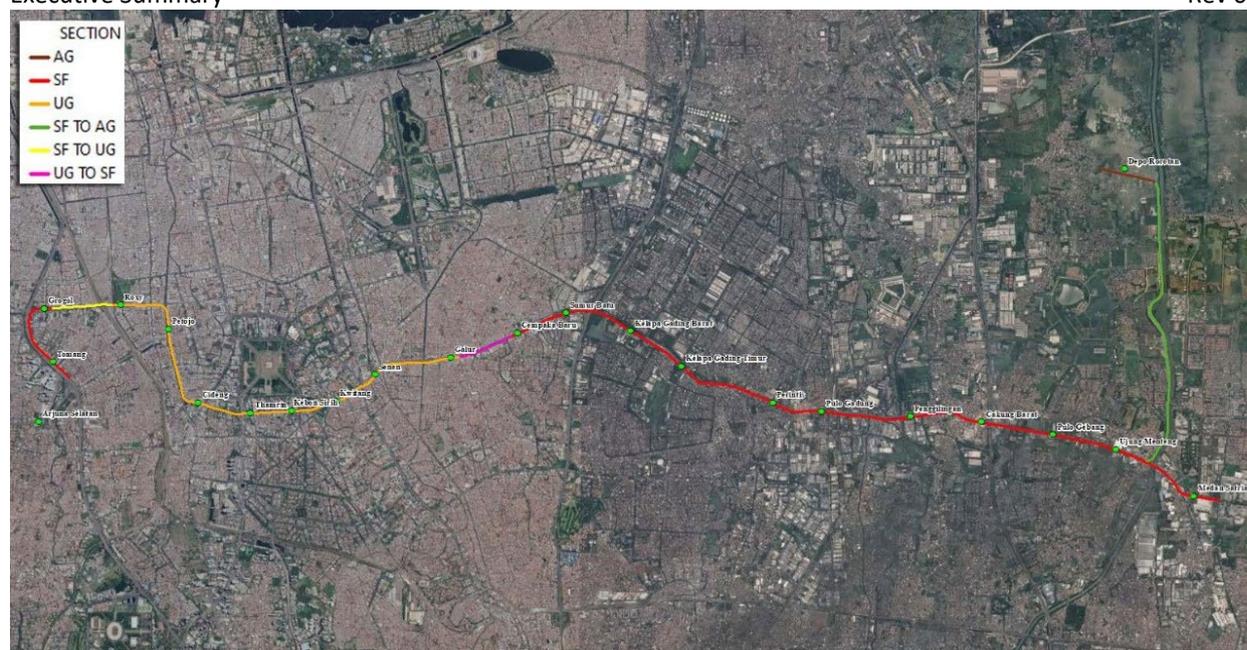
Jakarta Mass Rapid Transit (MRT) East-West Line is one of the national strategic projects based on the Regulation of the Coordinating Minister for Economic Affairs No. 7 of 2021 concerning Changes to the List of National Strategic Projects. This project is implemented by the Directorate General of Railways (DJKA), Ministry of Transportation of the Republic of Indonesia with funding from the Japan International Cooperation Agency (JICA). The MRT East-West Phase 1 Stage 1 is planned from Tomang (DKI Jakarta) to Medan Satria (Bekasi, West Java) with a total length of  $\pm 31.91$  km (including Rorotan depot, based on data on 09 December 2022), with a total of 21 stations consisting of 8 underground stations and 13 elevated stations.

### Activity Planning of the Jakarta MRT East-West Line

No	Description	Data at Basic Engineering
<b>Jakarta MRT East-West Line (Phase 1 Stage 1)</b>		
1	Route	Tomang (Jakarta) – Medan Satria (West Java)
2	Length of line	$\pm 31.91$ Km (based on the latest alignment as of 09 December 2022)
	Phase 1	Stage 1: Tomang (DKI Jakarta) – Medan Satria (Bekasi, West Java) $\pm 24.527$ Km Access toward Rorotan Depot (DKI Jakarta) $\pm 5.9$ Km
<b>Study Area</b>		
1	Route	Tomang – Grogol – Roxy – Petojo – Cideng – Thamrin – Kebon Sirih – Kwitang – Senen – Galur – Cempaka Baru – Sumur Batu – Pakulonan Barat – Pakulonan Timur – Perintis – Pulo Gadung – Penggilingan – Cakung Barat – Pulo Gebang - Ujung Menteng – Medan Satria and access towards Rorotan Depot.
2	Railroad construction	<i>Elevated</i> ( $\pm 21,3$ Km) <ul style="list-style-type: none"> <li>● Tomang – Grogol – Roxy</li> <li>● Galur – Cempaka Baru – Sumur Batu – Pakulonan Barat – Pakulonan Timur – Perintis – Pulo Gadung – Penggilingan – Cakung Barat – Pulo Gebang – Ujung Menteng – Medan Satria</li> <li>● Access towards Rorotan Depot</li> </ul>
		<i>Underground</i> ( $\pm 9$ Km) Roxy – Petojo – Cideng – Thamrin – Kebon Sirih – Kwitang – Senen – Galur
3	Station	<i>Elevated</i> (13 stations) Tomang, Grogol, Cempaka Baru, Sumur Batu, Pakulonan Barat, Pakulonan Timur, Perintis, Pulo Gadung, Penggilingan, Cakung Barat, Pulo Gebang, Ujung Menteng and Medan Satria
		<i>Underground</i> (8 stations) Roxy, Petojo, Cideng, Thamrin, Kebon Sirih, Kwitang, Senen, Galur
4	Depot	1 (one) location - Rorotan, Cilincing ( $\pm 23.78$ Ha)

Source: JMCA (Jakarta Metro Consultants Association), 2022

The administrative area that is passed in the MRT East-West Line Development Plan Phase 1 Stage 1, based on the administrative boundaries of the Indonesian Earth Map and ground checks through 2 provinces, 5 cities, 13 sub-districts and 31 urban villages and required land for 997,535.87 m<sup>2</sup> in 743 parcels.



Source: LARAP Consultant, 2022

Figure. Line and Station Plans in Phase 1 Stage 1

List of Land Requirements for MRT East – West Line Phase 1 Stage 1

No	City	Sub-District	Villages	Affected Area	
				Parcel	Area (m <sup>2</sup> )
1	Jakarta Barat	Grogol Petamburan	Tomang	19	31,494.62
2			Tanjung Duren Selatan	3	9,296.29
3			Grogol	43	34,947.13
4	Jakarta Pusat	Gambir	Duri Pulo	98	29,933.52
5			Cideng	31	21,723.62
6			Petojo Utara	17	11,590.09
7			Petojo Selatan	13	17,414.82
8		Gambir	15	27,242.26	
9		Tanah Abang	Kampung Bali	6	8,086.77
10		Menteng	Kebon Sirih	22	28,929.38
11		Senen	Senen	7	18,754.64
12			Kwitang	19	14,765.11
13			Kramat	36	14,340.83
14	Johar Baru	Tanah Tinggi	40	6,155.54	
15		Galur	29	14,982.50	
16	Kemayoran	Harapan Mulia	24	8,955.58	
17		Cempaka Baru	22	22,666.15	
18		Sumur Batu	3	11,913.91	
19	Cempaka Putih	Cempaka Putih Barat	1	9,526.48	
20		Cempaka Putih Timur	3	21,443.30	
21	Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	3	18,758.94
22			Kelapa Gading Timur	2	14,501.60
23			Pegangsaan Dua	11	18,954.94
24	Cilincing	Rorotan	55	265,406.75	
25	Jakarta Timur	Pulogadung	Kayu Putih	8	29,332.86
26			Pulo Gadung	4	15,664.89
27		Cakung	Rawa Terate	51	33,415.90

No	City	Sub-District	Villages	Affected Area	
				Parcel	Area (m <sup>2</sup> )
28			Cakung Barat	52	54,942.90
29			Cakung Timur	10	49,382.88
30			Ujung Menteng	62	108,980.25
31	Bekasi	Medan Satria	Medansatria	34	24,031.44
<b>Total</b>				<b>743</b>	<b>997,535.87</b>

Source: Map Delineation of Aerial Photography and Ground Check for 2022

Although efforts have been made to minimize the impact of land acquisition, implementation of new development projects generally requires land. Land acquired includes land, buildings, and plants. Land acquisition activities will have an impact on the environment. Impact on:

- impact on socio-economic including disruption to places of business, be it offices, shops or stalls, disruption of convenience, and loss of business opportunities, both temporarily and permanently; Changes in quality of life can have positive as well as negative impacts. If the affected community is a vulnerable group, then the impact will be very important. Vulnerable groups will have a worse quality of life.
- socio-cultural aspects, for example on cultural heritage, graves, sacred objects, historical objects protected forest or conservation areas including protected land, water, flora, and fauna.

In the LARAP, the impact focused on the project site in this MRT project is on the line or ROW, although in reality it could be wider. This is because the plot of land is cut off, and the rest cannot be used properly. This can happen on land or on land. A simple example of a plot of land with an area of 100 m<sup>2</sup>, if the project has to acquire 50 m<sup>2</sup>, the rest cannot be used. Under these conditions, the project must obtain all plots of 100 m<sup>2</sup>.

The cut-off date has been set since the implementation of the LARAP survey (inventory of affected assets and identification of entitled parties), namely May 9, 2022. Meanwhile, the official cut-off date is the date of notification of land acquisition by BPN. Entry of people and/or addition of assets and/or plants after the deadline date does not qualify for compensation and/or assistance. The actual cut-off date will be during the issuance of the Letter of Stipulation of Project Location (PENLOK or Penentuan Lokasi) by the Governor of DKI Jakarta and the Mayor of Bekasi, which will be followed up by measurement / Setting of project limits in the field (staking out) and carried "pematokan" (installation of the land peg) on the boundaries of the project site land. Based on the census results of the MRT East - West development plan, it can be concluded that the following reasons are:

- ✓ Total affected land is ± 997,535.87 m<sup>2</sup> (± 99.7 Ha), with 743 parcels;
- ✓ 615 units, with total area of 47,189.69 m<sup>2</sup>. The 615 buildings consist of 469 private owned structure, government and company owned structure;
- ✓ 143 PAHs living within the ROW;
- ✓ 61 PAHs that are not living within the ROW consist of 49 landowners, 12 business owners;
- ✓ 12 business entities and 314 household business (house and business) within the ROW with total 792 PAHs working on the business;
- ✓ 105 trees consist of mango, palm, gamal, sandalwood, trembesi, dadap, jackfruit, and tanjung;
- ✓ No non-title holders were identified during the field survey.

The MRT East-West Line Project Phase 1 Stage 1 is included in the category of "development projects for the public interest" and is one of the National Strategic Projects (Presidential Decree No. 3 of 2016 in conjunction with Presidential Decree No. 58 of 2017).

To realize these various social functions, the government establishes various public bodies and legislation to realize various social functions in the field in Indonesia. Current conditions, the government has reformed the laws and regulations related to land acquisition in the form of Law Number 2 of 2012 concerning Land Acquisition for Development in the Public Interest, including the supporting regulations.

The priority principles of laws and regulations related to government land acquisition are democratic, fair, and transparent, upholding human rights, and benefits, and prioritizing the basis of deliberation.

The implementation of Law Number 2 of 2012 concerning Land Acquisition for Development of Public Interest is carried out through four (4) stages, namely: Planning; preparation; application; and delivery of results. The stages regulated in this law are not regulated in the previous regulations.

However, environmental and social considerations including involuntary removal from the Project should be referred to the JICA Guidelines for Environmental and Social Considerations (2010) (hereinafter referred to as "JICA Environmental Guidelines") for better treatment of impacts.

Most of the principles in Law no. 2 (2012) are in line with JICA's policy on involuntary resettlement. There are still some gaps identified, but these gaps have been addressed by the provisions of relevant laws, regulations, and other guidelines as well as the project-defined LARAP, which is essentially in line with the JICA Environmental Guidelines. The gap includes the principle of compensation for affected buildings/structures without depreciation (replacement costs), provision of livelihood restoration programs for severely affected people and vulnerable groups to ensure that their lives will not be worse due to the project, and relocation assistance for physically displaced persons and transitional allowances.

The estimated compensation value is intended to obtain an initial picture of the value of land affected by land acquisition for the public interest, which is based on the Fair Replacement Value (NPW) approach/estimate.

Fair Replacement Value is the value for the benefit of the owner which is based on equality with the market value of a property, taking into account the extraordinary element in the form of non-physical losses resulting from the expropriation of rights to the property in question. Fair Replacement Value is defined as the same as the Compensation Value as referred to in Law Number 2 of 2012.

Law Number 2 of 2012 concerning Land Acquisition for Development in the Public Interest article 33 that the assessment of the amount of Compensation value by the Appraiser is carried out field by parcel of land, including:

- 1) Land;
- 2) Space aboveground and underground;
- 3) Structure/Building;
- 4) Plant;
- 5) Objects related to land; and/or
- 6) Other losses that can be assessed.

In determining the indication of Fair Replacement Value or Compensation Value, the object of the assessment in question will be compensated including Physical and Non-Physical losses.

The physical losses in question include:

- 1) Land with a designation such as Mix-Used Area or commercial
- 2) Upstairs and basement
- 3) Building; may consist of residential, industrial, or commercial buildings

- 4) Objects related to land; such as plants, utilities, and building complementary facilities.

**Estimated Physical Compensation** for Land Acquisition of MRT East-West Line Phase 1 Stage 1 is **IDR 6,663,332,789,611**.

Meanwhile, the non-physical losses in question include:

- 1) Compensation for the loss of relinquishment of rights from the land owner which will be given a premium and measured in the money based on the applicable laws and regulations.

This replacement may include matters relating to:

- Emotional loss (solatium)
  - Loss of job or loss of business including change of profession.
- 2) Transaction fees may include moving fees, taxes, and notaries in accordance with the applicable laws and regulations.
  - 3) Compensation for the waiting period (interest), which is the number of funds calculated as a substitute for the time difference between the appraisal date and the estimated payment date.

**Estimated Non-Physical Compensation** for Land Acquisition MRT Jakarta East-West Line Phase 1 Stage 1 is **IDR 1,383,312,625,758**.

**Estimated Compensation Value for Land Acquisition of MRT East-West Line Project Phase 1 Stage 1 is IDR 8,046,645,415,369**.

The program aims to restore the livelihoods of families during the transitional phase, a financial training program for good management of compensation received following the land acquisition, and the start-up of new sustainable businesses.

The aim here is to ensure that the livelihoods of people affected by the land acquisition for the development of MRT East - West Line Phase 1 Stage 1, are maintained at the same level, and preferably, improved – both in terms of sustainability and standard. The aim is also to ensure that the standard of living is improved for the poor and vulnerable.

The consideration of livelihood restoration measures and entitlements outlined below has been guided by the findings of the social studies and consultations carried out as part of the project planning, along with the documented socio-economic and cultural circumstances of those likely to be affected by the project land acquisition. These have been developed as a set of principles that have been subject to discussion with affected landowners, Government officers, and other stakeholders.

The initial public consultation on the LARAP MRT East-West Line (Phase 1 Stage 1) was carried out in February 2022, at Santika Hotel, Bekasi. Participants who attended the consultation were Proponents, LARAP consultants, DKI Jakarta Regional Government, Bekasi, and Residents.

The Public Consultation Meeting or PCM was continued in each sub-district office to get direct input from PAPs along with formal and informal leaders such as neighborhood (RT) and hamlet (RW).

The 2<sup>nd</sup> PCM was held at the PAPs levels on 15 February 2023 to explain outline of draft LARAP and obtain feedback from PAPs. It was held jointly with AMDAL by organizing 2 sessions of meetings considering location and the amount of invitees.

For the 1<sup>st</sup> session, PAPs at the following locations were invited.

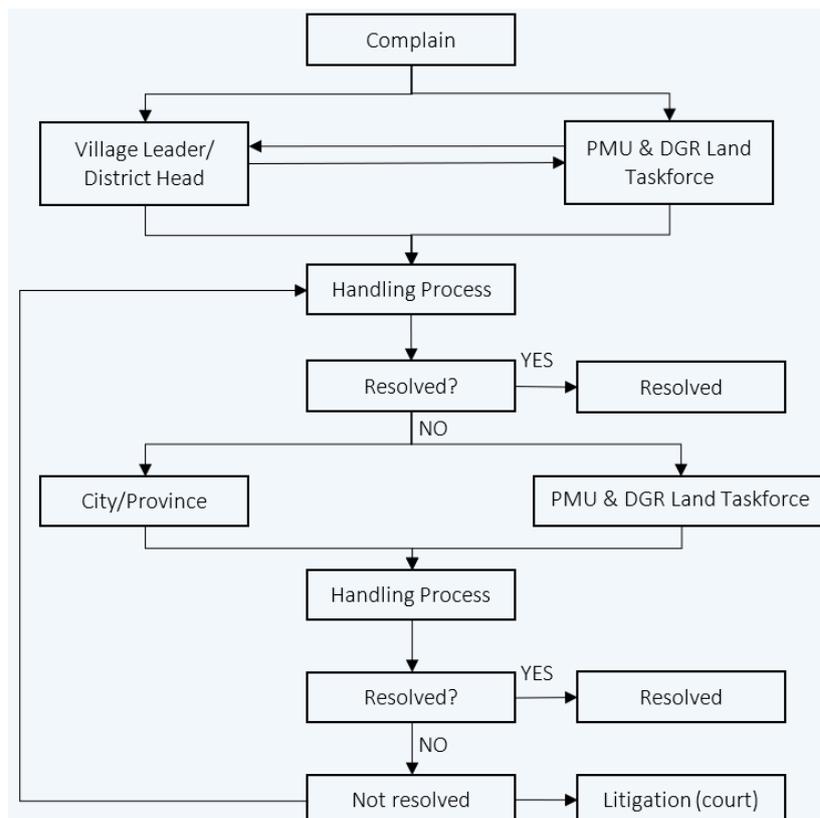
- Bekasi City
- North Jakarta Administrative City
- East Jakarta Administrative City

For the 2<sup>nd</sup> session, PAPs at the following locations were invited.

- Central Jakarta Administrative City
- West Jakarta Administrative City

At each session, outline of the project, outline of draft LARAP and opinion exchanging were held

Government Regulation Number 19 of 2021 has an inbuilt grievance redressal mechanism to address grievances during the land acquisition process. The grievance redress mechanism under the Land Acquisition Law will be limited to land acquisition matters and will not be functional throughout the project implementation especially during the construction period. Therefore to address grievances related to non-land issues and civil work or other such matters, a project specific grievance redressal mechanism is suggested for the MRT East-West project.



**Figure. Grievance Redress Process**

All grievances received (written or oral) and their redress will be recorded and documented properly. The DGR will ensure that such records will be made available in the monitoring reports and shared with the JICA review mission on request. All the GRM-related expenses will be borne by the project.

The Livelihood Restoration Program (LRP) is an essential component of a LARAP. It provides the PAPs assistance whose livelihoods are directly adversely affected by the Project by restoring their income generating capacity to at least pre-project levels. The Directorate General of Railways of the Ministry of Transportation as the implementing agency for the construction of The East-West MRT Project Phase 1 Stage 1 will ensure that the livelihoods of severely affected households and vulnerable groups will be restored (or ideally enhanced) through the LRP.

The PAHs that included as the **severely** affected households and **vulnerable** groups will be entitled to receive/participate in the livelihood restoration program. **The severely affected households** that will

receive this livelihood restoration program are the affected household that loose 10% or more of productive assets such as land and/or their economic businesses due to the MRT East-West Project Phase 1 Stage 1. Meanwhile, the **vulnerable groups** will receive the recovery program. These livelihoods are old households and poor households who own land/economic businesses that will be affected by The East-West MRT Project Phase 1 Stage 1. Based on IOL and SES, 38 households have been identified as severely affected, and vulnerable groups (old and poor families) have as many as 227 families.

Total budget for the LRP for the MRT East-West Line Project Phase 1 Stage 1 for all provinces is IDR. 6,322,205,148. The budget for this assistance program for each household is equivalent to 6 months of the DKI Jakarta Provincial Minimum Wage.

In general, land acquisition and resettlement activities for the benefit of the Project can be grouped into 3 (three) main activities, namely:

- 1). Land acquisition and resettlement;
- 2). livelihood restoration;
- 3). Monitoring and Evaluation.

It is estimated that the time period required for the implementation of land acquisition and resettlement (and development) for the benefit of the Project is approximately 2 (two) years.

The source of fund is from the state budget (APBN) under the State Asset Management Agency (LMAN). The total amount of funds required for the implementation of land acquisition for MRT Jakarta East West Project is **IDR 8,232,627,889,174** as described in the following table.

NO	TYPE OF COST	COST ESTIMATION (IDR)	BASIC CALCULATION
1	Allocation of Funds for Preparation, Implementation, Submission of Results, Administration and Digitalization of Documents	2.175.000.000	PERMEN ATR BPN NO 19 TH. 2021
2	Operational Costs and Supporting Costs (BOBP)	10,664,716,642	PMK RI No. 10/PMK.02/2016
3	Land/Public Appraiser Service Fee	1,924,000,000	MAPPI
4	Cost of Compensation Value / Fair Replacement Value	8,046,645,415,369	<b>Refer to Chapter X of this LARAP</b>
5	Certification	2,115,321,000	PP No. 128 of 2015
6	Livelihood Restoration Budget	6,322,205,148	6 months of Minimum Wage for Vulnerable AHs 227
7	Court Case Fees and other Social Costs and GRM	2.000.000.000	referring to the similar cases
8	External Monitoring	4,023,322,708	Medium risk: Estimated as 0.05% of NPW
9	Contingency	160,932,908,307	Medium Risk: Estimated 2% of the NPW
<b>TOTAL COST OF THE BUDGETING PLAN</b>		<b>8,232,627,889,174</b>	

Monitoring is intended for the collection and analysis of data/information on the progress of implementation of (1) land acquisition activities (especially with regard to the settlement of payments/delivery of compensation and transfer of land rights); (2) resettlement (in particular in relation to the construction of resettlement sites and the number of residents who have been placed); and (3) development activities for PAPs (especially related to the type of assistance/ facilitation that has been implemented and the number of people who have received assistance). The results of the data/information collection are then compared with the plan/targets that have been established, so that

the level of progress can be analyzed and identified problems that hamper the progress of implementation. Therefore, this monitoring activity is intended to assist the Land Acquisition Implementation Team (TP2T), resettlement, and development activities in implementing action plans within the LARAP (with a number of targets/goals).

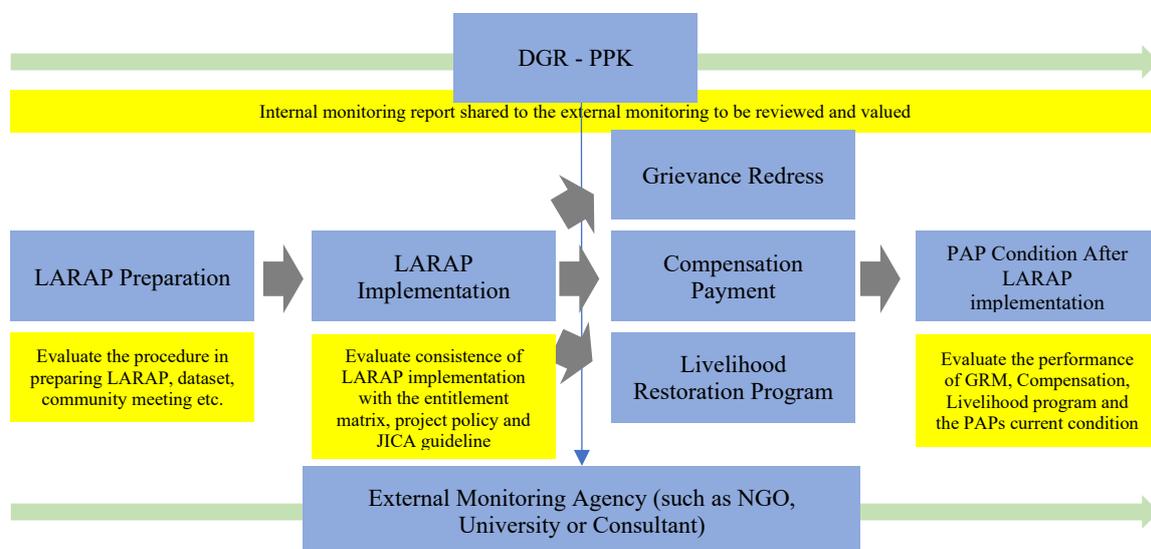
Activities targeted for monitoring are the implementation of land acquisition for Project development, resettlement and guidance activities for PAP's post-relocation socio-economic conditions. Basically, this monitoring activity will be more focused on the level of progress or achievement of action plan implementation, to ensure the achievement of targets and objectives that have been determined.

Based on the monitoring implementation mechanism, the monitoring period of the land acquisition implementation will be suggested to be conducted as the following table.

No	Duration	Deliverable	Internal Monitoring	External Monitoring*
1	Bi-weekly Meeting	Activity Checklist	√	-
2	Monthly Meeting	Monthly Monitoring Report	√	-
3	Quarterly Meeting	Quarterly Monitoring Report	√	√
4	Semiannually Meeting	Semiannually Monitoring Report	√	√
5	Annually Meeting	Annually Monitoring Report	√	√

Evaluation activities are focused on the effectiveness and results of LARAP implementation to determine whether the PAP has been able to overcome the problems arising from the implementation of the Project and whether their level of living and livelihood has been restored. The basic data used in the assessment/evaluation is the data/information on the socio-economic condition of the residents from the baseline survey data conducted at the initial stage/preparation of resettlement activities, and data/information on the results of the monitoring.

Evaluation studies are a valuable opportunity for planners and policymakers to think more and more closely about the success of achieving basic objectives, strategies, and approaches in the provision of land acquisition, resettlement, and fostering activities for project-affected people. Evaluation results can be used as lessons and input materials in future planning.



**Figure. LARAP Implementation Monitoring Mechanism**



## PREFACE

The Report of the **Land Acquisition and Resettlement Action Plan (LARAP) for Engineering Services of Jakarta Mass Rapid Transit (MRT) East-West Line Project (Phase 1 Stage 1)** activity is one of the consultant's responsibilities to the initiator to monitor the progress of this study.

The report of the Land Acquisition and Resettlement Action Plan (LARAP) for Engineering Services of Jakarta Mass Rapid Transit (MRT) East-West Line Project (Phase 1 Stage 1) contains information regarding the Introduction; Suitability With The Regional Spatial Plan And National/Regional Development Priorities; Description And Location of The Development Plan; Area of Land Required; Land Status Overview; Potential Impact; Socio-economic Household Survey of The Project Affected Persons; Legal Analysis; Project Entitlement, Assistance And Beneficial Measures; Valuation of Assets And Calculation of Compensation For Losses; Consultation, Participation, and Disclosure; Organization Arrangement Responsibilities; Grievance Redress Mechanism; Livelihood Restoration Program; Implementation Schedule; Cost And Budget; Monitoring and Reporting. All of these contents combine the prevailing laws and regulations in Indonesia and the JICA Guideline so that they are expected to accommodate all parties.

Hopefully this LARAP report can be useful for all parties.

Jakarta, April 28, 2023

**PT KARSA BUANA LESTARI**

# CHAPTER I

## INTRODUCTION

### 1.1. BACKGROUND

#### 1.1.1. People Travel

The Special Capital Region or *Daerah Khusus Ibukota* (DKI) of Jakarta as the capital of the Republic of Indonesia is a business center and center of government with a population of 10.6 million people in 2021 with a population density of 15,978 people per km<sup>2</sup>, surrounded by Bogor, Depok, Tangerang and Bekasi (Bodetabek) areas which are increasingly developing into urban areas.

From the results of the 2014 Jabodetabek commuter survey, the number of Jabodetabek commuters was 3,566,178 people, consisting of 2,429,751 people doing work and school/course activities in DKI Jakarta, 1,067,762 people in Bodetabek, and 68,665 people outside Jabodetabek. While the Bodetabek commuters who carry out activities in DKI Jakarta are 1,382,296 people. This condition shows that massive transportation is an urgent need, because the growth and development of a good transportation sector will contribute significantly to the development of other sectors such as trade, industry, finance, and services (BPS DKI Jakarta, 2016).

In 2015 the total number of people traveling in Jabodetabek was 25.7 million people, while the total internal trips for DKI Jakarta were 18.7 million, of which 5.7 million trips were made using public transportation.

The demand for public transportation trips from the East (Bekasi City and Bekasi Regency) to Jakarta City is 81,180 passengers/hour, while the provision of public transportation is only 48,800 passengers/hour. From the south (Depok City, Bogor City and Bogor regency, the demand for travel to Jakarta is 69,364 passengers/hour, while the general availability of transportation is only 51,200 passengers/hour. From the west (Tangerang City, South Tangerang City and Tangerang Regency) travel requests to the city of Jakarta by 56,083 passengers/hour, while the general availability of transportation is only 45,340 passengers/hour (Alvinskyah, 2019).



Figure 1.1. *Jabodetabek* (Jakarta-Bogor-Depok-Tangerang-Bekasi) Public Transport Travel Demand in 2015<sup>1</sup>

<sup>1</sup> Source: Yandito, M. M., & Alvinskyah (2019). MODEL PILIHAN PENUMPANG ANGKUTAN KOTA DAN KERETA REL LISTRIK DI JAKARTA. *Jurnal transportasi*, 19(1). <https://doi.org/10.26593/jt.v19i1.3261.%25p>

In 2025 the movement within the Jakarta area (Internal-Internal) is 58.75%, the movement between Bodetabek zones (External-External) is 26.72%, the movement from Jakarta to the Bodetabek Zone and the opposite direction (Internal-External) is 14,53% (Source: Feasibility Study for the Rajawali-Halim LRT).

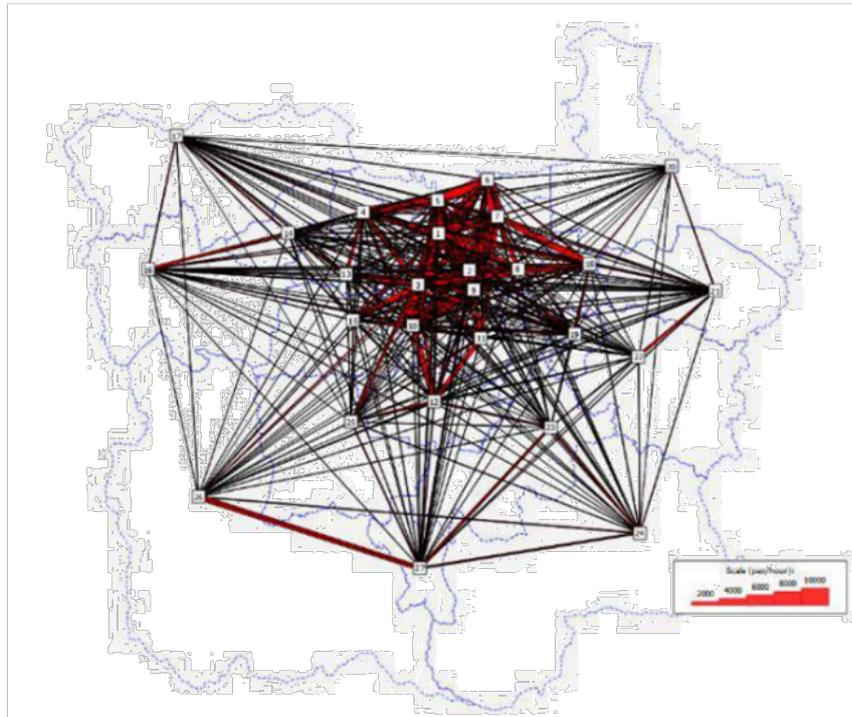


Figure 1.2. Map of Desired Lines (Passengers/Hour) in 2025<sup>2</sup>

### 1.1.2. Passengers of Mass Public Transportation Facilities

Since 2019, rail-based Mass Public Transportation (*Sarana Angkutan Umum Massal* or SAUM) services in DKI Jakarta have increased with the operation of the Mass Rapid Transport (MRT) Phase I Lebak Bulus-HI Roundabout for approximately 16 Km by PT MRT Jakarta since March 24, 2019. On December 1, 2019 following the commercial operation of the Light Rail Transit (LRT) Phase I Velodrome-Kelapa Gading with a length of approximately 5.8 km operated by PT LRT Jakarta as a subsidiary of PT Jakarta Propertindo.

The demand for the use of mass public transportation facilities in DKI Jakarta is very high. Based on data from PT Transjakarta, Transjakarta passengers in 2019 amounted to 632,800 passengers/day. And in 2020 it increased to 987,583 passengers/day (Table 1.1.)

Table 1.1. Transjakarta Passengers (2015-2019)

No.	Year	Passenger	Passenger/day	Information
1	2015	102,800,000	281,644	13 corridors
2	2016	123,700,000	338,904	80 routes
3	2017	144,720,000	396,493	122 routes
4	2018	189,770,000	519,918	155 routes
5	2019	231,000,000	632,800	236 routes *

Source: PT Transjakarta

<sup>2</sup> Source: Feasibility Study for the Rajawali-Halim LRT

Meanwhile, the Computerline rail-based SAUM operated by PT KAI-Commuter Jabodetabek in 2018 carried 922,685 passengers/day (Table 1.2.)

**Table 1.2. Total passenger KRL/Commuterline 2006-2018**

No.	Year	Passenger	Passenger/Day	Information
1	2014	199,396,000	546,290	5 main tracks
2	2015	257,511,000	705,564	5 main tracks
3	2016	281,089,000	770,107	5 main tracks
4	2017	315,854,000	865,353	5 main tracks
5	2018	336,780,000	922,685	5 main tracks

Source : BPS DKI Jakarta, 2019

In 2019 since operating April 1 to December 18, 2019, MRT Jakarta has transported 22.4 million passengers or an average of 94 thousand passengers/day (source: Antaranews.com December 19,2019).

**Table 1.3. MRT Jakarta Passengers in 2019**

No.	Month	Passenger/day
1	April	79,644
2	May	77,696
3	June	90,000
4	July	93,165
5	August	82,477
6	Spetember	90,386
7	October	85,927
8	November	91,000
9	December	94,000
Average		<b>87,143</b>

Source: PT MRT Jakarta

In 2020 MRT Jakarta has transported 35,885 passengers/day, experiencing a decrease due to the Covid-19 Pandemic as many as 87,143 passengers/day or a decrease of 50% from the average daily passenger in 2019. The decline in MRT passengers began to be felt in March 2020 and the point the lowest occurred in May 2020, where MRT Jakarta only carried 1,405 passengers per day (Table 1.4).

**Table 1.4. MRT Jakarta Passengers in 2020**

No.	Month	Passenger	Passenger/day
1	January	2,638,464	85,112
2	February	2,564,870	91,603
3	March	1,403,638	45,279
4	April	1,215,578	40,519
5	May	43,544	1,405
6	June	340,533	11,351
7	July	559,541	18,050
8	August	521,818	16,833
9	September	389,748	110,774
10	October	3,433,981	110,774
11	November	498,680	16,623
12	December	487,425	15,725
Average			<b>35,855</b>

Source: PT MRT Jakarta

LRT Jakarta as a rail-based SAUM in Jakarta at the beginning of its inauguration was targeted to carry 14,000 passengers/day. In October 2020, LRT passengers were only 150 passengers/day. During January-

June 2021, the Jakarta LRT carried an average of 898 passengers/day. The decline in the number of passengers was caused by the Covid-19 Pandemic with the implementation of the Large-Scale Social Restriction (PSBB) policy in the DKI Jakarta area which limited the mobility of citizens to travel (Table 1.5).

**Table 1.5 Jakarta LRT Passengers in 2021**

No.	Month	Passenger	Passenger /Day
1	January	21,648	698
2	February	21,931	783
3	March	28,003	903
4	April	28,961	965
5	May	31,995	1,032
6	June	30,348	1,012
Average		27,147	898

Source: PT LRT Jakarta

### 1.1.3. Rail-Based SAUM Development Policy

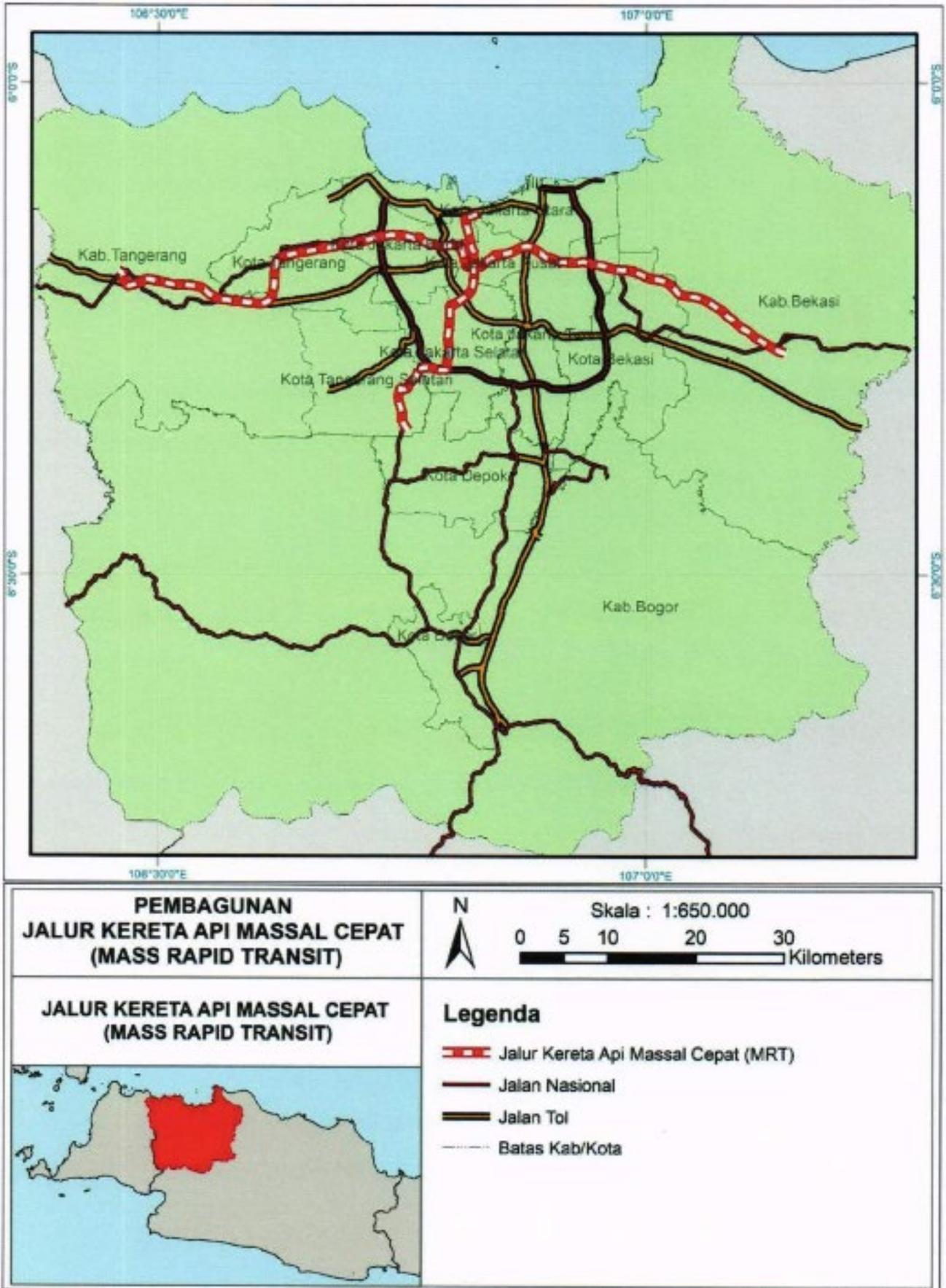
Basically, to overcome traffic congestion in the city of Jakarta, the DKI Jakarta Provincial Government has issued a policy for the development of public transportation. With the issuance of Pergub DKI Jakarta Number 103 of 2007 concerning Macro Transportation Patterns. Article 4 states that the transportation system development plan consists of:

- a. development of the bus public transport system
- b. development of mass public transportation system;
- c. road network system development;
- d. development of rail transport system;
- e. development of alternative transportation systems;
- f. supporting policy development.

The implementation of the development of the mass public transportation system consists of:

- a. Network Bus Priority;
- b. LRT;
- c. **MRT.**

President Of The Republic Of Indonesia Regulation Number 55 Of 2018 Concerning The Jakarta, Bogor, Depok, Tangerang And Bekasi Transportation Master Plan 2018 -2029. The Policy for the Development of a Rail-Based Urban Transportation System is implemented with a strategy for the development and development of a rail-based urban mass public transportation system that connects the Jabodetabek area.



Source: The annex of the President of The Republic of Indonesia Regulation Number 55 of 2018

**Figure 1.3. Map of Mass Rapid Transit System Development**

The program for mass rapid transit system stipulated in the Presidential Decree No. 55/2018 including:

- a. Construction of light rail lines (LRT and MRT) both in the Jakarta area and outside the Jakarta area (Bodetabek);
- b. Construction of Automated People Mover (APM) lines, Automated Guideway Transit (AGT);
- c. **Construction of the MRT rail line, which consists of the North-South Corridor and the West-East Corridor;**
- d. Airport railway construction;
- e. Construction of loop line Railway (Jakarta elevated loop line railway);
- f. Double track construction.

## 1.2. PURPOSE AND OBJECTIVES OF LARAP

### 1.2.1. Purpose

In accordance with Law No. 2 of 2012, Presidential Regulation No. 19 of 2021, and ATR/BPN Ministry Regulation No 19 of 2021, agencies that require land must make a Land Procurement Planning Document that in this work through the LARAP Document. This document was prepared as a plan for the phase implementation of land acquisition and become the basis for the issuance of location determination.

Further, this activity is intended to obtain a global and accurate picture of the land that will be affected by the East-West Corridor MRT Project Phases 1 and 2, as well as other social impacts that will arise as a result of building acquisition and compensation payments. The results of the study also assist the Project Proponent as a reference in providing a budget, according to the cycle of development activities, and carrying out land acquisition in accordance with laws and regulations, and agreements with the community.

The purpose of the results of the study and data collection on the areas affected by the MRT East-West Line Project Phase 1 Stage 1 is to be used as the basis for the land acquisition process, including but not limited to the following:

- a. To record the area of land to be used and the rights to land affected by the MRT East-West Line Project.
- b. To provide objective information, both to the initiator of the activity and to relevant agencies, on:
  - ✓ The implementation of Land Procurement which will be carried out by the Land Acquisition Committee is guided by the applicable laws and regulations.
  - ✓ Predict the social and economic conditions of the population prior to land acquisition.
  - ✓ Determine the compensation and entitlements to the PAPs for their affected properties/assets
  - ✓ Predict the issues that occur before land acquisition and the aspirations of the project-affected people on these issues.
  - ✓ Knowing the needs and desires of project-affected people to improve their socio-economic welfare.
- c. To ensure public participation in the implementation and monitoring of the LARAP

### **1.2.2. Objectives**

In general, the plan for the construction of the MRT Jakarta East-West Corridor Phase 1 Stage 1 is intended as one of the implementations of the main policy directions of national development to accelerate the development of strategic areas, in the context of accelerating the development of regional economic growth centers, through increasing accessibility and capacity of transportation networks, so that it can reduce or overcome traffic congestion in the city of Jakarta.

The benefits for the community that are expected from the construction of the Jakarta MRT are the acceleration of improving people's welfare and alleviating poverty. This railroad infrastructure can open access to employment opportunities, services, investment, and can be a driver of the rotation or cycle of economic activity.

\*JICA Guidelines for Environmental and Social Consideration 2010

### **1.2.3. Necessity of Land Acquisition**

This is the project to construct ± 31.91 Km of new railway track based on the latest alignment as of 9 December 2022, station and associated facilities. Although the track with less social impact was selected through alternative examinations, land acquisition and resettlement are difficult to avoid in the case of new road construction. Accordingly, preparation of LARAP enhancing participation of Project Affected Persons (PAPs) and its appropriate implementation are necessary.

### **1.3. SCOPE OF LARAP**

Scope of LARAP MRT East-West Line Project Phase 1 Stage 1 covers 31 Kelurahan (villages) located in 13 Kecamatan (sub-districts) and 5 cities in DKI Jakarta.

### **1.4. REPORT STRUCTURE**

Continuing the introduction to Chapter 1, Chapter 2, 3, 4, 5, 6 and implementation schedule in Chapter 7 are referential information for preparing LARAP for Phase 1 Stage 1, and information in these chapters shall be reviewed and updated in due facilitation with concerned authorities and communication with PAPs in the process of preparing respective discusses the general description of the Project including the land requirements for the location of the MRT facilities. Based on the estimated land requirements, the impacts that may arise from land acquisition for the benefit of the Project, in particular the socio-economic impacts on PAPs, will be assessed.

Chapter 2 discusses suitability with the regional spatial plan, suitability with national/regional development priority plans (including the national strategic projects plan)

Chapter 3 shows location of the MRT East - West Line Phase 1 Stage 1, suitability and consistency of the project and Regional Spatial Plan as well as National/Regional Development Priorities.

Chapter 4 discusses estimated land area requirement for MRT East-West Phase 1 Stage 1.

Chapter 5 discusses the control, ownership, use and utilization of land, buildings and plants as well as types of businesses and other objects.

Chapter 6 discusses potential impacts including the project components that require land and the scope of the impact.

Chapter 7 discusses the results of socio-economic survey and asset inventory.

Chapter 8 discusses the legal framework showing laws and regulations in Indonesia and gap analysis between JICA Guidelines and Indonesian regulations.

Chapter 9 discusses entitlement, compensation and assistance including eligibility and cut-off date.

Chapter 10 discusses valuation of assets and calculation of compensation for losses. It includes valuation of assets (compensation for land lease, compensation of non-individually owned asset, entitlement to vulnerable and severely PAP's) and calculation of compensation.

Chapter 11 discusses the consultation meetings held in the process of LARAP preparation.

Chapter 12 discusses the institutional framework showing organization, the responsibilities of each organization involved in the implementation of the LARAP, team membership, implementation team.

Chapter 13 discusses grievance redress mechanism (GRM). GRM is a set of arrangement that enables local communities, employees, out growers, and other affected stakeholders to raise grievances with the investor and seek redress when they perceive a negative impact arising from the investor's activities.

Chapter 14 discusses livelihood restoration program explaining eligibilities and contents of assistance program to be provided to eligible persons.

Chapter 15 discusses the implementation schedule including the implementation of the LARAP livelihood restoration program, as well as monitoring and evaluation.

Chapter 16 discusses the cost and budget. There are cost about compensation of asset loss, livelihood restoration budget, assistance for vulnerable groups and budget for land certification.

Chapter 17 discusses the monitoring implementation plan of the LARAP implementation. The steps needed to achieve a successful LARAP implementation.

## CHAPTER II

# SUITABILITY WITH THE REGIONAL SPATIAL PLAN AND NATIONAL/REGIONAL DEVELOPMENT PRIORITIES

### 2.1. Suitability with the Regional Spatial Plan

The Jakarta MRT East-West Line Project cannot be separated from the Regional Spatial Plan (*Rencana Tata Ruang Wilayah*: RTRW) which is a policy direction and strategy for using regional space. The area is in a geographical unit and all related elements whose boundaries and systems are determined based on administrative and/or functional aspects.

The review of the Jakarta MRT East-West Line Project against the Regional Spatial Plan (RTRW) can be used as a guide for:

- Preparation of long-term development plans;
- Preparation of medium-term development plans;
- Utilization of space and control of spatial use in the region;
- Realization of integration, linkage, and balance of development between regions, as well as harmony between sectors;
- Determination of the location and function of space for investment;
- Spatial planning for strategic areas; and
- Regional spatial planning.

The RTRW that will be reviewed in the context of the MRT East-West Line Projects as follows:

1. National RTRW Government Regulation of the Republic of Indonesia Number 26 of 2008 concerning National Spatial Planning and Government Regulation of the Republic of Indonesia Number 13 of 2017 concerning Amendments to Government Regulation Number 26 of 2008 concerning National Spatial Planning;
2. RTRW for the islands of Java and Bali Government Regulation of the Republic of Indonesia Number 28 of 2012 concerning Spatial Planning for the Island of Java – Bali;
3. RTR for Jabodetabekpuncur Area Presidential Regulation of the Republic of Indonesia Number 54 of 2008 concerning Spatial Planning for Jakarta, Bogor, Depok, Tangerang, Bekasi, Puncak, Cianjur areas;
4. RTRW of DKI Jakarta Province Regional Regulation of the Special Capital Region of Jakarta Number 1 of 2012 concerning the 2030 Regional Spatial Plan;

**Table 2.1. Matrix of Conformity of the Regional Spatial Plan with the Mass Rapid Transit (MRT) Development Plan**

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY	
		SERVICE CENTER	NETWORK SYSTEM				
1	National RTRW (Government Regulation No. 26 of 2008 & Government Regulation No. 13 of 2017)	The Jabodetabek Urban Area (Jakarta – Bogor – Depok – Tangerang - Bekasi) is set as PKN (National Activity Center) with its development direction, namely Revitalization and Acceleration of Development of Cities Central to National Growth Revitalizing cities that have functioned	<p>Government Regulation. No. 13 of 2017 Article 21</p> <p>(1) The public railway network consists of:</p> <p>a. urban rail network.</p> <p>(2) The rail network is developed to:</p> <p>a. support accessibility in urban areas.</p> <p>(3) The inter-city and urban rail network and its development priorities shall be determined by the minister whose duties and responsibilities are in the railway sector.</p> <p>Government Regulation. No. 26 of 2008 Article 22</p> <p>(1) A special railway line network is developed by a certain business entity to support the main activities of the said business entity.</p> <p>(2) The special railway network can be connected to the general railway network and other special railway network in accordance with the provisions of the legislation.</p> <p>(3) The special railway line network shall be determined by the Government, provincial government, or district/city</p>	<p>Established spatial pattern of DKI Jakarta to support leading activities;</p> <ul style="list-style-type: none"> <li>• industry</li> <li>• tourism</li> <li>• fisheries</li> <li>• trade</li> <li>• services</li> </ul>	The MRT development plan is in accordance with the National RTRW policy (Government Regulation No. 26 of 2008 & Government Regulation No. 13 of 2017), namely:	<p>1. MRT as an urban train developed to support accessibility in urban areas and metropolitan urban areas of DKI Jakarta and Jabodetabek as PKN</p> <p>2. MRT is a special train set by the DKI Jakarta Provincial government and developed by a government-owned company owned by the DKI Jakarta Provincial Government (PT MRT Jakarta)</p>	<p>The MRT development plan is in accordance with the National RTRW policy (Government Regulation No. 26 of 2008 &amp; Government Regulation No. 13 of 2017), namely:</p> <p>1. MRT as an urban train developed to support accessibility in urban areas and metropolitan urban areas of DKI Jakarta and Jabodetabek as PKN</p> <p>2. MRT is a special train set by the DKI Jakarta Provincial government and developed by a government-owned company owned by the DKI Jakarta Provincial Government (PT MRT Jakarta)</p>

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
			<p>government in accordance with the provisions of laws and regulations.</p> <p>Government Regulation. No. 13 of 2017 Article 34 (2) The urban railway network as referred to in Article 21 paragraph (1) letter b is determined with the criteria of connecting urban areas with primary/secondary/tertiary service-scale collecting airports and main/collection ports or supporting accessibility in metropolitan urban areas</p>			
2	RTRW of Java and Bali Island (Gov Regulation No. 28 of 2012)	DKI Jakarta is designated as PKN (National Activity Center) and is part of the Greater Jakarta Urban Area (Jakarta – Bogor – Depok – Tangerang – Bekasi)	<p>Article 22 (1) The development and consolidation of the urban rail network to support the mass, fast, safe, and efficient movement of people and goods as referred to in paragraph (1) letter c shall be carried out on:</p> <p>a. Urban rail network in PKN Jabodetabek Urban Area Operational Strategy b. Develop and establish a network of urban rail lines in the Jabodetabek Urban Area PKN to support the mass, fast, safe and efficient</p>	<p>Established spatial pattern of DKI Jakarta to support leading activities;</p> <ul style="list-style-type: none"> <li>• industry</li> <li>• tourism</li> <li>• fisheries</li> <li>• trade and services</li> </ul>	DKI Jakarta is designated as a national strategic area Industrial designation areas on the islands of Java and Bali, designated residential areas in Java - Bali	<p>The MRT development plan is in accordance with the RTRW policy for the islands of Java and Bali (PP No. 28 of 2012), namely:</p> <ol style="list-style-type: none"> <li>1. MRT as an urban train was developed to support accessibility in urban areas and metropolitan urban areas of DKI Jakarta and Jabodetabek as PKN</li> <li>2. MRT is integrated with the Java cross road network where the MRT development utilizes the West - East Jakarta corridor/road network which is connected to the</li> </ol>

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
			<p>movement of people and goods</p> <p>c. Develop and establish a network of urban rail lines in the Jabodetabek Urban Area PKN which is integrated with the Java Island North Cross Road Network, the Java Island Central Cross Road Network, the Java Island Feeder Road Network (Jakarta – Depok – Bogor, Jakarta – Ciputat – Bogor and Tangerang – Serpong – Pamulang – Ciputat), freeway network, ferry ports in North Jakarta City, Tanjung Priok Port, and Soekarno Hatta Airport to improve the competitiveness of the economy of the island of Java and Bali.</p> <p>d. Develop urban rail network in PKN Jabodetabek Urban Area by paying attention to disaster-prone areas</p> <p>e. Utilizing the space along the side of the urban rail network in the Jabodetabek Urban Area PKN is carried out with medium and high intensity levels with the tendency of space development being limited.</p>			<p>Java island road network system</p> <p>3. MRT was built to support industrial, tourism, and trade &amp; services activities as well as settlements which are the main activities for DKI Jakarta</p>

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
			<p>f. Limiting the use of space that is sensitive to environmental impacts due to rail traffic along the railway line</p> <p>g. Limiting the number of level crossings between the urban rail network in the Jabodetabek Urban Area PKN and roads</p> <p>h. Establishing building boundaries on the side of the urban rail network in the Jabodetabek Urban Area PKN by taking into account environmental impacts as well as the need for development and strengthening of the railway network in Java-Bali</p> <p>i. Implementing the prohibition on the utilization of the useful space and the supervision room for the railway line which may interfere with the interests of the operation and safety of railway transportation.</p>			
3	RTR Jabodetabekpuncur Area (Gov Regulation No. 54 of 2008)	DKI Jakarta is designated as a residential center in accordance with the RTRWN Article 13 (2) (2) The development of the	Article 15 (2) The arrangement and development of the land transportation system in the Jabodetabekpunjur area is directed at:	The spatial pattern of DKI Jakarta is determined; <ul style="list-style-type: none"> <li>• Solid Residential Housing (Urban)</li> <li>• Trade and services</li> </ul>	-	The MRT development plan is in accordance with the Jabodetabekpuncur RTR policy (PP No. 54 of 2008), namely: <ol style="list-style-type: none"> <li>1. MRT is built/developed as a mass transportation</li> </ol>

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
		settlement center system as referred to in paragraph (1) includes efforts to encourage the development of the Jakarta Urban Area National Activity Center, with the core city being Jakarta and the satellite cities being Bogor, Depok, Tangerang, Bekasi, and other cities.	<ul style="list-style-type: none"> <li>a. arrangement of rail mass transportation with road transportation;</li> <li>b. increasing the utilization of the railway network in certain sections as the infrastructure for commuter movement from the Bogor, Tangerang, Bekasi, and Depok areas to the Special Capital Region of Jakarta and vice versa;</li> <li>c. separation of the use of infrastructure between the commuter rail network and the regional and long-distance railway network;</li> <li>d. construction of a rail road connecting Cikarang in Bekasi Regency to Tanjung Priok port in the Special Capital Region of Jakarta;</li> <li>e. development of a mass transportation network system that connects the Special Capital Region of Jakarta with the surrounding activity centers;</li> <li>f. development of an integrated rapid mass transportation system with prioritized buses, monorail railways, and other modes of transportation; and</li> </ul>	<ul style="list-style-type: none"> <li>• Non-polluting and market-oriented light industry</li> </ul>		<ul style="list-style-type: none"> <li>rail road on certain sections which are the infrastructure for commuter movement as well as a mass transportation network system that connects activity centers in DKI Jakarta</li> <li>2. MRT as a fast mass transportation system (monorail) is built/developed integrated with buses and other transportation systems</li> </ul>

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
			(4) In order to ensure the safety of the railways and the continuity of the operation of the railway safety facilities, the spatial arrangement around and in the station area and along the railway network must pay attention to the railway development plan and the provisions of the railway safety on the railway network, which includes the useful space of the railway line. , the space belonging to the railway line, and the control room of the railway line, including the upper and lower parts that are intended for rail traffic.			
4	RTRW of DKI Jakarta Province (Perda No. 1 of 2012)	The second part Activity Center System Article 18 (1) The system of activity centers as referred to in Article 17 paragraph (1) letter a, consists of: primary activity centers; and secondary activity centers. (2) The activity center system as referred to in paragraph (1) is directed at supporting Jakarta as the	Paragraph 2 Transportation Systems and Networks Railway Article 36 (1) Development of rail transportation system and network in the form of rail-based mass transportation, including: • Mass Rapid Transit (MRT) network that crosses Lebak Bulus - Fatmawati - Dukuh	-	The second part Strategic Areas of Economic Interest Article 98 (1) Development of strategic areas of economic interest as referred to in Article 97 paragraph (1) letter a, for high-intensity trade, services and mixed activities for national and international service scales includes: • West Primary Center area;	The MRT development plan is in accordance with the DKI Jakarta Provincial RTRW policy (Perda No. 1 of 2012), namely: 1. MRT as rail-based mass transportation is built/ developed on the West – East route and the connecting route is 32 km starting from Tomang – Cakung – Rorotan through the

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
		<p>State Capital, a city of services and bringing services closer to the community in accordance with the direction of city development.</p> <p>(3) The activity center as referred to in paragraph (1) can be in the form of an area that has:</p> <p>(1) government functions;</p> <p>(2) office, trade, and service functions;</p> <p>(3) industrial and warehousing functions;</p> <p>(4) social and cultural functions;</p> <p>(5) the function of the node for the movement of mass public transport; and multiple functions at once.</p> <p>Article 19</p> <p>(1) The primary activity center system as referred to in Article 18 paragraph (1) letter a, as forming the provincial spatial structure whose location is determined as follows:</p> <ul style="list-style-type: none"> <li>• Medan Merdeka area;</li> <li>• Mangga Dua area;</li> <li>• Bandar Kemayoran area;</li> <li>• Tanah Abang Primary Center Area;</li> </ul>	<p>Atas - Hotel Indonesia Roundabout - City / Kampung Bandan, East - West traffic, and its connecting links;</p> <ul style="list-style-type: none"> <li>• Light Rail Transit (LRT) network;</li> <li>• Inner City Ring Train network;</li> <li>• Jabodetabek Commuter Train network;</li> <li>• Train network to the Manggarai-Soekarno Hatta International Airport;</li> <li>• Goods Railway network supporting Tanjung Priok Port;</li> <li>• handling of railroad crossings;</li> <li>• handling of illegal residential areas on the railway line; and</li> <li>• development of existing railway lines into multitrack.</li> </ul>		<ul style="list-style-type: none"> <li>• East Primary Center area;</li> <li>• Setiabudi Golden Triangle area;</li> <li>• Manggarai area;</li> <li>• Jatinegara area;</li> <li>• Bandar Kemayoran area;</li> <li>• Dukuh Atas area;</li> <li>• Mangga Dua area;</li> <li>• Tanah Abang area; and</li> <li>• Marunda Strategic Economic area.</li> </ul> <p>(2) The development of strategic areas for economic interests as referred to in paragraph (1) shall be carried out based on the following directions:</p> <ul style="list-style-type: none"> <li>• development of office, trade and service areas must provide the facilities needed to overcome the impacts arising from activities that take place in the area;</li> <li>• construction of trade and/or service facilities is carried out by meeting the needs of business premises which are arranged fairly for all business groups, including the development of small business groups;</li> <li>• establishment of connecting areas between buildings and/or building complexes to increase the integration of</li> </ul>	<p>central corridor of DKI Jakarta</p> <p>2. The West - East MRT as a fast mass transportation system (monorail) was built/developed to serve strategic areas along the MRT line, namely the West Primary Center area, Bandar Kemayoran area, Tanah Abang area.</p>

NO	RTRW	SPACE STRUCTURE PLAN		SPACE PATTERN PLAN	STRATEGIC AREA	PLAN SUITABILITY
		SERVICE CENTER	NETWORK SYSTEM			
		<ul style="list-style-type: none"> <li>• Dukuh Atas area;</li> <li>• Setiabudi Golden Triangle Area;</li> <li>• Manggarai area;</li> <li>• West Primary Center Area;</li> <li>• East Primary Center Area;</li> <li>• Central Coast Region; and</li> <li>• Marunda Strategic Economic Zone.</li> </ul> <p>(2) The secondary activity center system as referred to in Article 18 paragraph (1) letter b, as forming the provincial spatial structure whose location is determined as follows:</p> <ul style="list-style-type: none"> <li>• Glodok area;</li> <li>• Harmony Area;</li> <li>• Senen area;</li> <li>• Jatinegara area;</li> <li>• Kelapa Gading area;</li> <li>• Block M area;</li> <li>• Grogol area; and</li> <li>• Pramuka Island.</li> </ul>			<p>regional development followed by the provision of space for small-scale business groups including the informal sector and public open spaces;</p> <ul style="list-style-type: none"> <li>• use of space in a mixed area of housing and public buildings can be in the form of ribbons or superblocks with proportions, space for residential areas ranging from 35% (thirty five percent) to 65% (sixty five percent) of the total amount of space built according to the category patterns of local environmental characteristics (infiltration carrying capacity, green space requirements);</li> <li>• development of industrial estates, warehousing and ports must be equipped with waste treatment facilities; and</li> <li>• port development in the Marunda Strategic Economic Zone is directed to become an environmentally friendly port area.</li> </ul>	

Source : - Government Regulation of the Republic of Indonesia Number 26 of 2008  
 - Government Regulation of the Republic of Indonesia Number 28 of 2012  
 - Presidential Regulation of the Republic of Indonesia Number 54 of 2008  
 - Regional Regulation of the Province of the Special Capital Region of Jakarta Number 1 of 2012

## 2.2. Suitability with National/Regional Development Priority Plans

In the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 80 of 2020 concerning the Strategic Plan of the Ministry of Transportation for the Year 2020-2024, it is stated that the Development of Rail-based Urban Public Transportation is an elaboration of major 23 projects in the RPJMN 2020-2024 which can be seen in the table below.

**Table 2.2. Urban Infrastructure Priority Program**

Target	Indicator	Target Renstra RPJMN		Target Trans Minister		Description
		Baseline 2019	Target 2024	Baseline 2019	Target 2024	
Increased mass public transport services in 6 metropolitan cities	Urban public transport built and developed	1 City	6 Cities	1 City	6 Kota	<ul style="list-style-type: none"> <li>• 6 metropolitan cities (Jakarta, Surabaya, Medan, Bandung, Semarang, Makassar)</li> <li>• Urban transportation including LRT, MRT, Tram</li> <li>• The target does not have to be construction, it can be started from the OBC, PPP planning documents</li> </ul>

Source: RI Minister of Transportation Regulation Number 80 of 2020

## 2.3. Government/Agency Work Plan Relevant

The MRT Jakarta East-West Line Project cannot be separated from the Development Plan relating to government regulations and regulations related to transportation infrastructure development with the aim of improving, supporting, and meeting transportation needs within an area. The area in question is a geographical unit and all related elements whose boundaries and systems are determined based on administrative and/or functional aspects.

The review of the Jakarta MRT East-West Jakarta Project is done against the plan or regulations from the sectoral ministries and government regulations, among others:

1. Decree of the Director General of Railways Number: PR.005/SK.89/DJKA/2020 concerning the Strategic Plan of the Ministry of Transportation for the Railway Sector for 2020-2024.

### Development Strategy

Support the development of national railways in the realization of connectivity, safety, and maximum railway services to the community.

Some of the strategic environmental developments that affect the development of rail transportation in 2020-2024 are:

- 1) Social
  - a. Indonesia's huge population and population growth is estimated to reach 318.7 million people in 2045.
  - b. It is estimated that in 2045 the number of people living in urban areas will reach 69.1%.
  - c. Most of them (59%) live in Java (especially urban areas), it is estimated that in 2045 around 55% of Indonesia's population will still live in Java and Bali, with a population density of 1,303 people/km<sup>2</sup>.
  - d. The gap between economic groups (the Gini ratio is still wide), where it is estimated that the Gini ratio will increase to close to 0.44 in 2045.

- e. There is still a lack of community support for improving services, safety, and security of train operations.

## 2) Technology

- a. The development of information and communication technology encourages changes in the demand for rail travel.
- b. It is necessary to increase the mastery of domestic railway technology to reduce dependence.
- c. The latest technological developments in the railway sector that need to be anticipated.
- d. The state must be able to utilize information technology and master the development of science and technology to provide quality, efficient, fast and accurate services to win the competition.
- e. Where this also applies in the transportation sector, namely the extensive use of technology in the infrastructure and facilities system will be able to produce services that are not only fast, but also cheap, safe, and safe.

## 3) Economy

- a. The transformation of the world economy continues, shifting from agriculture to the manufacturing industry and continuing to shift to the information industry.
- b. The next transformation of the global economy is a shift in the world economy (global shifting) to Asia. The Asian Development Bank projects a scheme for the transition of the world economy to Asia, where in 2050 the Asian economy is projected to rise to 52% of the world economy and Indonesia along with 6 (six) other Asian countries (China, India, Singapore, Thailand, Korea and Japan) will account for about 91% of the Asian economy in 2010-2050.
- c. The role of national railways is needed in anticipating the globalization of the world economy and supporting the competitiveness of the national economy. Rail transportation will play an important role where efficient national transportation connectivity through larger economies of scale will require a high-capacity and high-speed mass transit network, and this can only be done by rail mode (on land) and sea mode (inter-island). The quality and connectivity of the railway network will be the main determinants of Indonesia's ability to win the struggle for increasingly scarce economic resources in the future.
- d. Indonesia's economic growth until 2045 is estimated at around 5.1% - 6.4%, with industrial growth of 5.2% - 7.8% per year.
- e. Expansion of infrastructure networks and service networks in reducing economic disparities between regions.
- f. The railway line in West Sumatra is included in one of the UNESCO World Cultural Heritage.

## 4) Environment

- a. Issues of climate change and natural disasters affecting railway services.
- b. Consideration of environmental impacts that often hinder efforts to develop the railway network.

## 5) Politics

- a. Political and legal stability factors are one of the important considerations in the management of a country. Maintaining political and legal stability will enable the development of an optimal transportation system to serve the community. Factors in the political dimension that need to be analyzed are political stability, the government system in the development of transportation

infrastructure, the development of normative regulations that support openness and good governance, especially in the transportation sector.

- b. Local/public demands for the expansion of the railway network.
- c. Performance of railway services as a political commodity.

#### 6) Legal

- a. Regulatory transformation in the transportation sector towards a modern and open system.
- b. The impact of various regulations outside the railway sector (other modes, spatial planning, industry, trade, tourism, energy and the environment).

#### 7) Ethics

- a. Increased public accountability for the operation of the railway.
- b. Development planning in the transportation sector needs to encourage the creation of gender equality so that the aspirations, needs, and public interests in the transportation sector can be properly accommodated. Community participation which is one of the cornerstones in the preparation of the RPJMN in the transportation sector must reflect gender equality in planning forums both at the regional and national levels. Gender equality must also be reflected through the preparation of gender-responsive policies that pay attention to gender equality.
- c. Development planning in the transportation sector needs to encourage the creation of gender equality so that the aspirations, needs and public interests in the transportation sector can be properly accommodated. Community participation which is one of the cornerstones in the preparation of the RPJMN in the transportation sector must reflect gender equality in planning forums both at the regional and national levels. Gender equality must also be reflected through the preparation of gender-responsive policies that pay attention to gender equality.
- d. Provision of subsidies (PSO and Pioneers) for rail transportation services in remote, underdeveloped, outermost, urban areas for the lower middle-class economy.

### **Plan Suitability**

Based on the Strategic Plan of the Ministry of Transportation for the Railway Sector in order to increase capacity, accessibility and services. The strategies undertaken include the construction of railway infrastructure and subsidy services for pioneering railways. This will be adjusted and harmonized based on the RPJP and RPJMN plan documents that have been determined as the development and development plans for the railway sector, both existing developments and plans for the construction of lines, railway networks and railway supporting infrastructure.

2. Regulation of the Coordinating Minister for Economic Affairs Number 7 of 2021 Amendment to the List of National Strategic Projects.

### **Development Strategy**

National Strategic Projects are implemented in accordance with national development policies and priority scales that take into account the needs, benefits, and support for the smooth running of National Strategic Projects, as well as connectivity between infrastructure and/or centers of economic activity so that the implementation of National Strategic Projects is right on target in realizing the achievement of growth. an increasing and stable national economy, as well as the concrete realization of equitable distribution of the results of national development to all levels of society that are just, prosperous, and prosperous.

### Development Target

The targets for the development of the National Strategic Project, related to the development plan in the railway sector, include:

- Implementation of Integrated LRT in Jakarta, Bogor, Depok, and Bekasi Areas;
- LRT Jakarta International Stadium - Kelapa Gading
- Jakarta MRT North - South (Bundaran HI - Kota - Ancol Barat)
- Elevated Inner Loop Line Jatinegara - Tanah Abang - Kemayoran
- Jakarta MRT East - West DKI Jakarta Province, Phase I Stage I

### Plan Suitability

This regulation is in line with the Long-Term Development Plan and the Long-Term Development Plan and is adjusted to the targets and suitability of targets related to infrastructure development in the economic sector and development plans in the planning year.

## 2.4. National Strategic Project Document

The policy for the development of the East-West Line Phase 1 Stage 1 of the DKI Jakarta Region was strengthened in the Presidential Regulation of the Republic of Indonesia Number 3 of 2016 concerning the Acceleration of Implementation of National Strategic Projects (PSN) which has undergone several changes and eventually became Presidential Regulation of the Republic of Indonesia Number 109/2020 and amended only in the PSN list section by Regulation of the Coordinating Minister for Economic Affairs of the Republic of Indonesia Number 7 of 2021 concerning Changes to the List of National Strategic Projects. MRT East West is included in the list of National Strategic Projects at No. D.96 in the following table.

**Table 2.3. Railway Sector National Strategic Project**

No	LIST OF NATIONAL STRATEGIC PROJECTS	LOCATION
<b>D. Train Sector</b>		
81	Makasar-Parepare Railway (Phase I of the Development of the Southern Sulawesi Cross-West Line)	South Sulawesi Province
82	Tebing Tinggi Railway - Kuala Tanjung (supports SEZ Sei Mangkei, part of the Trans Sumatra Railway Network)	North Sumatera Province
83	Purukcahu – Batanjung Railway via Bangkuan	Central Kalimantan Province
84	Rantau Prapat-Duri-Pekanbaru Railway	North Sumatra Province and Riau Province
85	Yogyakarta New Airport Access Train – Kulon Progo	DI Yogyakarta Province
86	Jakarta – Surabaya Train	
87	<i>Double Track</i> South Java	West Java Province, Central Java Province, DI Yogyakarta Province, East Java Province
88	<i>High Speed Railways</i> Jakarta-Bandung	DKI Jakarta and West Java Province
89	Implementation of Integrated Light Rail Transit (LRT) in the Jakarta Area and West Java Province, Bogor, Depok and Bekasi	DKI Jakarta Province
90	Implementation of Rail-Based Mass Transportation for Bandung-Buleleng Region	Bali Province
91	Logistics Train Lahat – Muara Enim – Prabumulih – Tarahan/ Lampung and Prabumulih – Kertapati/ Palembang	South Sumatra Province and Lampung Province
92	<i>Light Rail Transit (LRT) South Sumatra Province (Metro Palembang)</i>	South Sumatera Province
93	<i>Light Rail Transit (LRT) Jakarta International Stadium-Kelapa Gading</i>	DKI Jakarta Province
94	Jakarta <i>Mass Rapid Transit (MRT) North – South</i> (Bundaran HI – Kota – West Ancol)	DKI Jakarta Province
95	<i>Elevated Inner Loop Line</i> Jatinegara – Tanah Abang – Kemayoran	DKI Jakarta Province
96	<i>Mass Rapid Transit (MRT) Jakarta East – West, Phase 1</i>	DKI Jakarta Province, Banten Province, West Java Province

Source: Coordinating Minister for the Economy Number 7 of 2021

## CHAPTER III

### DESCRIPTION AND LOCATION OF THE DEVELOPMENT PLAN

#### 3.1. Project Description

##### 3.1.1. General Description

Jakarta Mass Rapid Transit (MRT) East-West Line is one of the national strategic projects based on the Regulation of The Coordinating Minister for Economic Affairs No. 7 of 2021 concerning Changes to the List of National Strategic Projects. This project is implemented by the Directorate General of Railways (DGR), Ministry of Transportation of the Republic of Indonesia with funding from the Japan International Cooperation Agency (JICA). The Jakarta MRT East – West Line project has been initiated since 2010 with a line planning of  $\pm 89.6$  Km and has received the recommendation of Andal-RKL-RPL from the Head of the DKI Jakarta Regional Environmental Management Agency No. 64/Andal/-1,774,151 dated 24 December 2013. However, until now, the realization of the project has only entered the construction planning design stage and the line establishment of the  $\pm 31.91$  Km (based on the latest alignment as of 09 December 2022) with several changes as presented in Table 3.1.

**Table 3.1 Activity Planning of the Jakarta MRT East-West Line**

No	Description	Data at Basic Engineering
<b>Jakarta MRT East-West Line (Phase 1 Stage 1)</b>		
1	Route	Tomang (Jakarta) – Medan Satria (West Java)
2	Length of line	$\pm 31.91$ Km (based on the latest alignment as of 09 December 2022)
	Phase 1	Stage 1: Tomang (DKI Jakarta) – Medan Satria (Bekasi, West Java) $\pm 24.527$ Km Access toward Rorotan Depot (DKI Jakarta) $\pm 5.9$ Km
<b>Study Area</b>		
1	Route	Tomang – Grogol – Roxy – Petojo – Cideng – Thamrin – Kebon Sirih – Kwitang – Senen – Galur – Cempaka Baru – Sumur Batu – Pakulonan Barat – Pakulonan Timur – Perintis – Pulo Gadung – Penggilingan – Cakung Barat – Pulo Gebang – Ujung Menteng – Medan Satria and access towards Rorotan Depot.
2	Railroad construction	<i>Elevated</i> ( $\pm 21,3$ Km) <ul style="list-style-type: none"> <li>• Tomang – Grogol – Roxy</li> <li>• Galur – Cempaka Baru – Sumur Batu – Pakulonan Barat – Pakulonan Timur – Perintis – Pulo Gadung – Penggilingan – Cakung Barat – Pulo Gebang – Ujung Menteng – Medan Satria</li> <li>• Access towards Rorotan Depot</li> </ul>
		<i>Underground</i> ( $\pm 9$ Km) Roxy – Petojo – Cideng – Thamrin – Kebon Sirih – Kwitang – Senen – Galur
3	Station	<i>Elevated</i> (13 stations) Tomang, Grogol, Cempaka Baru, Sumur Batu, Pakulonan Barat, Pakulonan Timur, Perintis, Pulo Gadung, Penggilingan, Cakung Barat, Pulo Gebang, Ujung Menteng and Medan Satria
		<i>Underground</i> (8 stations) Roxy, Petojo, Cideng, Thamrin, Kebon Sirih, Kwitang, Senen, Galur
4	Depot	1 (one) location - Rorotan, Cilincing ( $\pm 23.78$ Ha)

Source: JMCA (Jakarta Metro Consultants Association), 2022

Referring to Article 89 Section (1) of Government Regulation Number 22 of 2021 on the Implementation of Environmental Protection and Management, the person in charge of a business and/or activity is obliged to make changes to the Environmental Approval if the business and/or activity that has obtained an Environmental Feasibility Decree is planned to be carried out the change. Furthermore, based on the instruction letter of the Directorate General of Forestry Planning and Environmental Management of the Ministry of Environment and Forestry No. S.845/PDLUK/P2T/PLA4/4/2022 dated April 4, 2022, the amendment to the Environmental Approval for the MRT East-West Line activities must be accompanied by a new Amdal. Therefore, the Amdal document that is currently being prepared is in the context of changing the Environmental Approval.

### 3.1.2. Description of Activity Planning

The main activity in this project is the construction and operation of the MRT East-West Line Phase 1 Stage 1, the route Tomang (DKI Jakarta) – Medan Satria (Bekasi, West Java) along  $\pm 24,527$  Km and access to Poda Depot (DKI Jakarta)  $\pm 5,9$  Km. The construction activities include elevated constructions (such as the piles, the railroads, the depots and the stations) and underground constructions (such as the tunnel construction, the railroads and the underground stations). Meanwhile, the operational activities include the operation as well as the management and maintenance of the Jakarta MRT East-West Line infrastructure. In addition to these main activities, MRT of Jakarta also has a scope of supporting activities, such as the development and management of the property/business at stations and depots as well as the surrounding area.

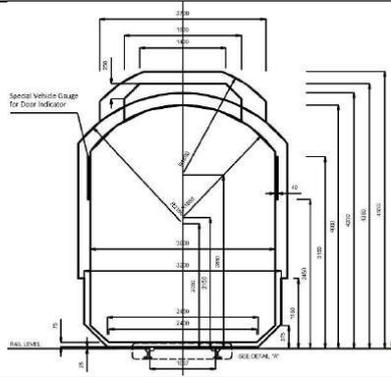
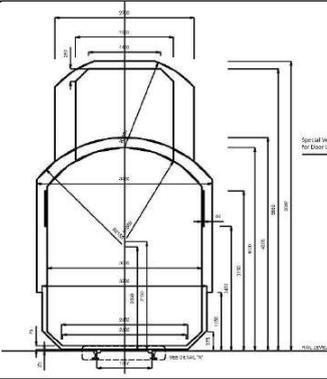
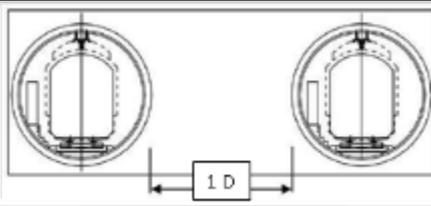
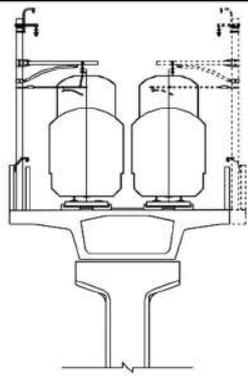
### 3.1.3. Design Criteria

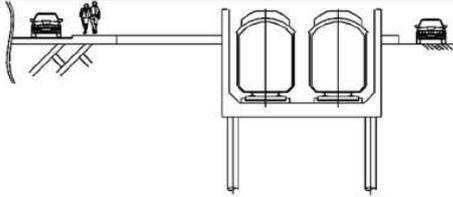
The design criteria design used for the Jakarta MRT East-West Line Phase 1 Stage 1, refer to the Indonesian Railway Technical Standards (IMO), the General Specification for Standard Urban Railway System for Asia, and the Standards for Civil Engineering and Facilities of Mita Line with details as described in Table 3.2.

**Table 3.2. Design Criteria for the Jakarta MRT East-West Line Phase 1 Stage 1**

No	Criteria	Grade
<b>A. Railway</b>		
1	Gauge	1067 mm
2	Maximum Speed	
	a. Bridge over the road	100 km/hour
	b. Tunnel	80 km/hour
3	The minimum radius of the line	
	a. Main line	200 m (absolute minimum 160 m)
	b. Along the platform	800 m (absolute minimum 400 m)
	c. Siding	160 m (absolute minimum 120 m)
4	Slope setting (Gauge 1067 mm)	$C_0 = 8,4 \times (V_0^2 / R)$ Description : C <sub>0</sub> = Slope setting (mm) V <sub>0</sub> = Average speed (km/h) R = Bend radius (m) Under the condition: - Maximum slope = 110 mm - Permissible cant deficiency = 60 mm
5	Transition bend length (Gauge 1067 mm)	Highest score for : a. Bridge over the road ( $90 \leq V < 110$ km/jam)

		<p>L1 = 0,8 C  L2 = 0,01 C x V L3 = 0,009 Cd x V  b. Tunnel ( <math>70 \leq V &lt; 90</math> km/jam)  L1 = 0,6 C  L2 = 0,008 C x V L3 = 0,009 Cd x V  c. Absolute minimum  L1 = 0,4 C  L2 = 0,005 C x V L3 = 0,005 Cd x V  Description :  L1, L2, L3 = Transition bend length (m)  C = Real slope (mm)  Cd = Slope Deficiency (mm)  V = Highest train speed (km/hour)</p>
6	Transition bend shape	Cubic parabola
7	Gradient	<p>a. Railway segment :  Bridge over the road (<math>90 \leq V &lt; 110</math> km/hour) <math>\leq 20</math> ‰  Tunnel (<math>V &lt; 90</math> km/hour) <math>\leq 25</math> ‰ Maksimum mutlak <math>\leq 35</math> ‰  b. Train stop/mainline parking segment <math>\leq 1,5</math> ‰  c. Planking line <math>\leq 1,5</math> ‰  If there is no car park or train disconnect, the allowable gradient <math>\geq 1,5</math> ‰</p>
8	Level revision	Error/Compensation on gradient (‰) = $600/R$
9	Gradient Change with transition bend	Clashes between vertical bends and transitions will be avoided as much as possible.
10	Vertical bend	<p>a. Main line  VCR = 3000 m for bend area <math>&gt; 600</math> m  VCR = 4000 m for bend area <math>\leq 600</math> m  b. Main line (absolut minimum)  VCR = 2000 m for bend area <math>&gt; 600</math> m  VCR = 3000 m for bend area <math>\leq 600</math> m  c. Planking  VCR = 2000 m  At the locations where the gradient number change is less than 10‰, inserts on longitudinal bends can be omitted</p>
11	Distance between line Center	<p>a. Main line  3,8 m for bend area <math>\geq 250</math> m  b. Siding  3,8 m for bend area <math>\geq 250</math> m  c. Area do Depot  More than 4,0 m</p>
12	Expansion of distance between line centers	<p>Expansion of distance between line Center at the bend by the radius <math>R &lt; 250</math> m :  <b>Expansion size (mm) = A + W1 + W2</b>  Description :  A = Deviation due to slope difference  = <math>2,95  C1-C2 </math> However the deviation in the interval between the trains due to the slope, in that case may be separate, hence it should be neglected  C1 = Slope expansion in the relevant line (mm)  C2 = Slope expansion on the adjacent line (mm)  W1 = Deviation expansion to the inside of the bend (<math>30,000/R1</math>)  R1 = The radius of the relevant bend (mm)  W2 = Deviation expansion to the outside of the bend (<math>30,000/R2</math>)  R2 = The radius of the adjacent bend (mm)</p>
13	Distance between the platform edge and the line centers	<p>Straight line platform = 1,55 m  In the curvature of the platform, in addition to the replacement of the carriage body, the slack slope and the slope is considered to be expanded with the above dimensions.</p>
<b>B. SIZE OF VEHICLE AND CONSTRUCTION</b>		
1	Train specification	Locomotive carriage length (Tc) = 20,5 m

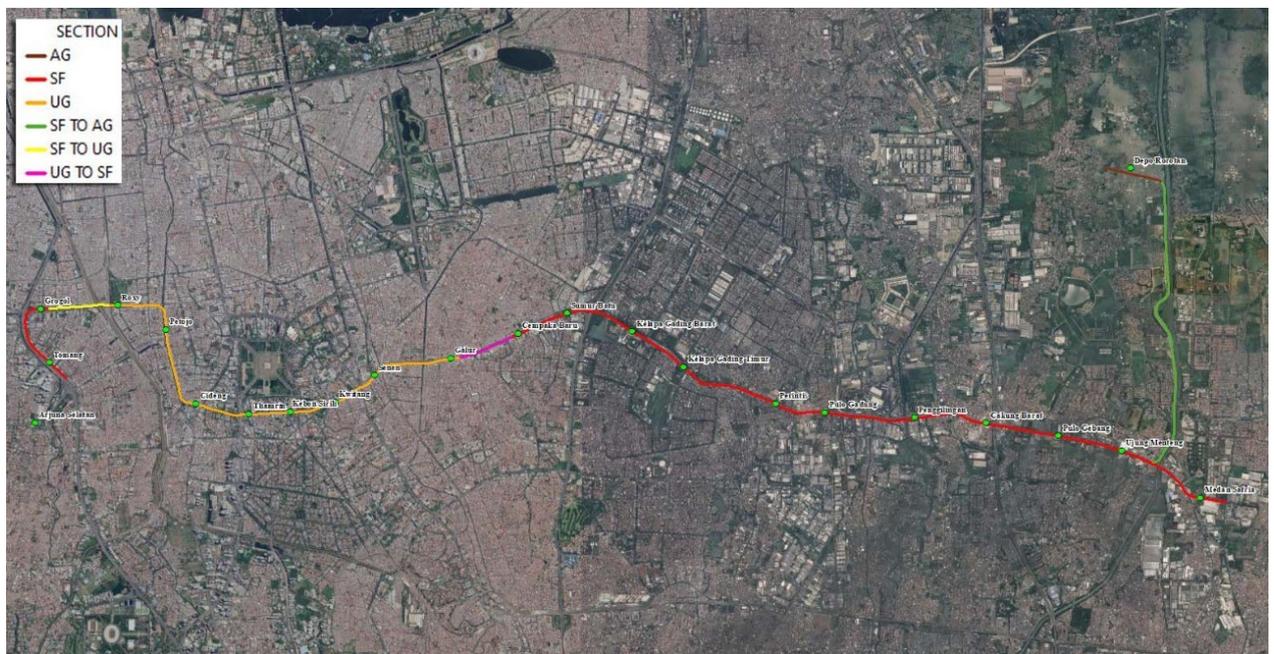
		<p>Middle Carriage length (M) = 20,0 m                  Carriage width = 2,95 m                  Tare weight (Tc) = 27,7 t                  Tare weight (M) = 35,7 t                  Acceleration rate = 0,92 m/s<sup>2</sup>                  Axle load = 16 t                  Height of Lantasi Floor = 1130 mm                  Number of sliding side doors = 4 doors                  Carriage structure material = Stainless steel/aluminum                  Formation = Tc – M – M – M – M – Tc                  Seat Arrangement = Longitudinal chair                  Description :                  Tc : Wagon train (trailer) with the controller                  M : Motor car (carriage)</p>
<p>2</p>	<p>Size of vehicle and construction Underground Segment</p>	
<p>3</p>	<p>Size of vehicle and construction Elevated Segment</p>	
	<p>Typical Cross Section Underground Segment</p>	
	<p>Typical Cross Section Elevated Segment</p>	

6	Typical Cross Section Transition Segment	
7	Typical Segment Transition	<ul style="list-style-type: none"> <li>- Occupying the middle of the road that reaches the ground level from the Underground Railway.</li> <li>- Segment Length = 850 m</li> <li>- Vertical tilt 30%</li> <li>- Height difference = 25 m</li> <li>- Segment of <i>underground</i> RL = - 15 m</li> <li>- Segment of <i>elevated</i> RL = 10 m).</li> <li>- Aperture segment width (<i>open mouth</i>) = 20 m</li> </ul>
	Typical statio size	<ul style="list-style-type: none"> <li>a. Passenger Volume in the target year <math>\leq 73.000</math> <ul style="list-style-type: none"> <li>- Basic formula : <math>A = 0,119 X</math></li> <li>- Maximum Area : <math>A = 0,128 X</math></li> <li>- Minimum Area : <math>A = 0,0878 X</math></li> </ul> </li> <li>b. Passenger Volume in the target year <math>&gt; 73.000</math> <ul style="list-style-type: none"> <li>- Basic formula : <math>A = 0,0259 X + 25,09 \sqrt{X}</math></li> <li>- Maximum Area : <math>A = 0,0277 X + 26,85 \sqrt{X}</math></li> <li>- Minimum Area : <math>A = 0,0189 X + 18,3 \sqrt{X}</math></li> </ul> </li> </ul>

Source: JMCA (Jakarta Metro Consultants Association), 2022

### 3.1.4. Railway Length

The MRT East – West Phase 1 Stage 1 is planned from Tomang (DKI Jakarta) to Medan Satria (Bekasi, WestJava) with a total length of  $\pm 30,427$  km (including Rorotan depot, based on data on the latest alignment asof 09 December 2022), with a total of 21 stations consisting of 8 underground stations and 13 elevated stations.



Source: LARAP Consultant, 2022

Figure 3.1 Line and Station Plans in Phase 1 Stage 1

### 3.1.5. Land Requirements

In MRT East – West line Phase 1 Stage 1 construction plan, land is needed, both for lines, stations, and depot plans, with described as follows:

**Table 3.3. List of Land Requirements for MRT East – West Line Phase 1 Stage 1**

No	City	Sub-District	Villages	Affected Area	
				Parcel	Area (m <sup>2</sup> )
1	Jakarta Barat	Grogol Petamburan	Tomang	19	31,494.62
2			Tanjung Duren Selatan	3	9,296.29
3			Grogol	43	34,947.13
4	Jakarta Pusat	Gambir	Duri Pulo	98	29,933.52
5			Cideng	31	21,723.62
6			Petojo Utara	17	11,590.09
7			Petojo Selatan	13	17,414.82
8		Gambir	15	27,242.26	
9		Tanah Abang	Kampung Bali	6	8,086.77
10		Menteng	Kebon Sirih	22	28,929.38
11		Senen	Senen	7	18,754.64
12			Kwitang	19	14,765.11
13			Kramat	36	14,340.83
14	Johar Baru	Tanah Tinggi	40	6,155.54	
15		Galur	29	14,982.50	
16	Kemayoran	Harapan Mulia	24	8,955.58	
17		Cempaka Baru	22	22,666.15	
18		Sumur Batu	3	11,913.91	
19		Cempaka Putih	Cempaka Putih Barat	1	9,526.48
20	Cempaka Putih Timur		3	21,443.30	
21	Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	3	18,758.94
22			Kelapa Gading Timur	2	14,501.60
23			Pegangsaan Dua	11	18,954.94
24	Cilincing	Rorotan	55	265,406.75	
25	Jakarta Timur	Pulogadung	Kayu Putih	8	29,332.86
26			Pulo Gadung	4	15,664.89
27		Cakung	Rawa Terate	51	33,415.90
28			Cakung Barat	52	54,942.90
29			Cakung Timur	10	49,382.88
30			Ujung Menteng	62	108,980.25
31	Bekasi	Medan Satria	Medan Satria	34	24,031.44
<b>Total</b>				<b>743</b>	<b>997,535.87</b>

Source: LARAP Census 2022

### 3.1.6. Land Use and Tenur Information

The land use along the planned location of the MRT E-W consist of residential land, business land, public land (for education, prayer), governemnt land (road, pedestrian, railway, parking/gardern and river) and vacant land as presented in Table 3.4.

**Table 3.4. Land Use of MRT East-West Phase 1 Stage 1**

No	City	Sub-District	Villages	Residential land	Business/ Commercial Building	Education Building	Prayer Building	Vacant Area	Farming Land	Parking/ Garden	Railway	Drainage	Road	Pedestrian	River	Size of Landuse (M2)		
1	Jakarta Barat	Grogol Petamburan	Tomang	120.41	12,339.31	1,770.98	0.00	0.00	0.00	0.00	0.00	0.00	11,455.51	5,808.40	0.00	31,494.62		
2			Tanjung Duren Selatan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,294.80	1,193.35	808.13	9,296.29	
3			Grogol	688.93	12,396.24	0.00	23.18	0.00	0.00	0.00	5,881.05	0.00	0.00	10,064.91	2,421.31	3,471.52	34,947.13	
4	Jakarta Pusat	Gambir	Duri Pulo	1,545.87	16,719.23	0.00	0.00	0.00	0.00	0.00	291.39	0.00	10,356.69	40.76	979.59	29,933.52		
5			Cideng	139.93	2,217.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,040.73	2,988.31	3,337.45	21,723.62	
6			Petojo Utara	494.31	2,536.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,314.52	2,244.87	0.00	11,590.09	
7			Petojo Selatan	0.00	5,108.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,330.63	959.54	16.53	17,414.82	
8			Gambir	0.00	3,045.86	0.00	0.00	0.00	0.00	0.00	0.00	247.73	0.00	20,275.70	3,672.98	0.00	27,242.26	
9		Tanah Abang	Kampung Bali	0.00	717.91	397.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,730.10	982.86	258.89	8,086.77	
10		Menteng	Kebon Sirih	0.00	3,817.52	0.00	0.00	0.00	0.00	0.00	2,846.93	197.08	0.00	17,019.16	5,031.62	17.06	28,929.38	
11		Senen	Senen	0.00	881.20	0.00	0.00	0.00	0.00	0.00	603.44	0.00	0.00	9,655.63	7,614.36	0.00	18,754.64	
12			Kwitang	0.00	2,607.15	0.00	163.79	0.00	0.00	0.00	0.00	0.00	0.00	8,270.87	3,613.46	109.84	14,765.11	
13			Kramat	0.00	8,274.07	0.00	0.00	298.05	0.00	0.00	0.00	0.00	0.00	4,577.89	1,190.81	0.00	14,340.83	
14		Johar Baru	Tanah Tinggi	0.00	1,766.09	0.00	16.37	0.00	0.00	0.00	0.00	152.11	0.00	4,051.74	64.59	104.64	6,155.54	
15			Galur	173.74	3,528.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,550.28	2,680.46	49.34	14,982.50	
16		Kemayoran	Harapan Mulia	0.00	1,396.12	0.00	6.90	0.00	0.00	0.00	0.00	0.00	0.00	6,004.53	1,548.03	0.00	8,955.58	
17			Cempaka Baru	0.00	591.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,395.75	3,678.66	0.00	22,666.15	
18			Sumur Batu	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,165.32	0.00	0.00	10,015.15	733.44	0.00	11,913.91	
19		Cempaka Putih	Cempaka Putih Barat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,526.48	0.00	0.00	9,526.48	
20			Cempaka Putih Timur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	579.93	0.00	0.00	16,966.10	3,897.27	0.00	21,443.30	
21		Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0.00	0.00	0.00	0.00	0.00	0.00	257.60	0.00	0.00	13,543.31	4,958.03	0.00	18,758.94	
22				Kelapa Gading Timur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,995.54	4,506.06	0.00	14,501.60
23				Pegangsaan Dua	0.00	2,668.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,495.28	1,791.41	0.00	18,954.94
24	Cilincing		Rorotan	0.00	0.00	0.00	0.00	24,241.63	238,730.06	0.00	0.00	0.00	0.00	0.00	2,435.06	265,406.75		
25	Jakarta Timur	Pulogadung	Kayu Putih	0.00	456.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,981.10	9,894.99	0.00	29,332.86		
26			Pulo Gadung	0.00	158.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,957.92	3,040.91	507.35	15,664.89	
27		Cakung	Rawa Terate	562.27	13,375.94	0.00	39.24	34.22	0.00	0.00	386.68	0.00	0.00	13,693.85	4,574.21	749.49	33,415.90	

## Chapter III. Description and Location of The Development Plan

Rev 04

No	City	Sub-District	Villages	Residential land	Business/ Commercial Building	Education Building	Prayer Building	Vacant Area	Farming Land	Parking/ Garden	Railway	Drainage	Road	Pedestrian	River	Size of Landuse (M2)
28			Cakung Barat	858.85	30,290.89	0.00	0.00	0.00	0.00	919.86	0.00	17.58	22,364.90	0.00	490.81	54,942.90
29			Cakung Timur	0.00	1,143.80	0.00	0.00	42,249.56	0.00	490.51	0.00	0.00	3,632.14	756.83	1,110.04	49,382.88
30			Ujung Menteng	0.00	17,191.93	0.00	0.00	52,597.19	0.00	0.00	0.00	0.00	0.00	39,191.13	0.00	108,980.25
31	Bekasi	Medan Satria	Medansatria	0.00	7,861.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,959.89	4,985.70	223.94	24,031.44
Total				4,584.31	151,091.02	2,167.98	249.47	119,420.66	238,730.06	13,131.32	888.31	17.58	328,521.11	124,064.36	14,669.68	997,535.87

Source: LARAP Census 2022

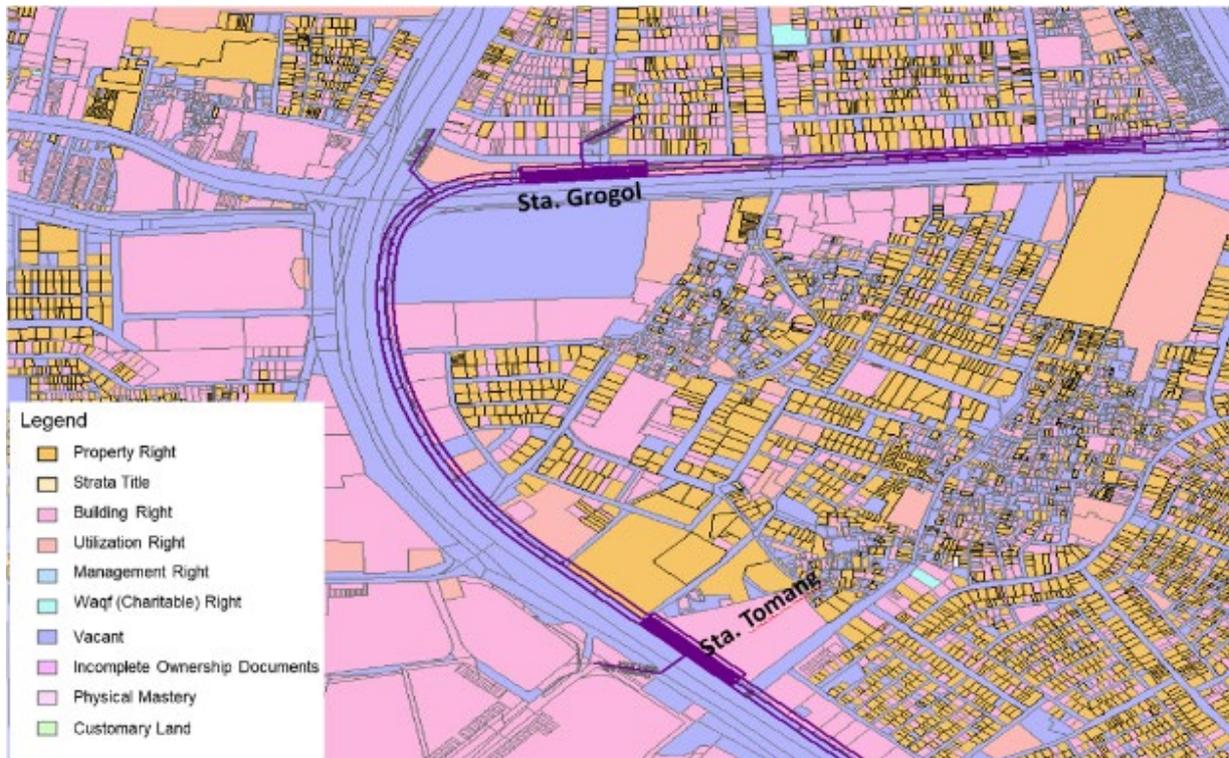
The land tenure/ownership of the affected area including private land is consisted of (i) right of ownership certificate (SHM) and (ii) building use rights (HGB) which owned by private/individual; (iii) state/government land, (iv) management rights which owned by business/company entity; and (v) waqaf land which refer to the land use for islam religion purposes. The waqaf land generally used for building mosque, burial and other Islamic religion building. In terms of position, SHM have a higher and stronger position than HGB. According to the Basic Agrarian Law, property rights are hereditary, strongest and most fulfilled rights that people can have over land. Government Regulation No. 38 of 1963 stipulates that SHM can be given to certain legal entities including banks established by the state (Government Bank), agricultural cooperative associations, religious bodies, social organizations and individual citizen. Apart from these legal entities such as private companies, they cannot obtain SHM but obtain HGB. HGB is the right to use land for a maximum period of 30 years, extended for a maximum period of 20 years, and renewed for a maximum period of 30 years. The detail of the land ownership presented in the Table 3.5.

**Table 3.5. Number of Areas of Land Status in Phase 1 Stage 1**

Province	Municipality	Sub-District	No	Village	right of ownership certificate	Building Use Rights	Other (Waqf)	State Land	Management Rights	Total Plot		
DKI Jakarta	Jakarta Barat	Grogol Petamburan	1	Tomang	13	1	0	5	0	19		
			2	Tanjung Duren Selatan	0	0	0	3	0	3		
			3	Grogol	32	0	0	11	0	43		
	Jakarta Pusat	Gambir		4	Duri Pulo	89	5	0	4	0	98	
				5	Cideng	19	7	0	5	0	31	
				6	Petojo Utara	15	0	0	2	0	17	
				7	Petojo Selatan	9	1	0	3	0	13	
				8	Gambir	7	0	0	7	1	15	
				9	Tanah Abang	1	1	0	4	0	6	
				10	Menteng	15	1	0	6	0	22	
				11	Senen	2	0	0	5	0	7	
		Senen	12	Kwitang	13	3	0	3	0	19		
			13	Kramat	33	0	0	3	0	36		
			14	Tanah Tinggi	36	0	0	4	0	40		
		Johar Baru			15	Galur	26	0	0	3	0	29
					16	Harapan Mulla	21	0	1	2	0	24
		Kemayoran			17	Cempaka Baru	20	0	0	2	0	22
					18	Sumur Batu	0	0	0	3	0	3
					19	Cempaka Putih Barat	0	0	0	1	0	1
		Cempaka Putih			20	Cempaka Putih Timur	0	0	0	3	0	3
	21				Kelapa Gading Barat	0	0	0	3	0	3	
	Jakarta Utara	Kelapa Gading		22	Kelapa Gading Timur	0	0	0	2	0	2	
				23	Pegangsaan Dua	9	0	0	2	0	11	
				24	Rorotan	53	0	0	2	0	55	
	Jakarta Timur	Pulogadung		25	Kayu Putih	6	0	0	2	0	8	
				26	Pulo gadung	1	0	0	3	0	4	
		Cakung			27	Rawa Terate	44	1	0	6	0	51
					28	Cakung Barat	44	0	0	8	0	52
					29	Cakung Timur	4	0	1	5	0	10
					30	Ujung Menteng	57	0	0	5	0	62
West Java	Bekasi	Medan Satria	31	Medan Satria	31	0	0	3	0	34		
Total					<b>600</b>	<b>20</b>	<b>2</b>	<b>120</b>	<b>1</b>	<b>743</b>		

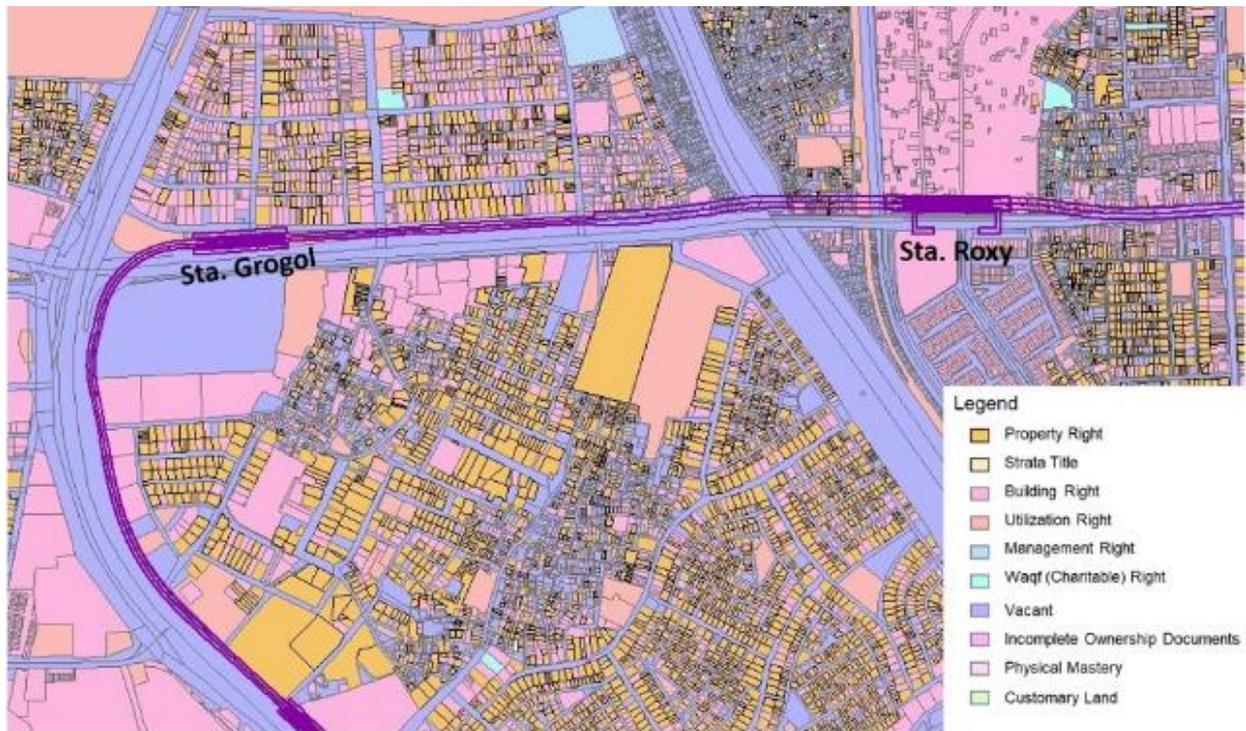
Source: Ground Check, 2022

As for the function of land in more detail can be seen in the pictures below.



Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.2. Land Tenure Information for the MRT E-W Line on the Tomang – Grogol Section



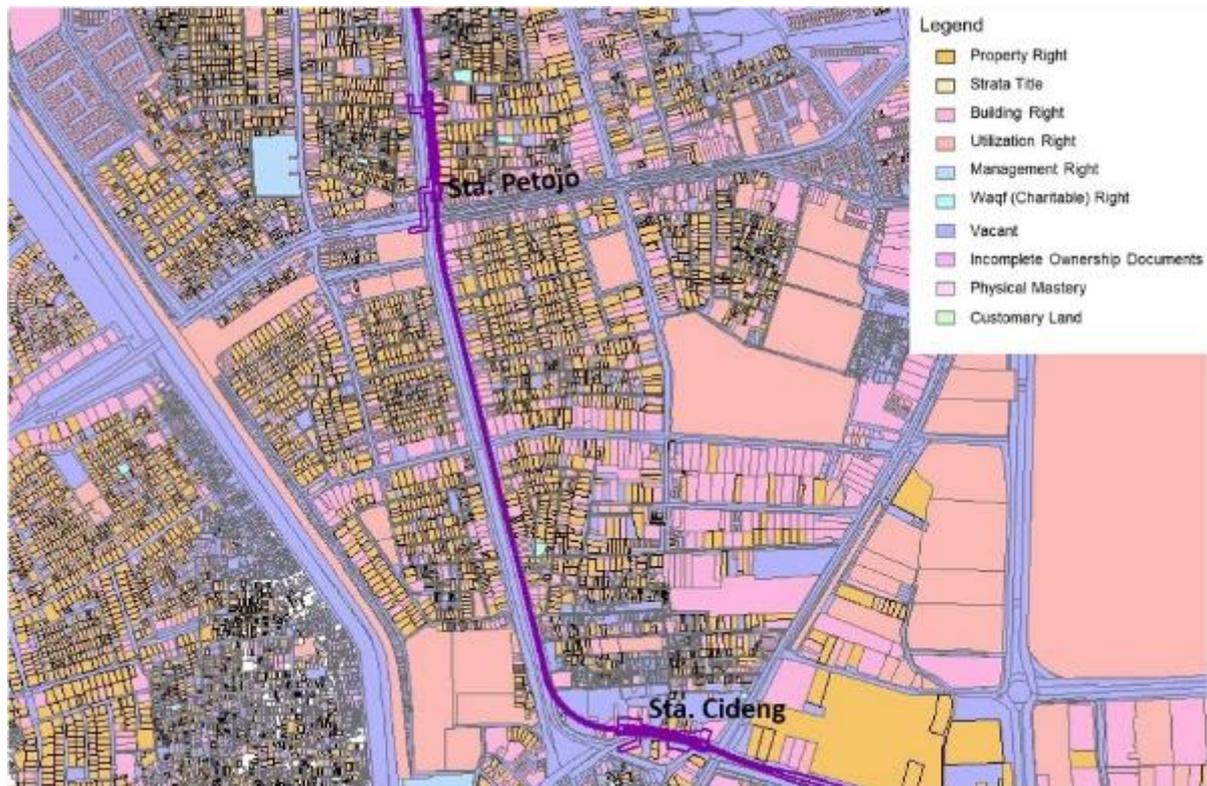
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.3. Land Tenure Information for the MRT E-W Line on the Grogol – Roxy Section



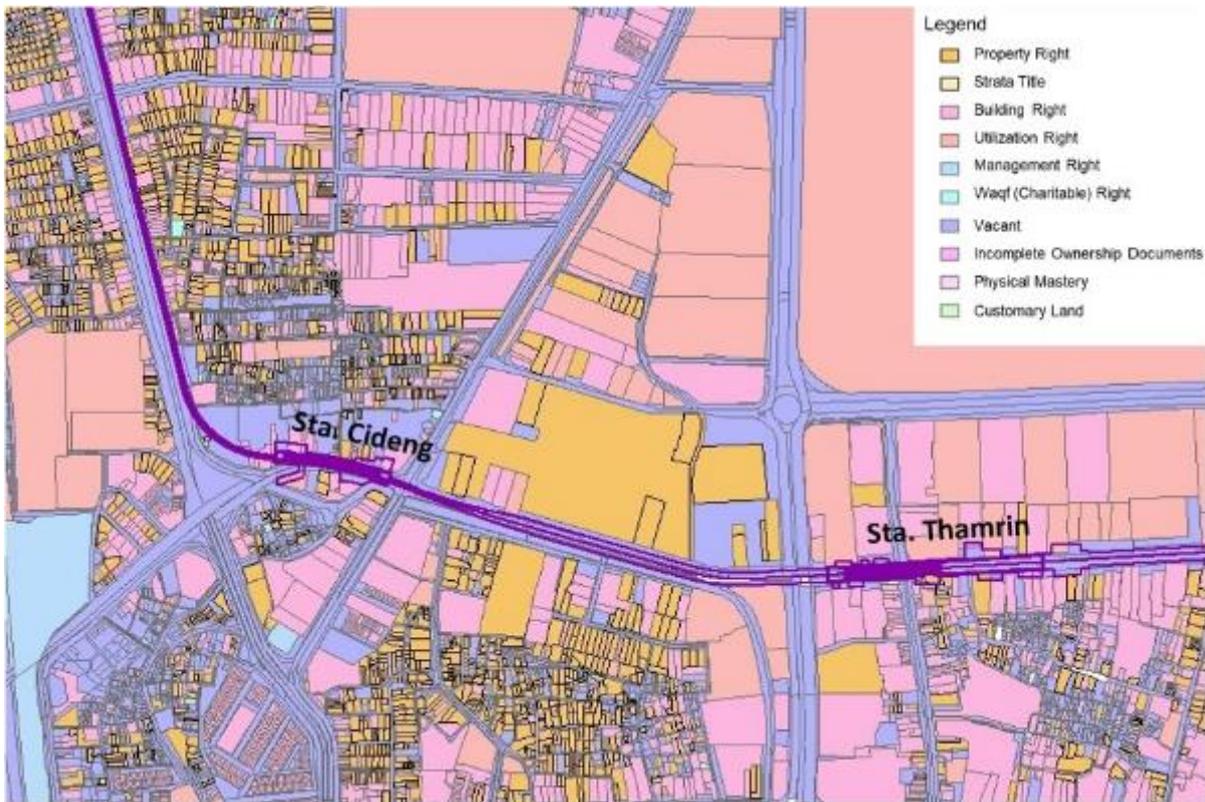
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.4. Land Tenure Information for the MRT E-W Line on the Roxy – Petojo Section



Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.5. Land Tenure Information for the MRT E-W Line on the Petojo – Cideng Section



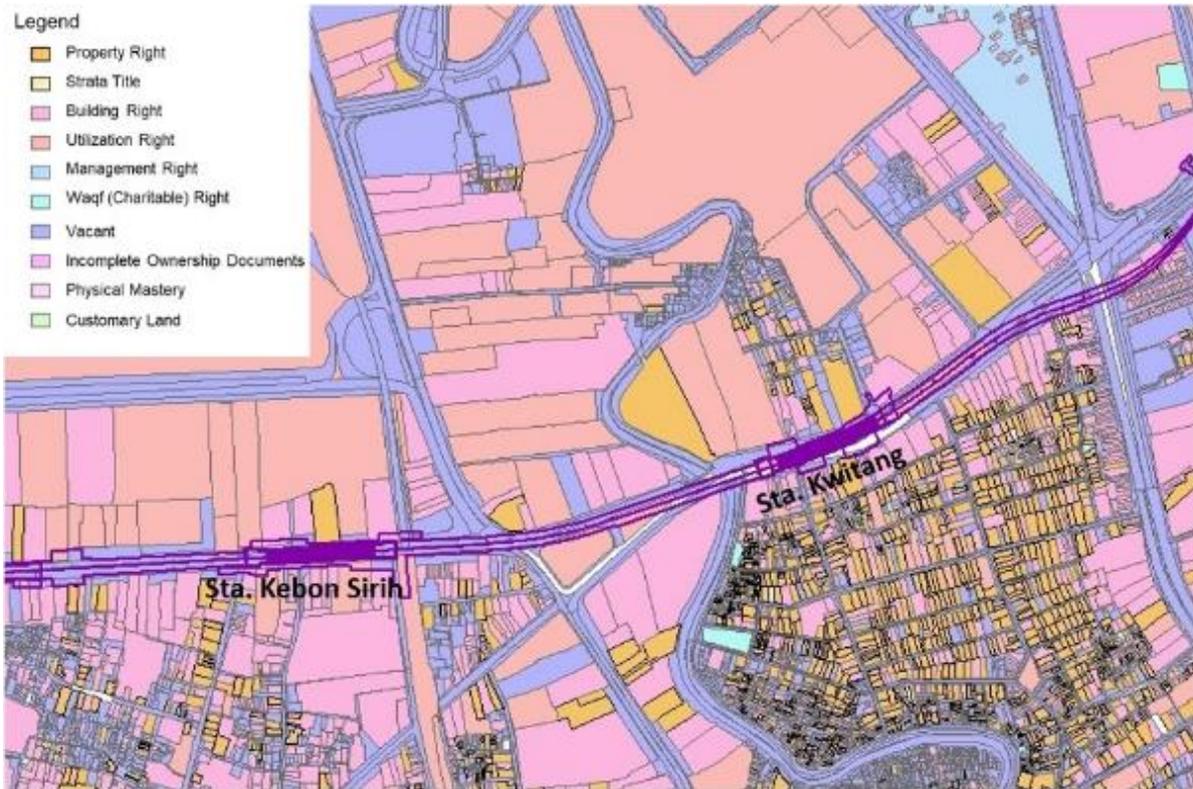
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.6. Land Tenure Information for the MRT E-W Line on the Cideng – Thamrin Section



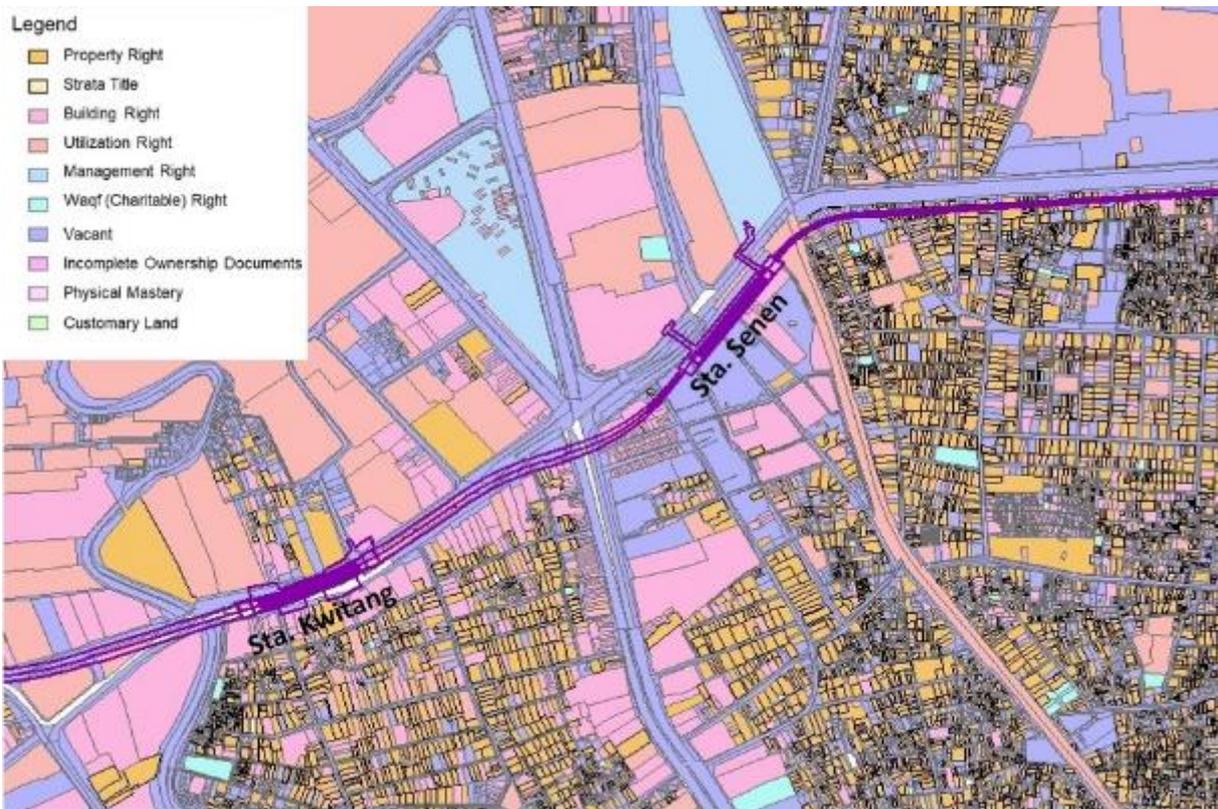
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.7. Land Tenure Information for the MRT E-W Line on the Thamrin – Kebon Sirih Section



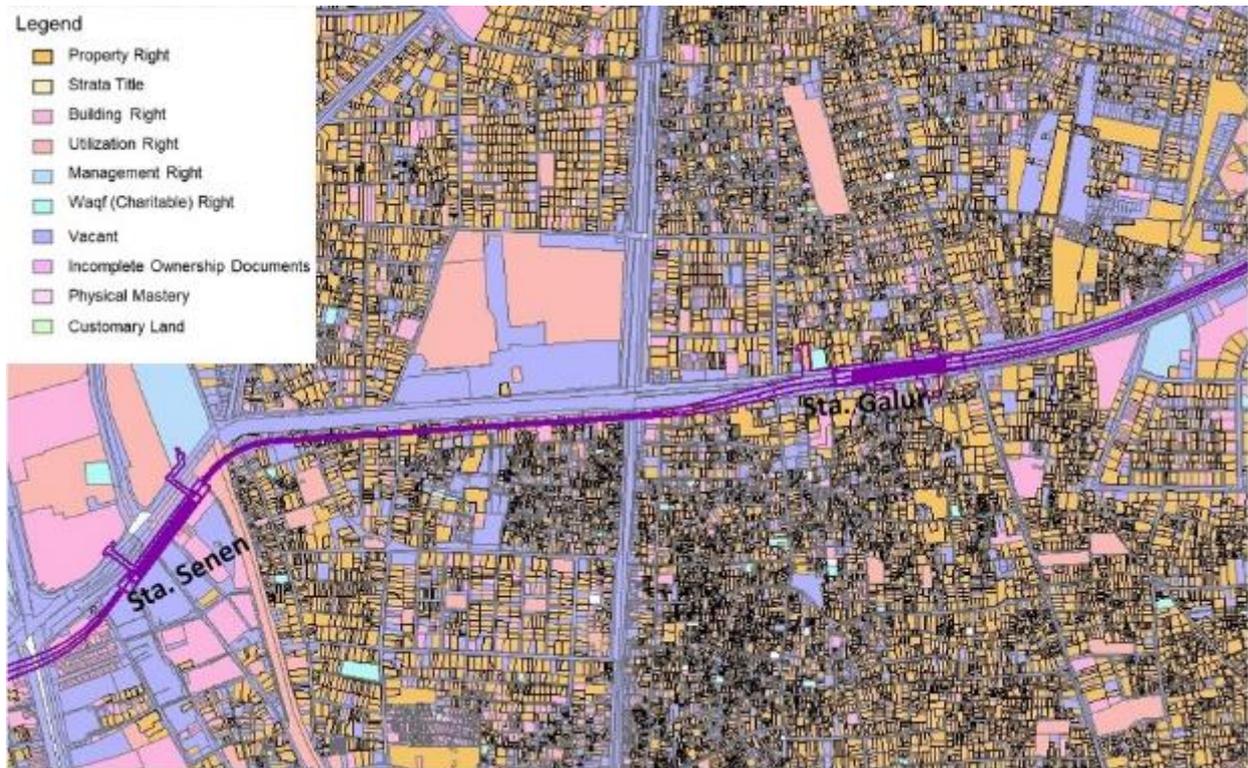
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.8. Land Tenure Information for the MRT E-W Line on the Kebon Sirih – Kwitang Section



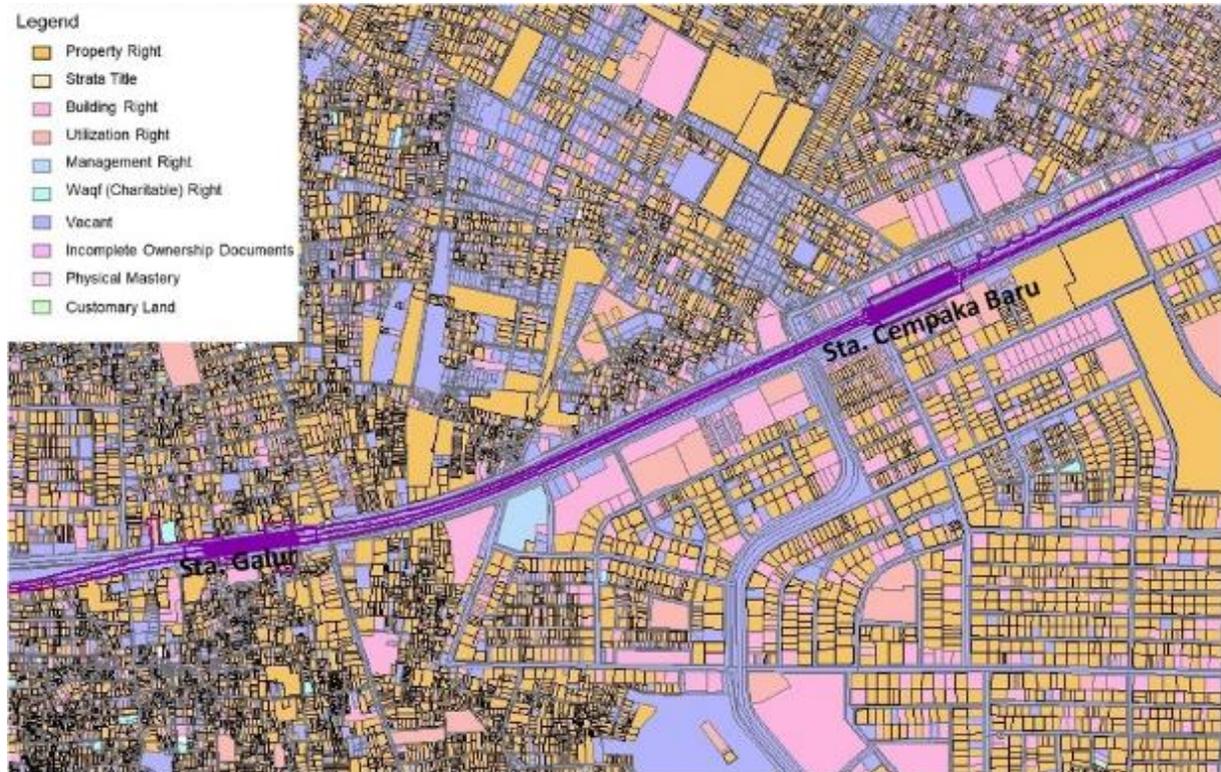
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.9. Land Tenure Information for the MRT E-W Line on the Kwitang – Senen Section



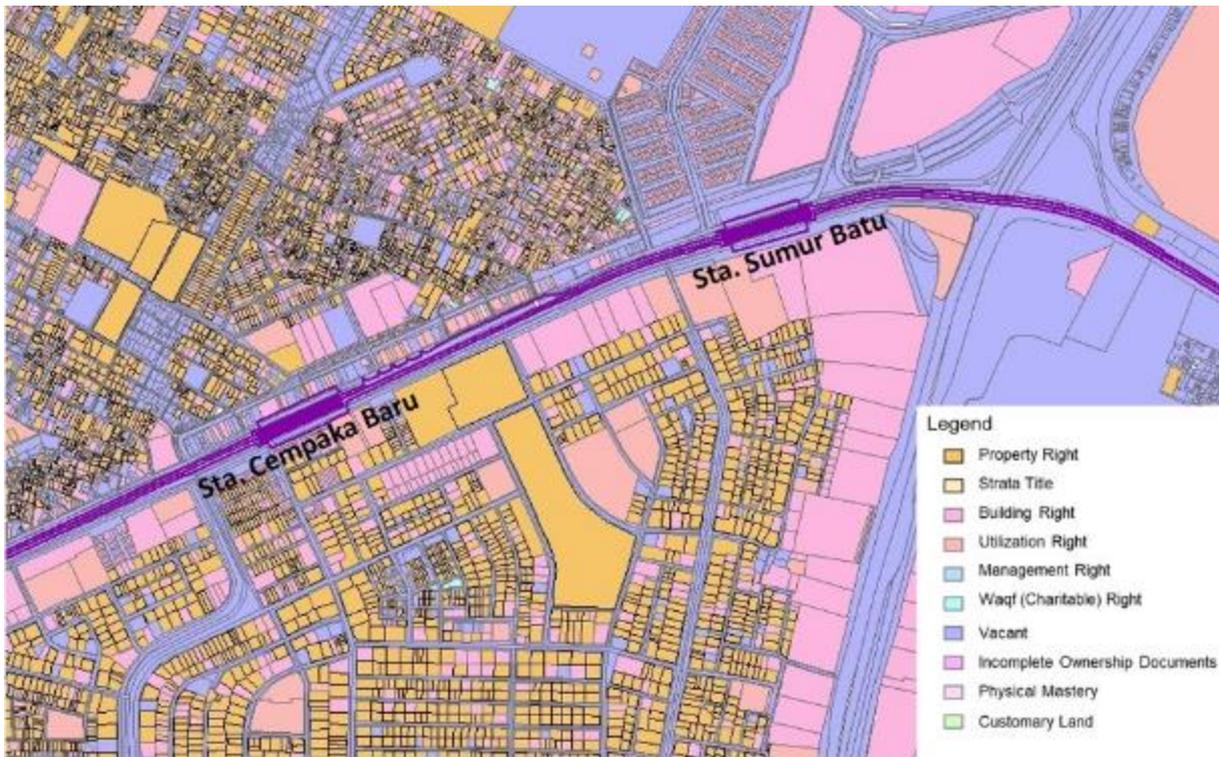
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.10. Land Tenure Information for the MRT E-W Line on the Senen – Galur Section



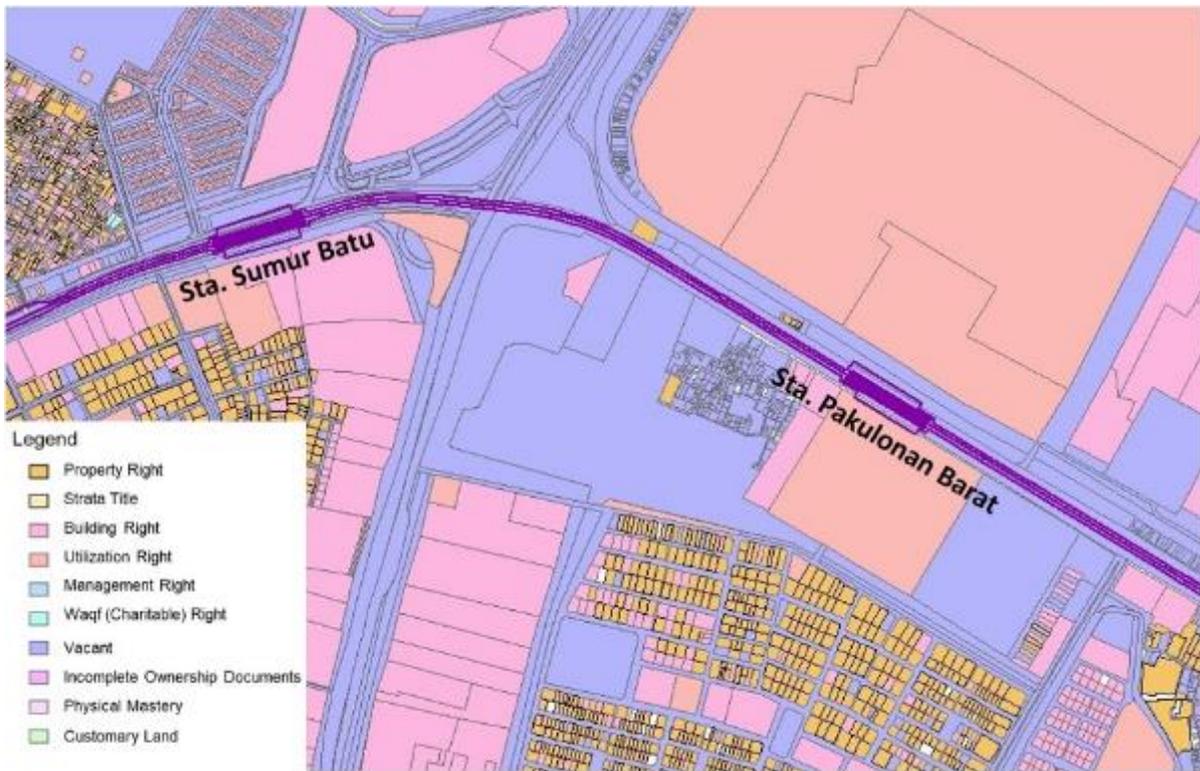
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.11. Land Tenure Information for the MRT E-W Line on the Galur – Cempaka Baru Section



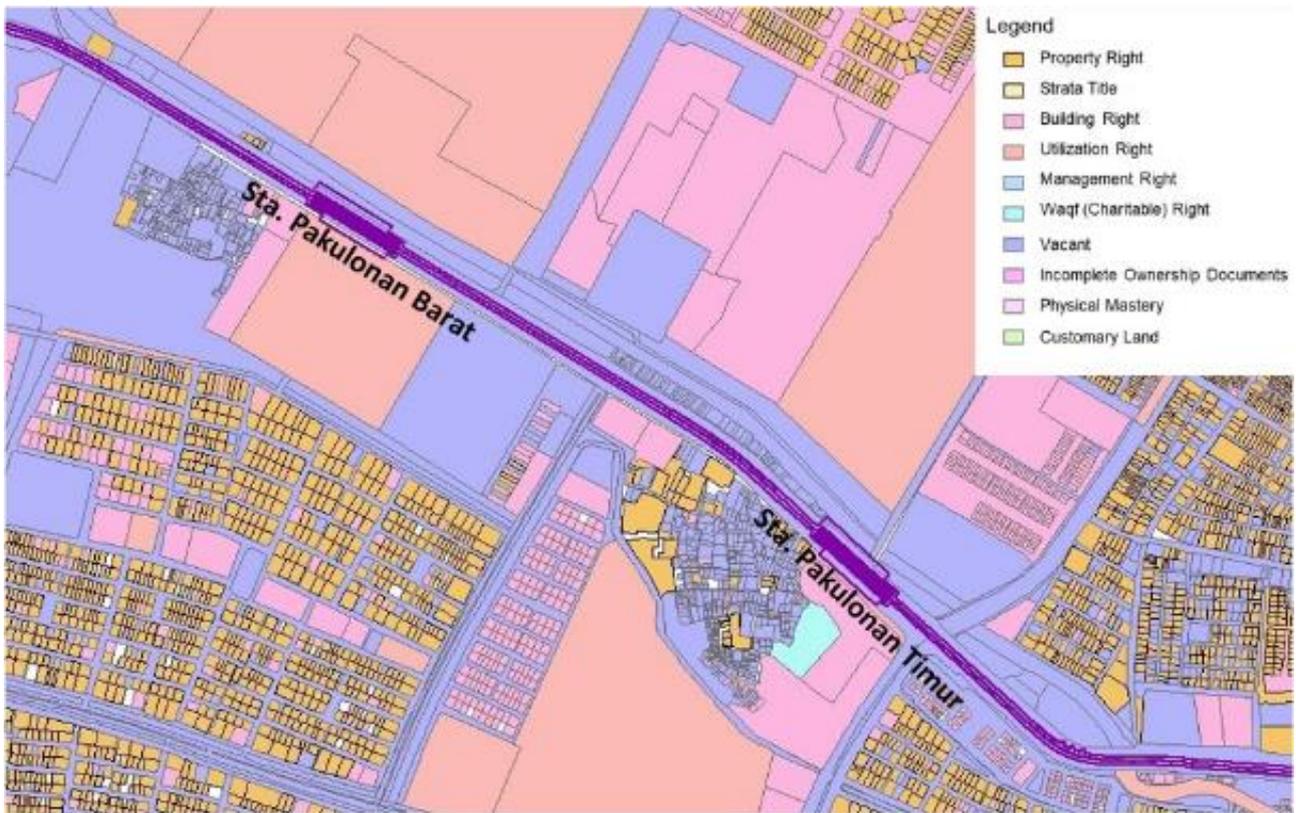
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.12. Land Tenure Information for the MRT E-W Line on the Cempaka Baru – Sumur Batu Section



Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.13. Land Tenure Information for the MRT E-W Line on the Sumur Batu – Pakulonan Barat Section



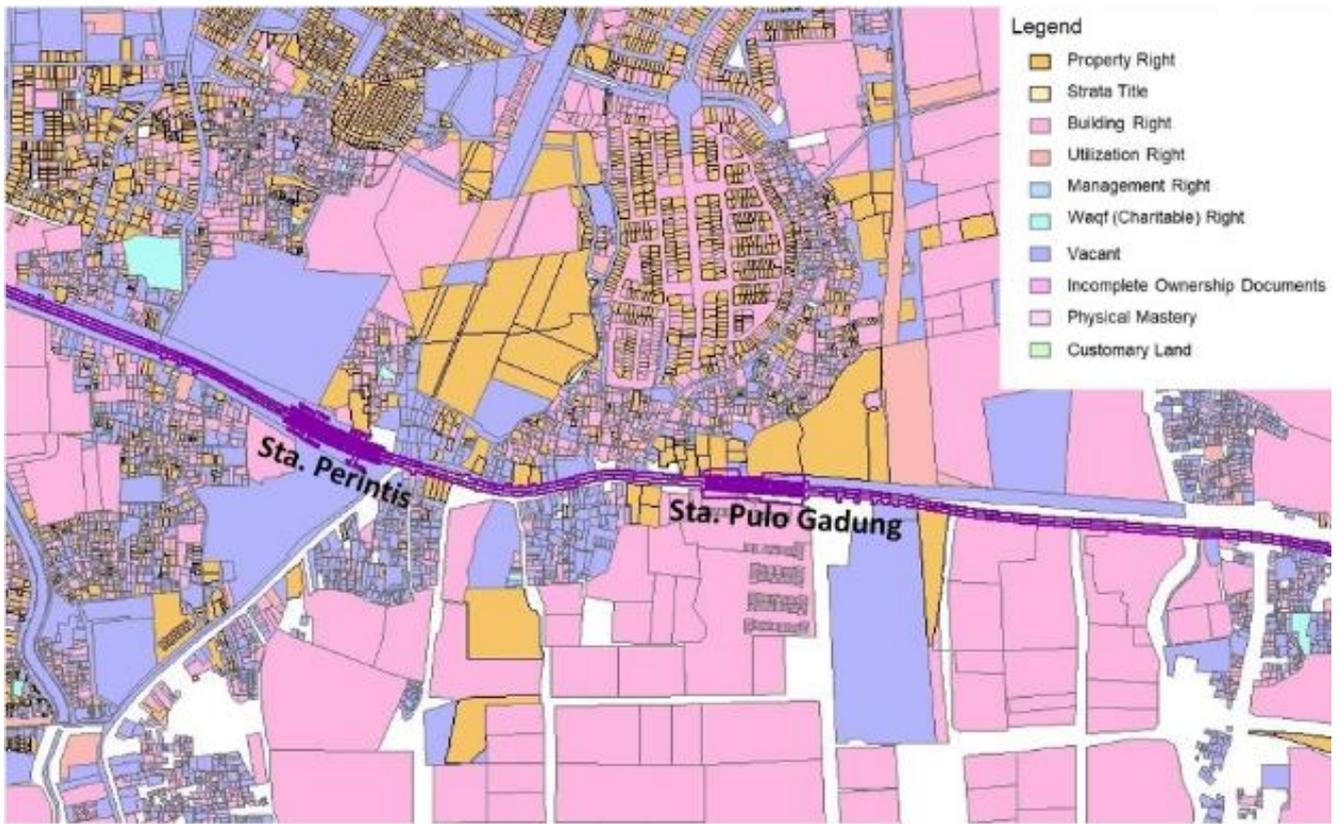
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.14. Land Tenure Information for the MRT E-W Line on the Pakulonan Barat – Pakulonan Timur Section



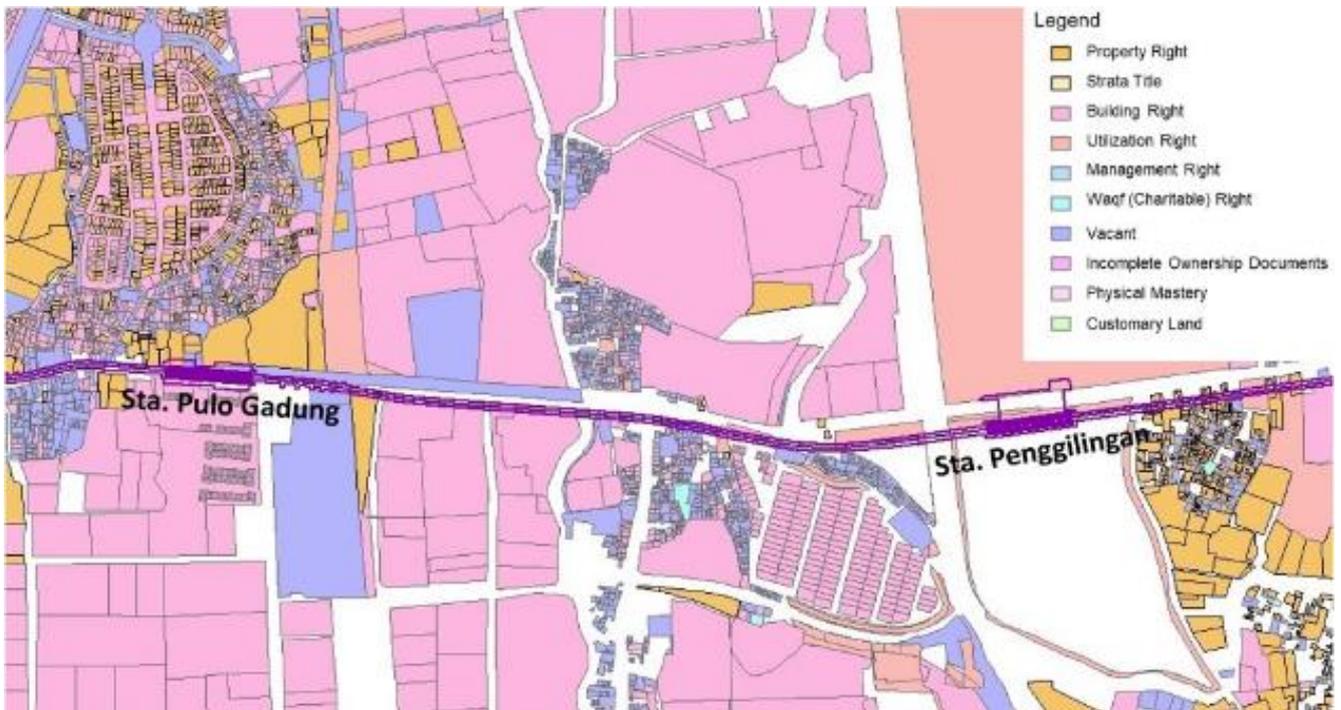
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.15. Land Tenure Information for the MRT E-W Line on the Pakulonan Timur – Perintis Section



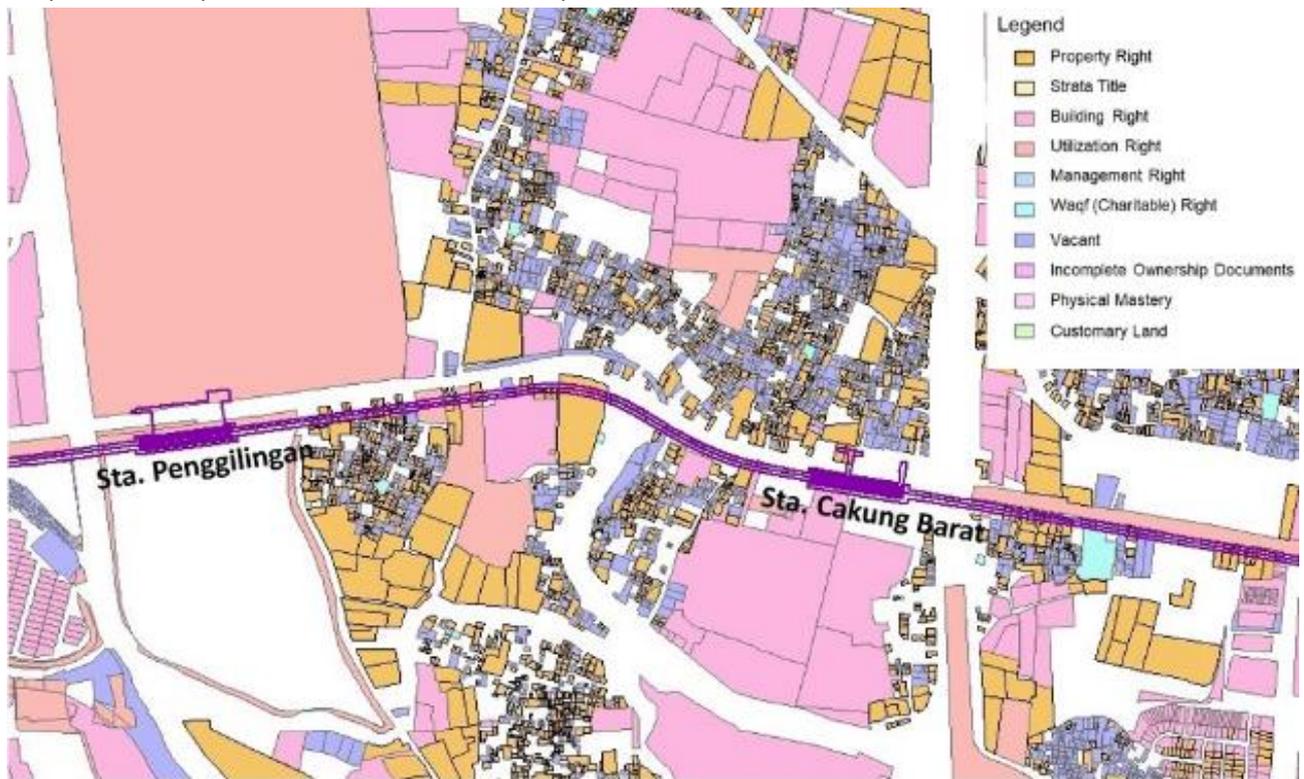
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.16. Land Tenure Information for the MRT E-W Line on the Perintis – Pulo Gadung Section



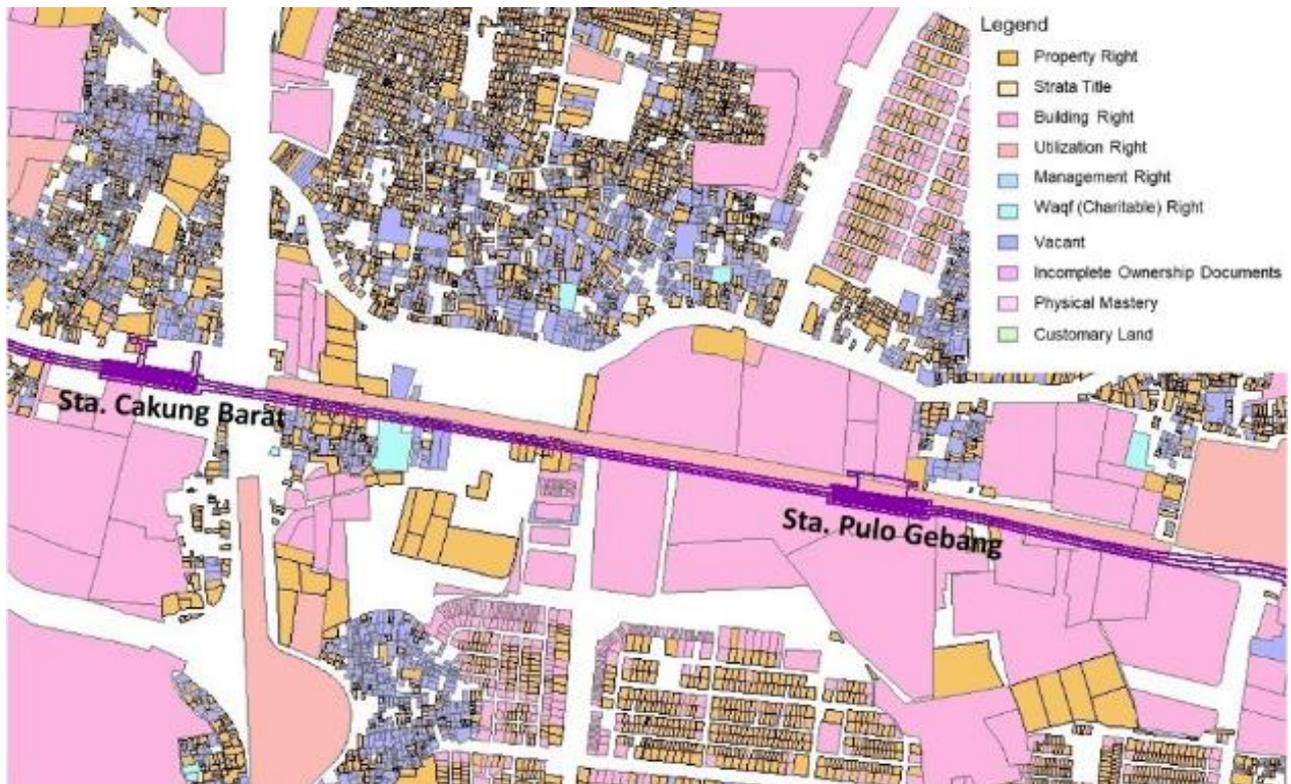
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.17. Land Tenure Information for the MRT E-W Line on the Pulo Gadung – Penggilingan Section



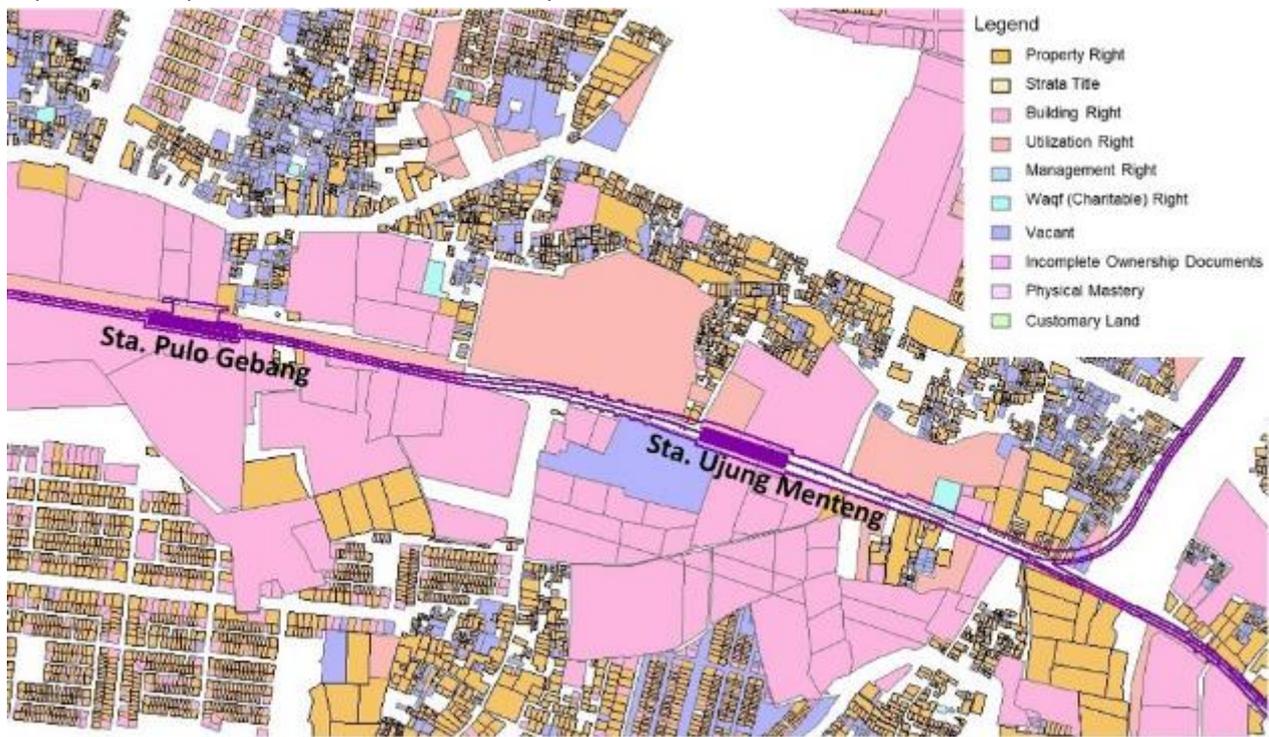
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.18. Land Tenure Information for the MRT E-W Line on the Penggilingan – Cakung Barat Section



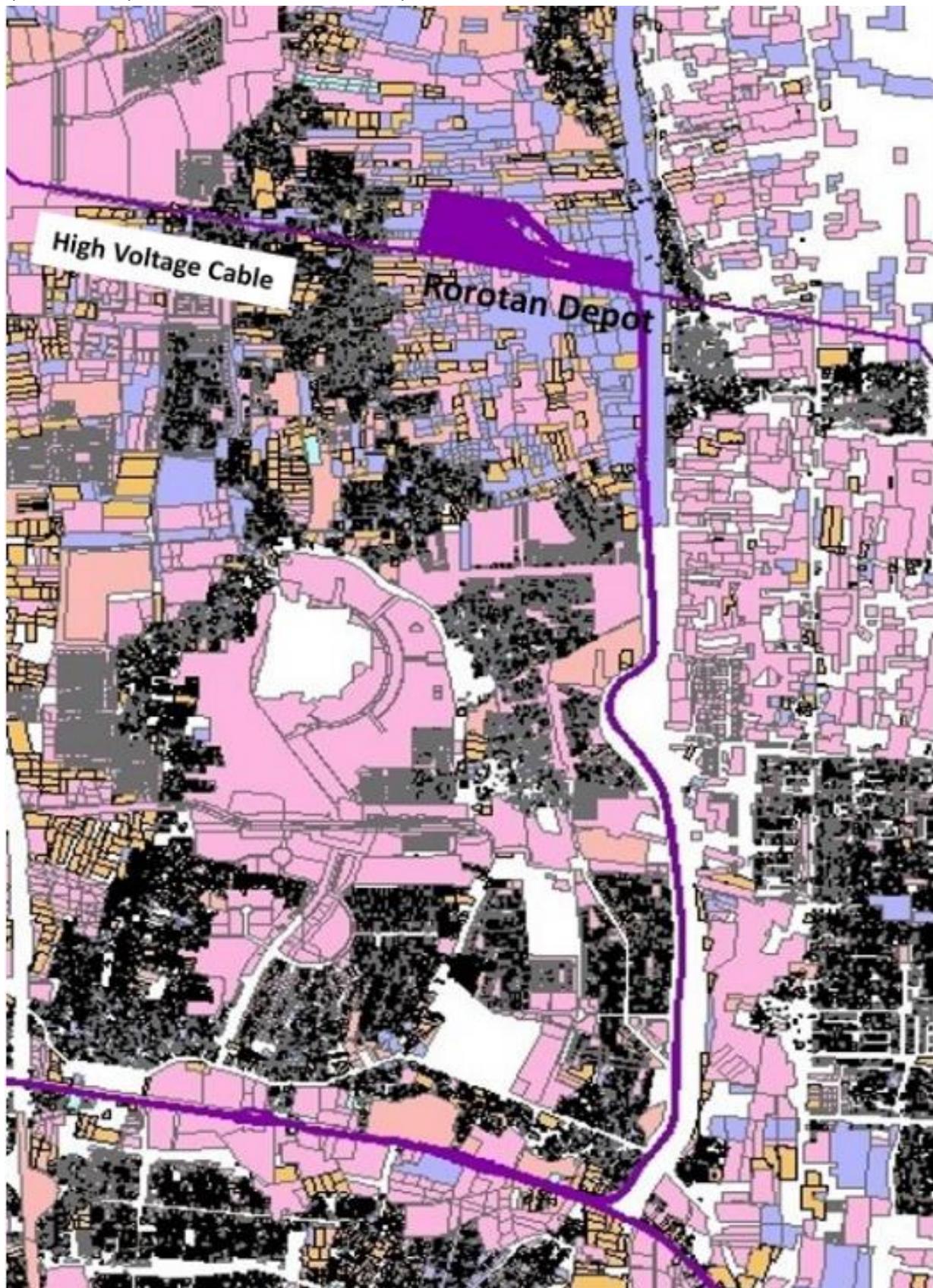
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.19. Land Tenure Information for the MRT E-W Line on the Cakung Barat – Pulo Gebang Section



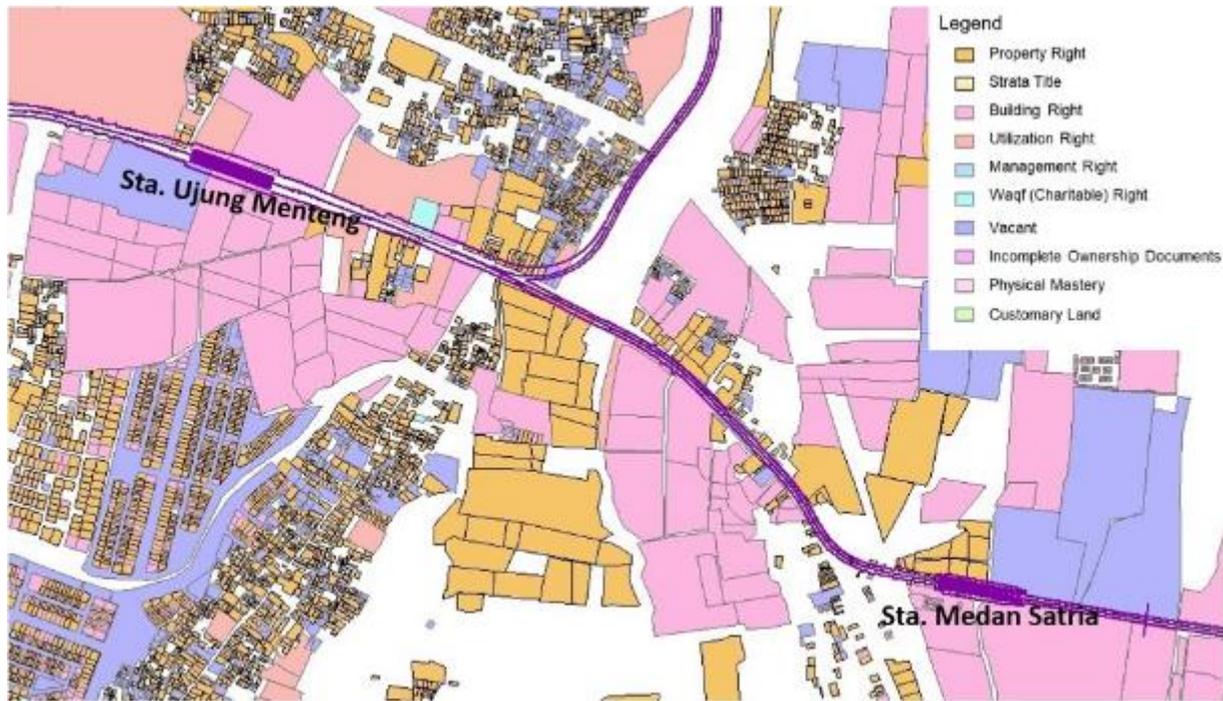
Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.20. Land Tenure Information for the MRT E-W Line on the Pulo Gebang – Ujung Menteng Section



Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.21. Land Tenure Information for the MRT E-W Line at Rorotan Depo Access



Source: Bhumi.atr.bpn.go.id, 2022

Figure 3.22. Land Tenure Information for the MRT E-W Line on the Ujung Menteng – Medan Satria Section

**3.1.7. Railway Geometry (Horizontal & Vertical Alignment)**

The MRT E-W plan line Phase 1 Stage 1 is planned from Tomang to Medansatria, with a total of 22 stations, with station coordinates as shown in the table below.

Table 3.6. Station Plan Coordinates

STATION	LENGHT	X	Y	Z	TYPE	LOCATION
Tomang	1,308	698,337.56	9,317,111.44	+ 19,150	Elevated	Jakarta Barat
Grogol	1,360	698,192.23	9,318,069.48	+ 15,875	Elevated	Jakarta Pusat
Roxy	1,174	699,548.72	9,318,137.69	- 18,780	Underground	Jakarta Pusat
Petojo	1,532	700,389.59	9,317,708.40	- 24,450	Underground	Jakarta Pusat
Cideng	1,013	700,902.07	9,316,385.57	- 24,819	Underground	Jakarta Pusat
Thamrin	710	701,884.96	9,316,196.89	- 26,410	Underground	Jakarta Pusat
Kebon Sirih	835	702,593.89	9,316,236.96	- 18,500	Underground	Jakarta Pusat
Kwitang	835	703,403.56	9,316,409.05	- 10,600	Underground	Jakarta Pusat
Senen	1,428	704,072.16	9,316,882.83	- 11,800	Underground	Jakarta Pusat
Galur	1,275	705,416.31	9,317,183.23	- 9,300	Underground	Jakarta Pusat
Cempaka Baru	939	706,603.79	9,317,624.71	+ 18,200	Elevated	Jakarta Pusat
Sumur Batu	1,247	707,469.97	9,317,983.30	+ 21,000	Elevated	Jakarta Pusat
Pakulonan Barat	1,052	708,614.95	9,317,670.62	+ 17,500	Elevated	Jakarta Timur
Pakulonan Timur	2,007	709,476.76	9,317,072.96	+ 19,300	Elevated	Jakarta Timur
Perintis	738	711,274.88	9,316,311.43	+ 19,300	Elevated	Jakarta Timur
Pulo Gadung	1,633	711,993.69	9,316,224.63	+ 17,900	Elevated	Jakarta Timur
Penggilingan	1,252	713,612.49	9,316,121.67	+ 16,500	Elevated	Jakarta Timur
Cakung Barat	1,322	714,823.92	9,316,032.35	+ 23,900	Elevated	Jakarta Timur
Pulo Gebang	1,084	716,125.77	9,315,802.35	+ 20,500	Elevated	Jakarta Timur
Ujung Menteng	1,784	717,179.71	9,315,562.91	+ 20,500	Elevated	Jakarta Timur
Rorotan Depot	5,700	717,852.32	9,320,455.67	+ 6,000	At Grade	Jakarta Timur
Medan Satria	2,886	718,686.25	9,314,704.64	+ 20,500	Elevated	Kota Bekasi

Source: JMCA, 2022

## CHAPTER IV

### THE AREA OF LAND REQUIRED

#### 4.1. Estimated Land Area Requirement Per Village/Urban Administrative Area

The land area required for the planned construction of the MRT East-West Line Phase 1 Stage 1 has a length of  $\pm 31.91$  km. The MRT East-West Line will cover four cities in DKI Jakarta including West Jakarta City, Central Jakarta City, North Jakarta City, City of East Jakarta and one city in West Java (Bekasi City). The administrative areas of sub-districts and urban villages that were traversed by the construction of the MRT West-East Line Phase 1 Stage 1 are as follows:

- The city of West Jakarta covers the sub-district of Grogol Petamburan with the sub-districts that are passed are Tomang Village and Grogol Village.
- The city of Central Jakarta includes Gambir Sub-district with the villages missed are Duri Pulo Village, Cideng Village, North Petojo Village, South Petojo Village and Gambir Village, Tanah Abang Subdistrict where the missed Village is Kampung Bali Village, Menteng Subdistrict with the missed Village is Kelurahan Kebon Sirih, Senen Sub-district with the missed villages are Senen Village, Kwitang Village and Kramat Village, Johar Baru Subdistrict with the missed Villages are Tanah Tinggi Village and Galur Village, Kemayoran Subdistrict where the missed Village is Harapan Mulya Village, Cempaka Baru Village, Kelurahan Sumur Batu, Cempaka Putih Sub-district with the villages that have been missed are Cempaka Putih Barat Village and Cempaka Putih Timur Village.
- The city of North Jakarta covers Kelapa Gading Sub-district with the missing Kelurahan is Kelapa Gading Barat Sub-District, Kelapa Gading Timur Sub-District and Pegangsaan Dua Sub-District, Cilincing Sub-District with the missed Kelurahan is Rorotan Village.
- The city of East Jakarta includes Pulogadung Sub-district with the omitted Villages are Kayu Putih Village and Pulo Gadung Sub-District, Cakung Sub-district with the omitted Villages are Rawa Terate Village, West Cakung Village, East Cakung Village and Ujung Menteng Village.
- The City of Bekasi which cover Medansatria Village of Medansatria District.

Based on the results of the delineation of aerial photography maps and ground checks for the construction of the MRT Jakarta East-West Line Phase 1 Stage 1, which is located in DKI Jakarta and West Java Province, it requires a land area of  $\pm 997,535.87$  m<sup>2</sup> or  $\pm 99.7$  Ha with details of the land area requirements as follows:

**Table 4.1. Estimated Land Area Requirement per Village/Urban Administrative Area**

No	Municipality	Sub-District	Villages	Affected Area	
				Parcel	Area (m <sup>2</sup> )
1	Jakarta Barat	Grogol Petamburan	Tomang	19	31,494.62
2			Tanjung Duren Selatan	3	9,296.29
3			Grogol	43	34,947.13
4	Jakarta Pusat	Gambir	Duri Pulo	98	29,933.52
5			Cideng	31	21,723.62
6			Petojo Utara	17	11,590.09
7			Petojo Selatan	13	17,414.82
8			Gambir	15	27,242.26

No	Municipality	Sub-District	Villages	Affected Area		
				Parcel	Area (m <sup>2</sup> )	
9		Tanah Abang	Kampung Bali	6	8,086.77	
10		Menteng	Kebon Sirih	22	28,929.38	
11		Senen	Senen	7	18,754.64	
12			Kwitang	19	14,765.11	
13			Kramat	36	14,340.83	
14		Johar Baru	Tanah Tinggi	40	6,155.54	
15			Galur	29	14,982.50	
16		Kemayoran	Harapan Mulia	24	8,955.58	
17			Cempaka Baru	22	22,666.15	
18			Sumur Batu	3	11,913.91	
19		Cempaka Putih	Cempaka Putih Barat	1	9,526.48	
20			Cempaka Putih Timur	3	21,443.30	
21		Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	3	18,758.94
22				Kelapa Gading Timur	2	14,501.60
23				Pegangsaan Dua	11	18,954.94
24			Cilincing	Rorotan	55	265,406.75
25		Jakarta Timur	Pulogadung	Kayu Putih	8	29,332.86
26				Pulo Gadung	4	15,664.89
27			Cakung	Rawa Terate	51	33,415.90
28				Cakung Barat	52	54,942.90
29	Cakung Timur			10	49,382.88	
30	Ujung Menteng			62	108,980.25	
31	Bekasi	Medan Satria	Medansatria	34	24,031.44	
<b>Total</b>				<b>743</b>	<b>997,535.87</b>	

Source: Map Delineation of Aerial Photography and Ground Check for 2022

#### 4.2. Estimated Total Land Area Requirement

The estimated total land area needed for the construction of the MRT Jakarta East-West Line Phase 1 Stage 1 in the DKI Jakarta and Bekasi area is  $\pm 997,535.87$  m<sup>2</sup> or  $\pm 99.7$  Ha with details based on city administrative boundaries as follows:

**Table 4.2. Estimated Total Land Area Requirement Per Municipality**

Province	City	Parcel		Area	
		Amount	%	m <sup>2</sup>	%
DKI Jakarta	Kota Adm. Jakarta Barat	65	8.7%	75,738.04	7.6%
	Kota Adm. Jakarta Pusat	386	52.0%	288,424.49	28.9%
	Kota Adm. Jakarta Timur	187	25.2%	291,719.68	29.2%
	Kota Adm. Jakarta Utara	71	9.6%	317,622.23	31.8%
West Java	Bekasi	34	4.6%	24,031.44	2.4%
<b>Total</b>		<b>743</b>	<b>100.0%</b>	<b>997,535.87</b>	<b>100.0%</b>

Source: Map Delineation of Aerial Photography and Ground Check for 2022

## CHAPTER V

### OVERVIEW OF LAND STATUS

The construction of the MRT Jakarta East-West Line Phase 1 Stage 1 requires quite large plots of land that stretches for tens of kilometres from one area to another, therefore the procurement needs to be carried out as well as possible. Before entering the implementation stage of land acquisition, the important thing to do is to know the condition/general description of the area in and around the land that is directly affected by the MRT construction. The general description in question, among others, is related to administrative location/location, physical conditions (topography, geology, geomorphology), land use, socio-economic conditions of the area and other things that are predicted to affect land value and the smoothness of the land acquisition process. which will be implemented. A detailed overview of Land Status, which describes the control and ownership of land affected by the construction of the MRT Jakarta East-West Line Phase 1 Stage 1.

Based on the data from the field survey that has been identified for the construction of the MRT Jakarta, the East-West Line Phase 1 Stage 1 is  $\pm 997,535.87 \text{ m}^2$  or  $\pm 99.7 \text{ Ha}$ . The construction area of the MRT Jakarta East-West Line Phase 1 Stage 1 is in the administrative area of DKI Jakarta Province.

Details of the list of general descriptions of land status are listed in the Appendix to the List of General Descriptions of Land Status which is an integral part of this Land Acquisition and Resettlement Action Plan (LARAP) Document.

#### 5.1. Control, Ownership, Use and Utilization of Land

Referring to Law No. 2 of 2012, what is meant by "Entitled Party" is the party that controls or owns the object of land acquisition.

Based on the results of identification and verification in the field, the entitled parties referred to above are those who control or own land along the MRT Jakarta East-West Line Phase 1 Stage, where land ownership is in the MRT Jakarta West-East Line Phase 1 Stage 1 are mostly individual landowners and some are on behalf of the government, and so on.

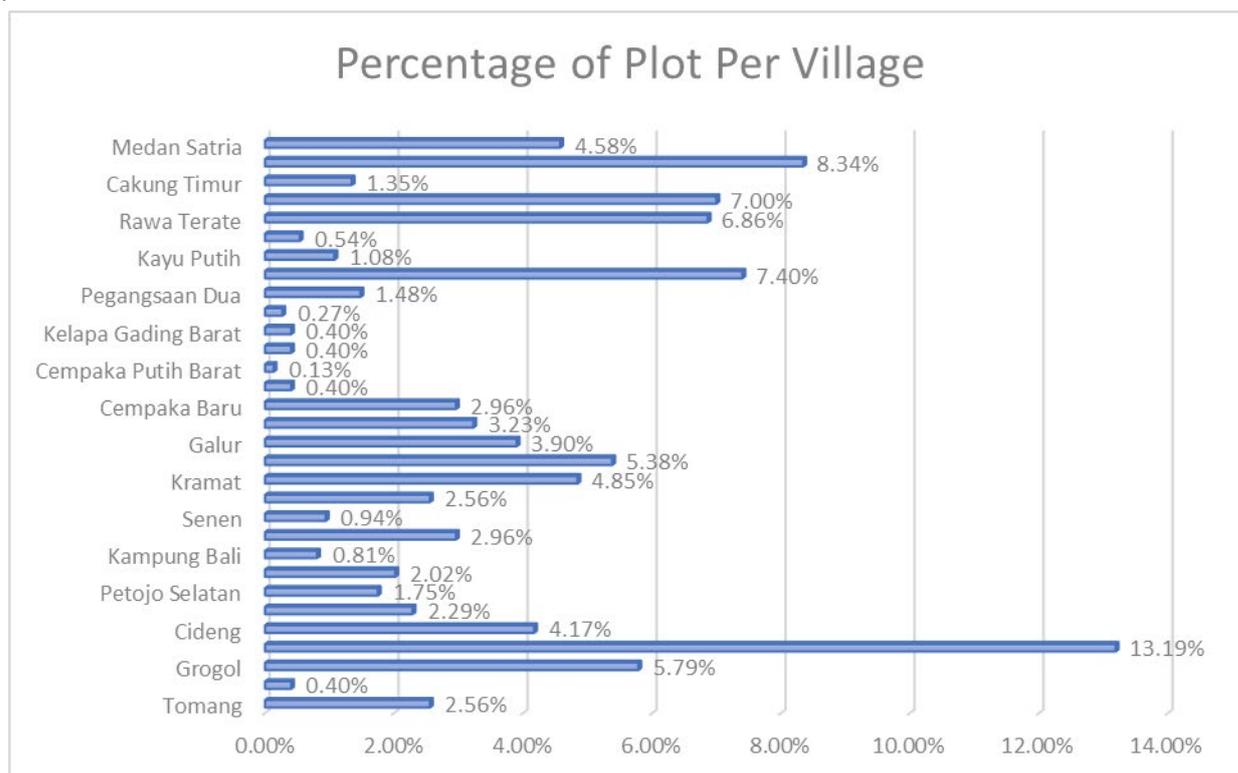
The following is an overview of the areas affected by the MRT Jakarta East-West Line Phase 1 Stage 1 and a description of the results of field data collection related to land objects and subjects affected by land acquisition for the MRT Jakarta East-West Line Phase 1 Stage 1.

**Table 5.1. Number of Land Areas of MRT East-West Line Phase 1 Stage 1**

Province	Municipality	Sub-District	No	Village	Total Parcel
DKI Jakarta	Jakarta Barat	Grogol Petamburan	1	Tomang	19
			2	Tanjung Duren Selatan	3
			3	Grogol	43
	Jakarta Pusat	Gambir	4	Duri Pulo	98
			5	Cideng	31
			6	Petojo Utara	17

Province	Municipality	Sub-District	No	Village	Total Parcel	
			7	Petojo Selatan	13	
			8	Gambir	15	
		Tanah Abang	9	Kampung Bali	6	
		Menteng	10	Kebon Sirih	22	
		Senen	11	Senen	7	
			12	Kwitang	19	
			13	Kramat	36	
		Johar Baru	14	Tanah Tinggi	40	
			15	Galur	29	
		Kemayoran	16	Harapan Mulla	24	
			17	Cempaka Baru	22	
			18	Sumur Batu	3	
		Cempaka Putih	19	Cempaka Putih Barat	1	
			20	Cempaka Putih Timur	3	
		Jakarta Utara	Kelapa Gading	21	Kelapa Gading Barat	3
				22	Kelapa Gading Timur	2
				23	Pegangsaan Dua	11
			Cilincing	24	Rorotan	55
		Jakarta Timur	Pulogadung	25	Kayu Putih	8
				26	Pulo gadung	4
	Cakung		27	Rawa Terate	51	
			28	Cakung Barat	52	
			29	Cakung Timur	10	
			30	Ujung Menteng	62	
	West Java	Bekasi	Medan Satria	31	Medan Satria	34
	<b>TOTAL</b>					<b>743</b>

Source: Ground Check, 2022



Source: Ground Check in 2022

**Figure 5.1. Graph of Percentage of Plots for MRT East-West Line Phase 1 Stage 1**

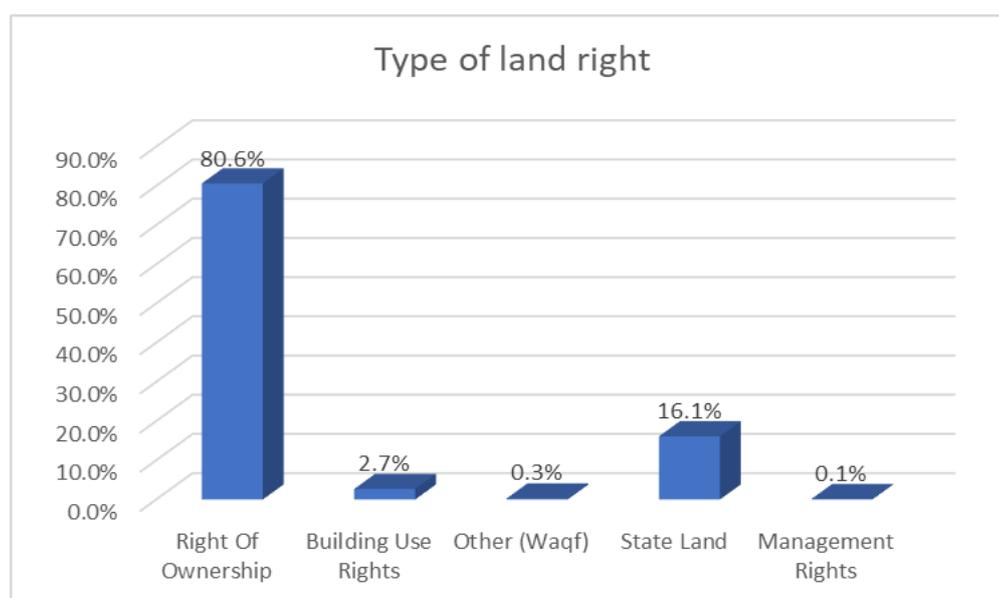
Based on the results of identification in the field, the total required land area is divided into several plots of land. As for the number of plots of land affected by land acquisition, the plan for the construction of the MRT Jakarta East-West Line Phase 1 Stage 1 is 743 plots (parcels) of land.

**Table 5.2. Land Right of MRT East-West Line Phase 1 Stage 1**

PROVINCE	MUNICIPALITY	SUB-DISTRICT	NO	VILLAGE	RIGHT OF OWNERSHIP	BUILDING USE RIGHTS	OTHER (WAQF)	STATE LAND	MANAGEMENT RIGHTS	TOTAL PLOT	
DKI Jakarta	Jakarta Barat	Grogol Petamburan	1	Tomang	13	1	0	5	0	19	
			2	Tanjung Duren Selatan	0	0	0	3	0	3	
			3	Grogol	32	0	0	11	0	43	
	Jakarta Pusat	Gambir	4	Duri Pulo	89	5	0	4	0	98	
			5	Cideng	19	7	0	5	0	31	
			6	Petojo Utara	15	0	0	2	0	17	
			7	Petojo Selatan	9	1	0	3	0	13	
			8	Gambir	7	0	0	7	1	15	
			Tanah Abang	9	Kampung Bali	1	1	0	4	0	6
			Menteng	10	Kebon Sirih	15	1	0	6	0	22
			11	Senen	2	0	0	5	0	7	
		Senen	12	Kwitang	13	3	0	3	0	19	
			13	Kramat	33	0	0	3	0	36	
			14	Tanah Tinggi	36	0	0	4	0	40	
		Johar Baru	15	Galur	26	0	0	3	0	29	
			16	Harapan Mulla	21	0	1	2	0	24	
		Kemayoran	17	Cempaka Baru	20	0	0	2	0	22	
			18	Sumur Batu	0	0	0	3	0	3	
		Cempaka Putih	19	Cempaka Putih Barat	0	0	0	1	0	1	
			20	Cempaka Putih Timur	0	0	0	3	0	3	
		Jakarta Utara	Kelapa Gading	21	Kelapa Gading Barat	0	0	0	3	0	3
	22			Kelapa Gading Timur	0	0	0	2	0	2	
	23			Pegangsaan Dua	9	0	0	2	0	11	

PROVINCE	MUNICIPALITY	SUB-DISTRICT	NO	VILLAGE	RIGHT OF OWNERSHIP	BUILDING USE RIGHTS	OTHER (WAFQ)	STATE LAND	MANAGEMENT RIGHTS	TOTAL PLOT
		Ciincing	24	Rorotan	53	0	0	2	0	55
		Pulogadung	25	Kayu Putih	6	0	0	2	0	8
			26	Pulo gadung	1	0	0	3	0	4
		Cakung	27	Rawa Terate	44	1	0	6	0	51
			28	Cakung Barat	44	0	0	8	0	52
			29	Cakung Timur	4	0	1	5	0	10
			30	Ujung Menteng	57	0	0	5	0	62
West Java	Bekasi	Medan Satria	31	Medan Satria	31	0	0	3	0	34
<b>Total</b>					<b>600</b>	<b>20</b>	<b>2</b>	<b>120</b>	<b>1</b>	<b>743</b>

Source: Ground Check, 2022



Source: Ground Check in 2022

**Figure 5.2. Graph of Land Right of MRT West-East Line Phase 1 Stage 1**

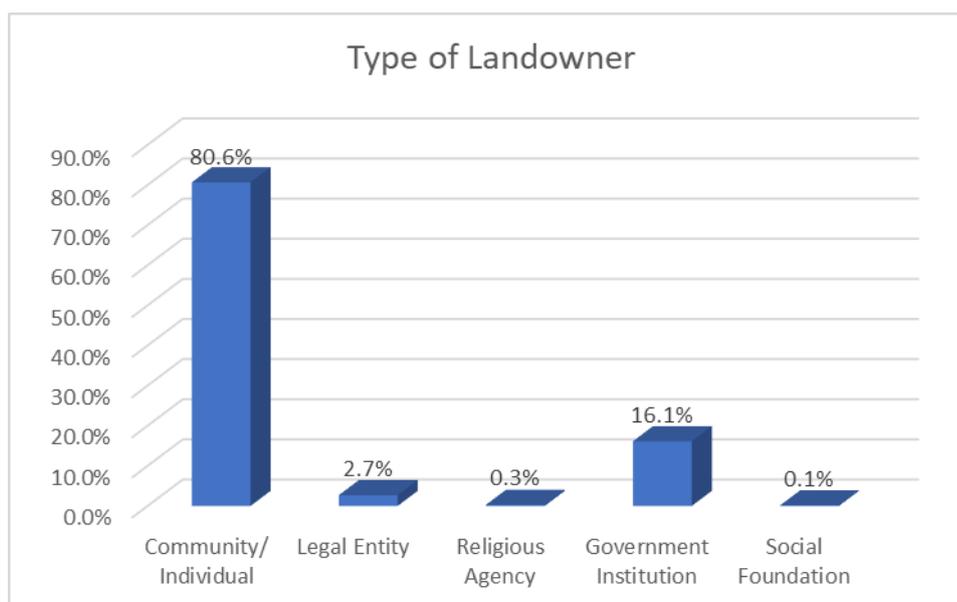
Classification of land tenure for land affected by land acquisition for the planned development of the MRT Jakarta East-West Line Phase 1 Stage 1, based on the Regulation of the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency Number 19 of 2022 concerning the Implementation of Land Procurement for Development in the Public Interest are Ownership Rights (M), Building Use Rights (HGB), State Land (TN), Business Use Rights (HGU), Management Rights (L), Customary Land Ownership (TMA), and Others.

The ownership of land parcels for land affected by the planned construction of the MRT Jakarta East-West Line Phase 1 Stage 1, mostly is right of ownership (*Hak Milik*) (M) with a total of 600 land parcels, where the land parcels are in the form of residence and home office / business / business. Other ownership is in the form of State Land with a total of 120 plots where the land parcels are roads, railroads, rivers and so on. Then the Right to Build (HGB) with a total of 20 plots, where the land parcels are in the form of a business house/business/office. While the last control is in the form of another or waqf with a total of 2 plots and management right 1 plot.

**Table 5.3. Land Ownership of MRT East-West Line Phase 1 Stage 1**

Province	Municipality	Sub-District	No	Village	Community / Individual	Legal Entity	Religious Agency	Government Institution	Social Foundation	Total Plot
DKI Jakarta	Jakarta Barat	Grogol Petamburan	1	Tomang	13	1	0	5	0	19
			2	Tanjung Duren Selatan	0	0	0	3	0	3
			3	Grogol	32	0	0	11	0	43
	Jakarta Pusat	Gambir	4	Duri Pulo	89	5	0	4	0	98
			5	Cideng	19	7	0	5	0	31
			6	Petojo Utara	15	0	0	2	0	17
			7	Petojo Selatan	9	1	0	3	0	13
			8	Gambir	7	0	0	7	1	15
		Tanah Abang	9	Kampung Bali	1	1	0	4	0	6
		Menteng	10	Kebon Sirih	15	1	0	6	0	22
		Senen	11	Senen	2	0	0	5	0	7
			12	Kwitang	13	3	0	3	0	19
			13	Kramat	33	0	0	3	0	36
		Johar Baru	14	Tanah Tinggi	36	0	0	4	0	40
			15	Galur	26	0	0	3	0	29
		Kemayoran	16	Harapan Mulla	21	0	1	2	0	24
			17	Cempaka Baru	20	0	0	2	0	22
			18	Sumur Batu	0	0	0	3	0	3
		Cempaka Putih	19	Cempaka Putih Barat	0	0	0	1	0	1
			20	Cempaka Putih Timur	0	0	0	3	0	3
	Jakarta Utara	Kelapa Gading	21	Kelapa Gading Barat	0	0	0	3	0	3
			22	Kelapa Gading Timur	0	0	0	2	0	2
			23	Pegangsaan Dua	9	0	0	2	0	11
		Cilincing	24	Rorotan	53	0	0	2	0	55
	Jakarta Timur	Pulogadung	25	Kayu Putih	6	0	0	2	0	8
			26	Pulo gadung	1	0	0	3	0	4
		Cakung	27	Rawa Terate	44	1	0	6	0	51
			28	Cakung Barat	44	0	0	8	0	52
			29	Cakung Timur	4	0	1	5	0	10
			30	Ujung Menteng	57	0	0	5	0	62
West Java	Bekasi	Medan Satria	31	Medan Satria	31	0	0	3	0	34
<b>Total</b>					<b>600</b>	<b>20</b>	<b>2</b>	<b>120</b>	<b>1</b>	<b>743</b>

Source: Ground Check in 2022



Source: Ground Check in 2022

**Figure 5.3. Graph of Land Ownership of MRT East-West Line Phase 1 Stage 1**

Land Ownership of MRT Jakarta East-West Line Phase 1 Stage 1, mostly owned by individuals/communities with 600 parcels, 20 parcels of land owned by legal entities, 120 parcels of land owned by the government, 2 parcels of land by religious bodies and 1 parcels of land by social agencies.

**Table 5.4. Ownership Document for MRT East-West Line Phase 1 Stage 1**

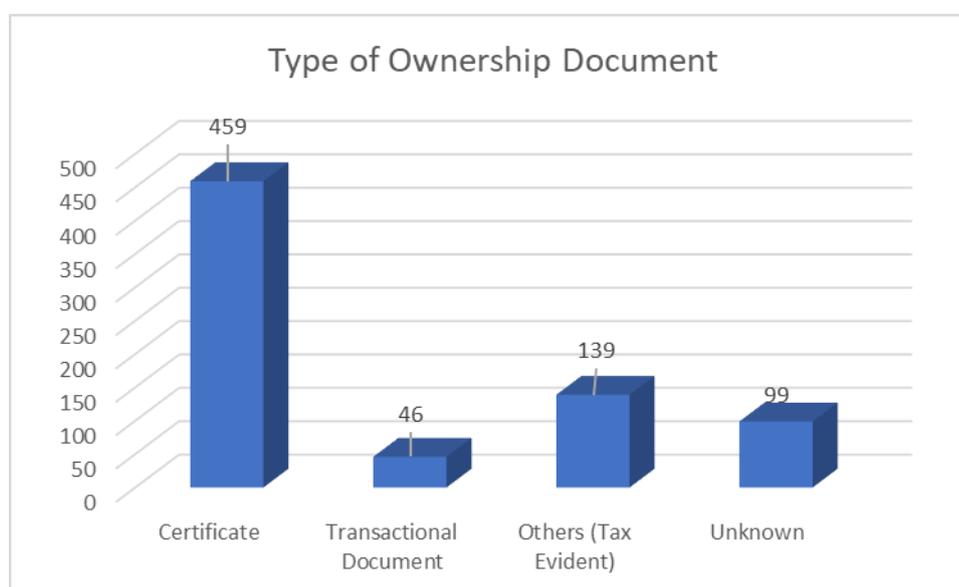
City	Sub District	Villages	Certificate	Transactional Document	Others (Tax Evident)	Unknown	Total	
Jakarta Barat	Grogol Petamburan	Tomang	16	0	1	2	19	
		Tanjung Duren Selatan	0	0	0	3	3	
		Grogol	3	6	25	9	43	
Jakarta Pusat	Gambir	Duri Pulo	19	2	73	4	98	
		Cideng	27	0	0	4	31	
		Petojo Utara	15	0	0	2	17	
		Petojo Selatan	9	1	0	3	13	
		Gambir	12	0	0	3	15	
		Tanah Abang	Kampung Bali	3	0	0	3	6
	Menteng	Kebon Sirih	17	0	0	5	22	
	Senen	Senen	4	0	0	3	7	
		Kwitang	16	0	0	3	19	
		Kramat	33	0	0	3	36	
		Johar Baru	Tanah Tinggi	36	0	0	4	40
			Galur	26	0	0	3	29
		Kemayoran	Harapan Mulia	16	0	6	2	24
	Cempaka Baru		3	17	0	2	22	
	Sumur Batu		0	0	0	3	3	
Cempaka Putih	Cempaka Putih Barat	0	0	0	1	1		
	Cempaka Putih Timur	0	0	0	3	3		
Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0	0	3	3	
		Kelapa Gading Timur	0	0	0	2	2	

City	Sub District	Villages	Certificate	Transactional Document	Others (Tax Evident)	Unknown	Total
		Pegangsaan Dua	7	0	2	2	11
	Cilincing	Rorotan	53	0	0	2	55
Jakarta Timur	Pulogadung	Kayu Putih	6	0	0	2	8
		Pulo Gadung	1	0	0	3	4
	Cakung	Rawa Terate	25	18	4	4	51
		Cakung Barat	46	1	0	5	52
		Cakung Timur	5	0	0	5	10
	Ujung Menteng	52	0	7	3	62	
Bekasi	Medan Satria	Medansatria	9	1	21	3	34
<b>Total</b>			<b>459</b>	<b>46</b>	<b>139</b>	<b>99</b>	<b>743</b>

Source : Ground Check, 2022

\*) *AJB (Akte Jual Beli)* or Deed of sale & purchase

\*\*) land and building tax letter



Source: Ground Check in 2022

**Figure 5.4. Graph of Land Right for MRT East-West Line Phase 1 Stage 1**

Letter of proof or proof of land rights based on the Regulation of the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency Number 19 of 2021 concerning Technical Instructions for the Implementation of Land Acquisition including Certificates, Deeds of Sale and Purchase (AJB), Girik<sup>1</sup>, village letter C<sup>2</sup> and Others.

The Land Rights for land affected by land acquisition for MRT Jakarta East-West Line Phase 1 Stage 1, mostly in the form of Certificates of 459 parcels, tax evident (SPPT) as many as 139 parcels while the rest in the form of Deed of Sale and Purchase (AJB) as many as 46 plot and unknown 99 plots.

<sup>1</sup> Girik is a power of attorney over land including hereditary and customary land tenure. The girik letter can also serve as proof of payment of PBB tax on the claimed land and the buildings on it.

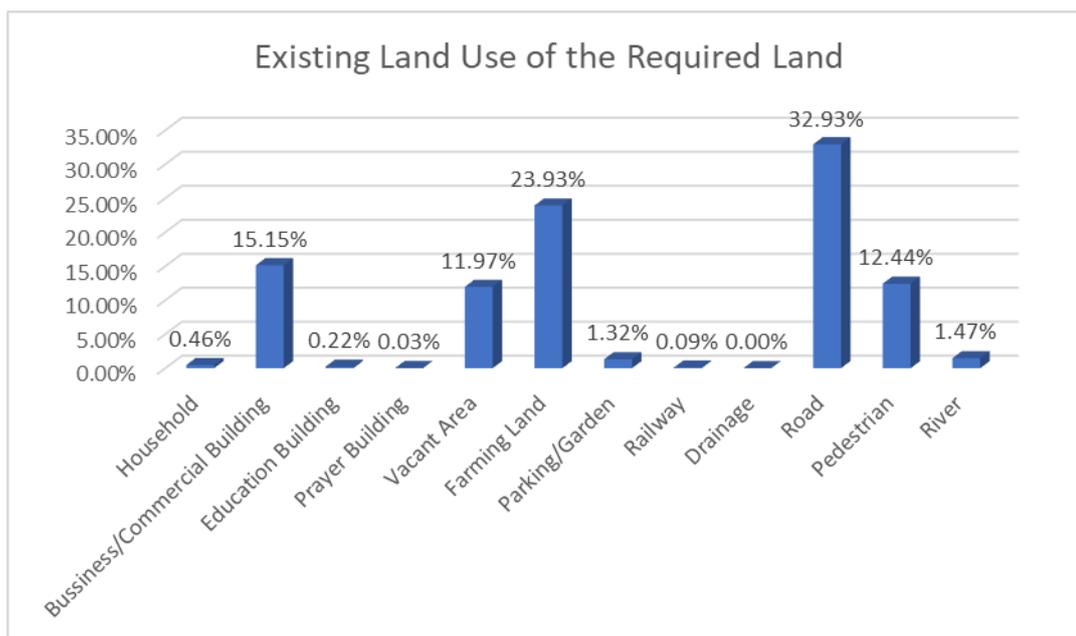
<sup>2</sup> Village Letter C is old proof of ownership of land rights that can be used in land registration activities and legal protection for holders of old evidence. Deliberation for consensus can be carried out by the Chair of the Adjudication Committee in systematic land registration activities and by the Head of the Land Office in sporadic land registration activities.

Table 5.5. Land Use for MRT East-West Line Phase 1 Stage 1

No	City	Sub-District	Villages	Household	Business/ Commercial Building	Education Building	Prayer Building	Vacant Area	Farming Land	Parking/ Garden	Railway	Drainage	Road	Pedestrian	River	Size of Land Use (m <sup>2</sup> )		
1	Jakarta Barat	Grogol Petamburan	Tomang	120.41	12,339.31	1,770.98	0.00	0.00	0.00	0.00	0.00	0.00	11,455.51	5,808.40	0.00	31,494.62		
2			Tanjung Duren Selatan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,294.80	1,193.35	808.13	9,296.29	
3			Grogol	688.93	12,396.24	0.00	23.18	0.00	0.00	0.00	5,881.05	0.00	0.00	10,064.91	2,421.31	3,471.52	34,947.13	
4	Jakarta Pusat	Gambir	Duri Pulo	1,545.87	16,719.23	0.00	0.00	0.00	0.00	0.00	291.39	0.00	10,356.69	40.76	979.59	29,933.52		
5			Cideng	139.93	2,217.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,040.73	2,988.31	3,337.45	21,723.62	
6			Petojo Utara	494.31	2,536.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,314.52	2,244.87	0.00	11,590.09	
7			Petojo Selatan	0.00	5,108.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,330.63	959.54	16.53	17,414.82	
8			Gambir	0.00	3,045.86	0.00	0.00	0.00	0.00	0.00	0.00	247.73	0.00	20,275.70	3,672.98	0.00	27,242.26	
9			Tanah Abang	Kampung Bali	0.00	717.91	397.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,730.10	982.86	258.89	8,086.77
10			Menteng	Kebon Sirih	0.00	3,817.52	0.00	0.00	0.00	0.00	0.00	2,846.93	197.08	0.00	17,019.16	5,031.62	17.06	28,929.38
11		Senen	Senen	0.00	881.20	0.00	0.00	0.00	0.00	0.00	603.44	0.00	0.00	9,655.63	7,614.36	0.00	18,754.64	
12			Kwitang	0.00	2,607.15	0.00	163.79	0.00	0.00	0.00	0.00	0.00	0.00	8,270.87	3,613.46	109.84	14,765.11	
13			Kramat	0.00	8,274.07	0.00	0.00	0.00	298.05	0.00	0.00	0.00	0.00	4,577.89	1,190.81	0.00	14,340.83	
14		Johar Baru	Tanah Tinggi	0.00	1,766.09	0.00	16.37	0.00	0.00	0.00	0.00	152.11	0.00	4,051.74	64.59	104.64	6,155.54	
15			Galur	173.74	3,528.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,550.28	2,680.46	49.34	14,982.50	
16		Kemayoran	Harapan Mulia	0.00	1,396.12	0.00	6.90	0.00	0.00	0.00	0.00	0.00	0.00	6,004.53	1,548.03	0.00	8,955.58	
17			Cempaka Baru	0.00	591.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,395.75	3,678.66	0.00	22,666.15	
18			Sumur Batu	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,165.32	0.00	0.00	10,015.15	733.44	0.00	11,913.91	
19		Cempaka Putih	Cempaka Putih Barat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,526.48	0.00	0.00	9,526.48	
20			Cempaka Putih Timur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	579.93	0.00	0.00	16,966.10	3,897.27	0.00	21,443.30	
21		Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0.00	0.00	0.00	0.00	0.00	0.00	257.60	0.00	0.00	13,543.31	4,958.03	0.00	18,758.94	
22				Kelapa Gading Timur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,995.54	4,506.06	0.00	14,501.60
23				Pegangsaan Dua	0.00	2,668.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,495.28	1,791.41	0.00	18,954.94
24		Cilincing	Rorotan	0.00	0.00	0.00	0.00	24,241.63	238,730.06	0.00	0.00	0.00	0.00	0.00	2,435.06	265,406.75		
25	Jakarta Timur	Pulogadung	Kayu Putih	0.00	456.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18,981.10	9,894.99	0.00	29,332.86		
26			Pulo Gadung	0.00	158.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,957.92	3,040.91	507.35	15,664.89	

No	City	Sub-District	Villages	Household	Business/ Commercial Building	Education Building	Prayer Building	Vacant Area	Farming Land	Parking/ Garden	Railway	Drainage	Road	Pedestrian	River	Size of Land Use (m <sup>2</sup> )	
27		Cakung	Rawa Terate	562.27	13,375.94	0.00	39.24	34.22	0.00	386.68	0.00	0.00	13,693.85	4,574.21	749.49	33,415.90	
28			Cakung Barat	858.85	30,290.89	0.00	0.00	0.00	0.00	919.86	0.00	17.58	22,364.90	0.00	490.81	54,942.90	
29			Cakung Timur	0.00	1,143.80	0.00	0.00	42,249.56	0.00	490.51	0.00	0.00	0.00	3,632.14	756.83	1,110.04	49,382.88
30			Ujung Menteng	0.00	17,191.93	0.00	0.00	52,597.19	0.00	0.00	0.00	0.00	0.00	0.00	39,191.13	0.00	108,980.25
31	Bekasi	Medan Satria	Medansatria	0.00	7,861.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,959.89	4,985.70	223.94	24,031.44	
<b>Total</b>				<b>4,584.31</b>	<b>151,091.02</b>	<b>2,167.98</b>	<b>249.47</b>	<b>119,420.66</b>	<b>238,730.06</b>	<b>13,131.32</b>	<b>888.31</b>	<b>17.58</b>	<b>328,521.11</b>	<b>124,064.36</b>	<b>14,669.68</b>	<b>997,535.87</b>	

Source: Ground Check in 2022



Source: Ground Check in 2022

**Figure 5.5. Graph of Land Use for MRT East-West Line Phase 1 Stage 1**

Based on the results of map delineation and field ground checks, it shows that the need for land area as the land area needed for land acquisition for MRT Jakarta east-west line phase 1 stage 1 with a length of  $\pm 31,91$  km will acquire land area of 99.7 ha. From the total area of land requirement, the existing condition of land use in the area is mostly public roads, this is obtained from the results of field identification.

## 5.2. Building and Tree

### 5.2.1. Building

There are 615 units of buildings affected by land acquisition of MRT Jakarta east-west line phase 1 stage 1 is an area of  $\pm 47,189.69$  m<sup>2</sup>. In detail, the affected building, number of PAHs and type of the MRT line where the buildings located is presented in the following table.

**Table 5.6. Affected Building by the MRT Development Plan East-West Line Phase 1 Stage 1**

No	City	Sub-District	Villages	Type of MRT Line <sup>3</sup>	Affected Building		PAPs		
					Unit	Size (m <sup>2</sup> )	PAH (Families)	PAPs (Persons)	
1	Jakarta Barat	Grogol Petamburan	Tomang	SF	19	1,297.53	1	3	
2			Tanjung Duren Selatan	SF	0	0.00	0	0	
3			Grogol	SF (SF TO UG)	41	3,906.34	55	187	
4	Jakarta Pusat	Gambir	Duri Pulo	SF (SF TO UG)	125	8,854.83	142	431	
5			Cideng	UG	11	520.63	9	28	
6			Petojo Utara	UG	16	1,885.38	7	23	
7			Petojo Selatan	UG	12	366.62	2	5	
8			Gambir	UG	3	76.67	0	0	
9			Tanah Abang	Kampung Bali	UG	3	198.92	0	0
10			Menteng	Kebon Sirih	UG	8	480.80	0	0
11		Senen	Senen	UG	1	156.41	0	0	
12			Kwitang	UG	7	384.81	4	6	

<sup>3</sup> All structures were defined as demolished regardless of MRT line which consist of at grade (AG), elevated (SF) or underground (UG) as the DGR decide to fully acquire the land regardless of the type of MRT line.

No	City	Sub-District	Villages	Type of MRT Line <sup>3</sup>	Affected Building		PAPs		
					Unit	Size (m <sup>2</sup> )	PAH (Families)	PAPs (Persons)	
13		Johar Baru	Kramat	UG	34	7,090.19	0	0	
14			Tanah Tinggi	UG	37	1,686.63	25	82	
15			Galur	UG	20	2,294.10	20	90	
16		Kemayoran	Harapan Mulia	UG	19	579.69	17	64	
17			Cempaka Baru	UG (UG TO SF)	22	528.62	31	107	
18			Sumur Batu	SF	0	0.00	0	0	
19		Cempaka Putih	Cempaka Putih Barat	UG (UG TO SF)	0	0.00	0	0	
20			Cempaka Putih Timur	UG (UG TO SF)	0	0.00	0	0	
21		Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	SF	0	0.00	0	0
22				Kelapa Gading Timur	SF	0	0.00	0	0
23	Pegangsaan Dua			SF	10	654.61	5	16	
24		Cilincing	Rorotan	AG (SF TO AG)	0	0.00	0	0	
25	Jakarta Timur	Pulogadung	Kayu Putih	SF	2	12.23	4	14	
26			Pulo Gadung	SF	0	0.00	0	0	
27		Cakung	Rawa Terate	SF	45	1,934.35	37	147	
28			Cakung Barat	SF	47	4,025.71	44	160	
29			Cakung Timur	SF	22	1,682.51	3	10	
30			Ujung Menteng	SF	78	5,971.95	52	190	
31	Bekasi	Medan Satria	Medansatria	SF	33	2,600.16	30	96	
<b>Total</b>					<b>615</b>	<b>47,189.69</b>	<b>488</b>	<b>1659</b>	

Source: Ground Check, 2022

Based on the Government Regulation of The Republic of Indonesia Number 36 Of 2005 Concerning Implementing Regulation of Law Number 28 Of 2002 Concerning Buildings, the type of building structure classified into three types as follows:

- 1) **Permanent** buildings are buildings which due to their function are planned to have a service life of more than 20 (twenty) years.
- 2) **Semi-permanent** buildings are buildings which because of their function are planned to have a service life of more than 5 (five) to 10 (ten) years.
- 3) **Temporary** or emergency buildings are buildings which because of their function are planned to have a service life of up to 5 (five) years.

According to the Central Bureau of Statistics (BPS)<sup>4</sup>, a semi-permanent house is a house whose walls are half bamboo, walls and bricks without plaster, or low-quality wood. The floors of the house are generally made of tiles, cement, wood which are also of low quality, while the roof is made of corrugated iron. tile, shingle, or asbestos.

By referring to the above definition, the technical specification of building around the MRT East-West project area can be classified as Permanent Buildings which include:

- Office buildings made of bricks, cement, and others.
- Warehouses made of bricks, cement, and others.
- Factory buildings made of bricks, cement, and others.
- Houses made of bricks, cement, and others.

Semi-Permanent Buildings which include:

- Houses made partly of brick, cement and partly made of wood and others.

<sup>4</sup> <https://www.rumah.com/panduan-properti/rumah-semi-permanen-63309>

- Warehouse made partly of bricks, cement and partly made of wood and others.

The technical specification of temporary buildings includes hut or shelter made of wood or bamboo that will only last for up to 5 years and can be resemble and dissemble. This type of building sometimes can be moved directly without disassembling the structure. There is no temporary building affected by the MRT East-West project development plan.

Judging from the assessment indicators, most of the buildings affected by the land acquisition of the MRT East-West line phase 1 stage 1 are included in the category of permanent buildings and the types of buildings affected are mostly office houses. The price for land acquisition in the form of a building is based on the technical cost of the building in the area and the replacement price for the building, of course, differs according to the type of permanent or semi-permanent building.

Judging from the assessment indicators, most of the buildings affected by land acquisition for the MRT East-West line phase 1 stage 1 are included in the category of **permanent** and **semi-permanent** buildings where most of the types of buildings affected are offices and houses. The price for land acquisition in the form of a building is based on the technical cost of the building in the area and the replacement price for the building, of course, differs according to the type of permanent or semi-permanent building.

### 5.2.2. Tree

All trees identified and listed in Table 5.7 were in private land within ROW and owned by individual persons that are eligible to be compensated. The list of tariffs for the value of compensation is sourced from the results of information from the Regional Government of DKI Jakarta and West Java Province.

#### (1) In Jakarta

Based on the results of field identification of plant species affected by land acquisition for MRT East-West line phase 1 stage 1, especially for plant species affected in private areas, namely mango trees, palm trees, gamal trees, sandalwood trees, jackfruit trees, trembesi trees, dadap tree, Kiara umbrella tree and tanjung tree where these tree species are included as annual tree species.

#### (2) In Bekasi

Based on the results of field identification of the types of plants affected by land acquisition for MRT East-West Line Phase 1 Stage 1 in the West Java region, especially for the types of plants affected in private areas, namely jackfruit trees with a total of 10 affected trees.

The following are the types of plants affected by land acquisition by village level based on ground check in 2022.

Table 5.7. Tree Affected by the MRT Development Plan East-West Line Phase 1 Stage 1

No	City	Sub district	Villages	Kind of plants							Total		
				Mango	Palm	Gamal	Sandalwood	Trembesi	Dadap	Jackfruit		Tanjung	
1	JAKARTA BARAT	GROGOL PETAMBURAN	TOMANG	12	10	0	0	0	0	0	0	22	
2			TANJUNG DUREN SELATAN	0	0	0	0	0	0	0	0	0	
3			GROGOL	1	0	0	0	0	0	0	0	1	
4	JAKARTA PUSAT	GAMBIR	DURI PULO	2	0	0	0	16	0	0	0	18	
5			CIDENG	0	4	4	0	0	0	0	0	8	
6			PETOJO UTARA	0	0	0	0	0	0	0	0	0	
7			PETOJO SELATAN	0	0	0	0	0	0	0	0	0	
8		GAMBIR	0	0	0	0	0	0	0	0	0		
9		TANAH ABANG	KAMPUNG BALI	0	0	0	2	0	0	0	0	2	
10		MENTENG	KEBON SIRIH	0	0	0	0	0	0	0	0	0	
11		SENEN	SEKEN	0	0	0	0	0	0	0	0	0	
12			KWITANG	0	0	0	0	0	0	0	0	0	
13			KRAMAT	0	0	0	0	0	0	0	0	0	
14		JOHAR BARU	TANAH TINGGI	0	0	0	0	0	1	0	0	1	
15			GALUR	1	0	0	0	5	1	1	0	8	
16		KEMAYORAN	HARAPAN MULIA	0	0	0	0	0	0	0	0	0	
17			CEMPAKA BARU	0	0	0	0	0	0	0	0	0	
18			SUMUR BATU	0	0	0	0	0	0	0	0	0	
19		CEMPAKA PUTIH	CEMPAKA PUTIH BARAT	0	0	0	0	0	0	0	0	0	
20			CEMPAKA PUTIH TIMUR	0	0	0	0	0	0	0	0	0	
21		JAKARTA UTARA	KELAPA GADING	KELAPA GADING BARAT	0	0	0	0	0	0	0	0	0
22				KELAPA GADING TIMUR	0	0	0	0	0	0	0	0	0
23				PEGANGSAAN DUA	0	0	0	0	0	0	0	0	0
24	CILINCING		ROROTAN	0	0	0	0	0	0	0	0	0	
25	PULOGADUNG	KAYU PUTIH	0	0	0	0	0	0	0	0	0		
26		PULO GADUNG	0	0	0	0	0	0	0	4	4		
27	JAKARTA TIMUR	CAKUNG	RAWA TERATE	0	9	0	0	8	0	0	0	17	
28			CAKUNG BARAT	0	0	0	0	8	0	0	6	14	
29			CAKUNG TIMUR	0	0	0	0	0	0	0	0	0	
30			UJUNG MENTENG	0	0	0	0	0	0	0	0	0	
31	BEKASI	MEDAN SATRIA	MEDANSATRIA	0	0	0	0	6	0	4	0	10	
<b>TOTAL</b>				<b>16</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>43</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>105</b>	

Source: Ground Check in 2022

### **5.3. Social Facilities and Public Facilities (FASOS-FASUM)**

In the right-of-way of the MRT East-West line phase 1 stage 1, there are some parcels of land that are designated as social facilities and public facilities, this needs to be carefully considered by parties who need land as parties who will carry out land acquisition for land acquisition. So that, implementation of land acquisition, especially land acquisition where land use is used as social facilities and public facilities, can run without any conflict. Based on the results of local data collection, social facilities and public facilities affected by toll road construction accept that they must be used for public interest development.

The following are social facilities and public facilities (FASOS-FASUM) located in the land acquisition area of the MRT East-West Line Phase 1 Stage 1.

**Table 5.8. Public Facilities Affected by the MRT Development Plan East-West Line Phase 1 Stage 1**

NO	CITY	SUBDISTRICT	VILLAGE	ADDRESS	COORDINATE		IMPACT AREA (M2)		NAME	PHOTO	INFORMATION
					X	Y	LAND	BUILDING			
1	West Jakarta	Grogol Petamburan	Tomang	Jl. Letjen S. Parman	106.78862	-6.1692033	1,191.65	453.57	Education building Tarumanegara University		Partially affected (front yard), building can still be used
2	West Jakarta	Grogol Petamburan	Tomang	Jl. Letjen S. Parman	106.78857	-6.1685923	544.82	25.72	Education building University Trisakti		Partially affected (front yard), building can still be used
3	West Jakarta	Grogol Petamburan	Grogol	Jl. Kp. Banjir Kanal	106.79971	-6.1656594	23.18	23.18	House of Worship Al-Mujahiddin Mosque		Partly impacted, but affecting entire building stability
4	West Jakarta	Grogol Petamburan	Grogol	Jl. Kp. Banjir Kanal	106.79985	-6.1658049	37.00	37.00	Pos RW 01		Totally affected

NO	CITY	SUBDISTRICT	VILLAGE	ADDRESS	COORDINATE		IMPACT AREA (M2)		NAME	PHOTO	INFORMATION
					X	Y	LAND	BUILDING			
5	Central Jakarta	Gambir	Cideng	Jl. Kyai Caringin No. 7	106.81060	-6.1713224	650.16	160.80	Hospital Tarakan Hospital		Partially affected (front yard), building can still be used
6	Central Jakarta	Tanah Abang	Kampung Bali	Jl. Jati Baru Raya No. 10	106.81503	-6.1816767	397.00	173.00	Education building SDN 1 Kampung Bali		Partially affected, but affecting entire building stability
7	Central Jakarta	Senen	Kwitang	Jl. Kramat Kwitang	106.83847	-6.18143715	163.79	41.38	House of Worship GKI Kwitang		Partially affected, but affecting entire building stability
8	Central Jakarta	Johar Baru	Galur	Jl. Letjen Suprpto	106.85663	-6.1744070	178.89	0.00	Education building STAMI Institute		Partially affected, building can still be used

NO	CITY	SUBDISTRICT	VILLAGE	ADDRESS	COORDINATE		IMPACT AREA (M2)		NAME	PHOTO	INFORMATION
					X	Y	LAND	BUILDING			
9	Central Jakarta	Kemayoran	Harapan Mulya	Jl. Letjen Suprpto	106.85500	-6.17415831	6.90	0.00	House of Worship Daarussa'addah Mosque		Partially affected, building can still be used
10	East Jakarta	Cakung	Rawa Terate	Jl. Raya Bekasi No. 22	106.92598	-6.1839089	10:70 p.m	4.81	House of Worship HKBP Cakung Church		Partially affected, building can still be used
11	East Jakarta	Cakung	Rawa Terate	Kp. Pertukangan	106.92481	-6.1836955	11.17	11.17	House of Worship Nurul Muslimin Mosque		Partially affected, but affecting entire building stability
12	East Jakarta	Cakung	Cakung Timur	Jl. Raya Bekasi	106.94534	-6.1849107	538.95	347.85	House of Worship Albarkah Mosque  (Has been acquired by the Department of Highways/Bina Marga)		Partially affected, but affecting entire building stability

Source: Ground Check, 2022

## CHAPTER VI

# POTENTIAL IMPACT

### 6.1. Project Component Require Land

Although efforts have been made to minimize the impact of land acquisition, implementation of new development projects generally requires land. Land acquired includes land, buildings, and plants. Land acquisition activities will have an impact on the environment. Impact on:

- impact on socio-economic including disruption to places of business, be it offices, shops or stalls, disruption of convenience, and loss of business opportunities, both temporarily and permanently; Changes in quality of life can have positive as well as negative impacts. If the affected community is a vulnerable group, then the impact will be very important. Vulnerable groups will have a worse quality of life.
- socio-cultural aspects, for example on cultural heritage, graves, sacred objects, historical objects protected forest or conservation areas including protected land, water, flora, and fauna.

### 6.2. Scope of Impact

The impact of land acquisition is the interaction between the project and environmental conditions (social-economic, socio-cultural, and environmental protection). The impact of land acquisition is site-specific. This is because the socio-cultural environment or ecosystem has its own characteristics. The same thing, projects also have their own characteristics, which are commonly called "project specific".

The impact of land acquisition can be a positive impact and can also be a negative impact. The impact of land acquisition can be temporary but can also be long-term. The impact of land acquisition can be in the form of an insignificant impact or a significant impact. Significant impact is when there is a fundamental change in the socio-economic environment, culture that cannot be returned unless there is proper handling or mitigation.

The impact of land acquisition can be in the form of negative impacts but can also be in the form of positive impacts. The positive impacts, for example, are the easy accessibility of the population, increasing the opening of employment and business opportunities for residents. While the negative impact, many examples. For example, the displaced people who do not own land, limited knowledge and skills, vulnerable groups, and others.

Equally important are coordination in the field that is not going well, data collection that is not correct, payment of compensation that is not on time, not on target, and so on.

If there is a plan for the relocation of affected residents, then it must also be designed where the location of the residents who will be relocated, needs careful preparation, and accommodates the aspirations of the residents who will be evicted, so that they are included in the initial discussion.

In the LARAP, the impact focused on the project site in this MRT project is on the line or ROW, although it could be wider. This is because the plot of land is cut off, and the rest cannot be used properly. A simple example of a plot of land with an area of 100m<sup>2</sup>, if the Project requires 50m<sup>2</sup> of land, there is a possibility that the remaining area is no longer useful. Under these conditions, the project will probably be requested by the PAPs to obtain all plots of 100 m<sup>2</sup>.

Non-physical impacts for PAPs who own businesses such as shops, stalls, etc. will have an impact on PAPs' daily income, requiring compensation for loss of income. The duration of this impact can be temporary or permanent. If the PAPs are included in the vulnerable group, then the treatment is not sufficient to replace the land affected by the project but includes efforts to restore their lives, so that they are better than before the project was affected, at least the conditions are the same as before they were affected. Therefore, it is necessary to monitor and evaluate their economic and social recovery activities after the construction work.

### 6.3. Vulnerable People

Law No. 39 of 1999 concerning Human Rights defines child labor, disability, unemployed youth and orphans, elderly people, female headed households and poor people as the vulnerable people. In Indonesia, the indicator of the poor is the head of the family with an income less than the UMR or the Regional Minimum Wage. DKI Jakarta Minimum Wage in 2022 is IDR 4,641,854 per month.

The construction of the East-West MRT line Phase 1 Stage 1 also has an impact on vulnerable people. Detailed data on the number and types of vulnerable people groups in DKI Jakarta and Bekasi affected by this project, per *village* in detail are presented in the following table.

**Table 6.1. Vulnerable Family Category**

No	Vulnerable family Category	Number
1	Age over 65 years	46
2	Female Family Head	83
3	Income Below the poverty line (Income below UMR)	82
4	Disability (handicap)	0
5	Chronic Pain (Acute Diabetes, heart, stroke, etc.)	0
<b>Total<sup>1</sup></b>		<b>165</b>

Source: Primary data, 2022

### 6.4. Severely Affected PAPs

Severely Affected PAPs (*Those severely affected by: (i) a 10% loss or more of productive land and/or assets, and/or (ii) relocation due to land the remaining settlements are not enough to build return*) are those who are significantly affected by the project. This means that the impact they feel is very detrimental to their lives.

This is due to various reasons, including: (i) due to limited land ownership; (ii) because the assets affected by the project are their main source of livelihood, so it takes a long time to recover. People belonging to this group, in addition to not having assets or land, also have low education; (iii) PAP's condition is vulnerable so even the slightest disturbance takes a long time to recover. Usually, this group aids, and guidance so that they can be independent, can live a decent life again; (iv) it could also be that they have been occupying areas that do not belong to them, such as poor people living on the banks of rivers, forests, abandoned land.

Severely Affected PAPs groups really need attention and treatment from the government so that they live independently. Between several, PAPs with each other in the same group also vary.

<sup>1</sup> The total number of Vulnerable PAPs has been calculated by avoiding double counting of PAPs for each vulnerable category.

### 6.5. Summary of Impact

Based on the census results of the MRT East - West Line development plan, it can be concluded that the land to be acquired by the project and the assets above it as follows.

- (1) Total affected land is **± 997,535.87** m<sup>2</sup> (± 99.7 Ha), with 743 parcels.
- (2) 615 units, with total area of 47,189.69 m<sup>2</sup>. The 615 buildings consist of 469 private owned structure, government and company owned structure<sup>2</sup>.
- (3) 143 PAHs living within the ROW.
- (4) 61 PAHs that are not living within the ROW consist of 49 landowners, 12 business owners.
- (5) 12 business entities and 314 household business (house and business) within the ROW with total 792 PAHs working on the business.
- (6) 105 trees consist of mango, palm, gamal, sandalwood, trembesi, dadap, jackfruit, and tanjung.
- (7) No non-title holders were identified during the field survey.

The summary of impact to the PAPs are presented in the following table.

**Table 6.2. Summary of Impact**

Description	PAHs	PAPs	Structure	Remark
Total	518	1779		
Landowner (no structure)	30	120		The 30 household have land within the ROW, but they are not living on the ROW.
Landowner (with structure)	<b>488<sup>3</sup></b>	1659	<b>370</b>	There are some structures owned by with 2 or 3 household, which means that 469 PAHs occupy 370 structures in total
- No relocation	41	116	20	There are 1 structure owned by 2 households, which means that 22 PAHs occupy 20 structures in total
• house	0	0	0	
• business	1	4	1	
• house and business	40	112	19	There are 1 structure owned by 2 households
- Need Relocation	447	1543	350	There are some structures owned by with 2 or 3 households, which means that 447 PAHs occupy 350 structures in total
• house	143	487	81	There are 1 structure owned by 2 households, which means that 143 PAHs occupy 81 structures. The 143 PAHs are living within the ROW.
• business	11	39	12	
• house and business	293	1017	257	There are some structures owned by with 2 or 3 households, which means that 293 PAHs occupy 257 structures in total. The 293 AHs are living within the ROW.
Non-title Holder (NTH)	0	0	0	
Legal Entity			179	Business structure
Religious Agency			5	Religious structure
Social Foundation'			2	Social structure
Government Institution			59	Institution structure
Total Structure			615	370 Private Structure, 179 legal entities, 5 religious' structure, 2 social foundation structure and 59 government structure.

Source: Primary data, 2022

<sup>2</sup> Detail structure ownership is presented on Table 7.19.

<sup>3</sup> Total of 518 PAHs is consisted of 30 PAHs of landowners without structure and 488 PAHs of landowners with structure. Tables 5.6 and 7.19 shows breakdown of 488 PAHs of landowners with structure.

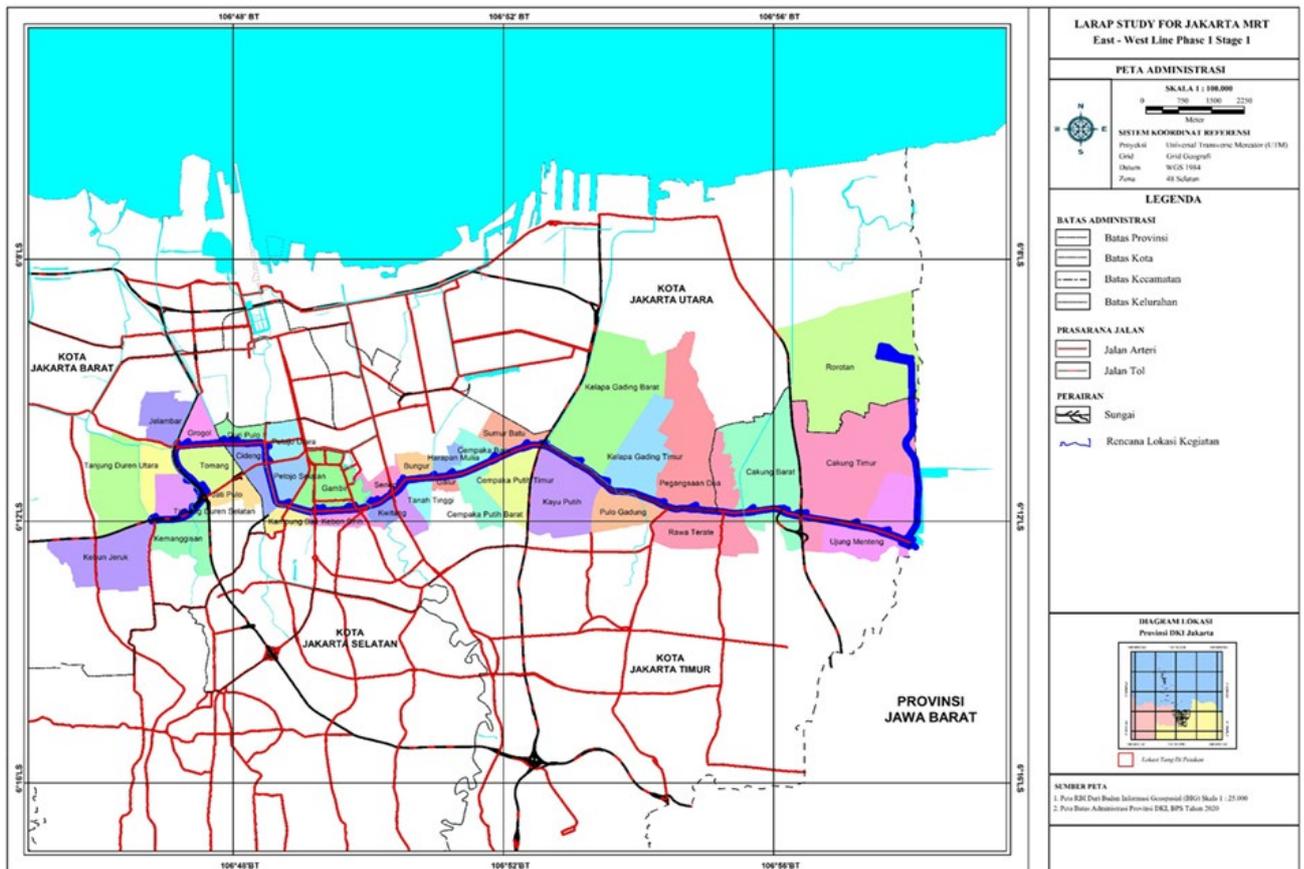
## CHAPTER VII SOCIOECONOMIC HOUSEHOLD SURVEY OF THE PROJECT-AFFECTED PERSONS

### 7.1. Stakeholder Interview and Household Socio-Economic Survey of The PAPs

Stakeholders in the planned development of Mass Rapid Transit (MRT) East-West Line Project (Phase 1 Stage 1) which were targeted for interviews consisted of community groups who were directly or indirectly affected, in addition to formal leaders and community leaders. in the affected area. The community groups directly affected are the people whose assets are mainly houses and buildings and stands located in the row and alignment areas that have been planned as railway lines and stations. Meanwhile, community groups that are indirectly affected are people who do not have assets in the planned ROW and alignment areas but are potentially affected by negative externalities from the MRT construction process.

The East-West Phase 1 Stage 1 MRT project for the DKI Jakarta Region aims to build an East-West MRT Line from DKI Jakarta Province - West Java Province, with a route length of ± 31.91 Km along Tomang - Medan Satria.

Based on the results of the ROW planning and alignment that have been prepared, the areas affected by the MRT East-West Line Phase 1 Stage 1 are shown in Figure 7.1



**Figure 7.1. Location of the Planned Development of MRT East-West Line Phase 1 Stage 1**

(source: overlay of the design ROW provided by the JMCA Engineer with the administrative area of DKI Jakarta and Bekasi City)

The administrative area that is passed in the MRT East-West Line Development Plan Phase 1 Stage 1, based on the administrative boundaries of the Indonesian Earth Map and ground checks through 2 provinces, 5 cities, 13 sub-districts, and 31 urban villages. However, specifically for the DKI Jakarta area, it passes through 4 municipalities, 12 sub-districts, and 30 urban villages. The following is the administrative boundary area passed for the development plan of the MRT East-West Line Phase 1 Stage 1.

**Table 7.1. Administration Area Passed**

No	Province	Municipality	Sub-District	Village
1	DKI Jakarta	Jakarta Barat	Grogol Petamburan	Tomang
2				Tanjung Duren Selatan
3				Grogol
4		Jakarta Pusat	Gambir	Duri Pulo
5				Cideng
6				Petojo Utara
7				Petojo Selatan
8			Gambir	
9			Tanah Abang	Kampung Bali
10			Menteng	Kebon Sirih
11			Senen	Senen
12				Kwitang
13				Kramat
14			Johar Baru	Tanah Tinggi
15				Galur
16		Kemayoran	Harapan Mulia	
17			Cempaka Baru	
18			Sumur Batu	
19		Cempaka Putih	Cempaka Putih Barat	
20			Cempaka Putih Timur	
21		Jakarta Utara	Kelapa Gading	Kelapa Gading Barat
22				Kelapa Gading Timur
23				Pegangsaan Dua
24		Cilincing	Rorotan	
25		Jakarta Timur	Pulogadung	Kayu Putih
26				Pulo Gadung
27			Cakung	Rawa Terate
28				Cakung Barat
29				Cakung Timur
30				Ujung Menteng
31		West Java	Bekasi	Medan Satria

Source: RBI Map Delineation and Ground Check for 2022

## 7.2. Overview of The Results of Household Socio-Economic Survey

The results of the socio-economic survey that have been carried out using the agreed survey tools produce several field findings in the form of facts that can explain the socio-economic structure of the community in the affected area. Interview was conducted to households living inside ROW by using the questionnaire form, and total of 357 affected families cooperated to the interview survey. If several families lived in one living structure, in this case, interview was conducted to 1 person as a representative of the families living together.

### 7.3. Demographic Characteristics of PAPs

The description of the character of the PAPs can be explained through the distribution of age and sex of the respondents, education level, economic and livelihood conditions, housing conditions, community perceptions, level of participation in socialization activities, knowledge of the project being planned, concern for land acquisition for the benefit of the community. The project, willingness to participate in land acquisition for the benefit of the project, as well as knowledge of the project complaint process.

#### 7.3.1. Relation of The Respondents to The Household Head

The respondent consists of household head and non-household head as presented in the following table.

**Table 7.2. Relation of the Respondents to the Household Head**

No.	City	Sub-District	Village	Household Head		Relation to the Household Head				Total	
				Man	Women	Wife	Child	Relative	Other (Employee)		
1	West Jakarta	Grogol Petamburan	Tomang	1	0	0	0	0	0	1	
2			Tanjung Duren Selatan	0	0	0	0	0	0	0	
3			Grogol	20	4	0	4	0	0	28	
4	Central Jakarta	Gambir	Duri Pulo	49	17	1	15	0	0	82	
5			Cideng	2	5	0	1	0	0	8	
6			Petojo Utara	3	2	0	0	0	0	5	
7			Petojo Selatan	1	0	0	0	0	0	1	
8			Gambir	0	0	0	0	0	0	0	
9			Tanah Abang	Kampung Bali	0	0	0	0	0	0	0
10			Menteng	Kebon Sirih	0	0	0	0	0	0	0
11			Senen	Senen	0	0	0	0	0	0	0
12		Kwitang		1	0	0	0	2	1	4	
13		Kramat		0	0	0	0	0	0	0	
14		Johar Baru	Tanah Tinggi	11	5	0	1	0	7	24	
15			Galur	15	4	0	1	0	0	20	
16		Kemayoran	Harapan Mulia	11	3	2	1	0	0	17	
17			Cempaka Baru	15	4	1	0	0	0	20	
18			Sumur Batu	0	0	0	0	0	0	0	
19		Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0	0	
20			Cempaka Putih Timur	0	0	0	0	0	0	0	
21	North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0	0	
22			Kelapa Gading Timur	0	0	0	0	0	0	0	
23			Pegangsaan Dua	4	1	0	0	0	0	5	
24		Cilincing	Rorotan	0	0	0	0	0	0	0	
25	East Jakarta	Pulogadung	Kayu Putih	2	2	0	0	0	0	4	
26			Pulo Gadung	0	0	0	0	0	0	0	
27		Cakung	Rawa Terate	24	9	1	0	1	0	35	
28			Cakung Barat	24	15	0	0	0	0	39	
29			Cakung Timur	2	1	0	0	0	0	3	
30			Ujung Menteng	29	5	2	1	0	0	37	
31	Bekasi	Medan Satria	Medansatria	22	2	0	0	0	0	24	
<b>Total</b>				<b>236</b>	<b>79</b>	<b>7</b>	<b>24</b>	<b>3</b>	<b>8</b>	<b>357</b>	

Source: Primary data, 2022

### 7.3.2. Age and Gender Distribution

The age and sex distribution of respondents in each affected Sub-District can be explained in the following table.

**Table 7.3. Age Group Distribution**

Municipality	Sub-District	Village / Kelurahan	Age Group (years)					
			<20	20-30	31-40	41-50	51-65	>65
West Jakarta	Grogol Petamburan	Grogol	0	3	2	8	8	7
		Tanjung Duren Selatan	0	0	0	0	0	0
		Tomang	0	0	0	0	1	0
	<b>Total (I)</b>		<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>9</b>	<b>7</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0
		Cempaka Putih Timur	0	0	0	0	0	0
	Gambir	Cideng	0	0	0	2	3	3
		Duri Pulo	0	10	16	15	22	19
		Gambir	0	0	0	0	0	0
		Petojo Selatan	0	0	0	0	1	0
		Petojo Utara	0	0	0	1	3	1
	Johar Baru	Galur	0	0	4	8	7	1
		Tanah Tinggi	0	1	13	9	1	0
	Kemayoran	Cempaka Baru	0	0	3	6	7	4
		Harapan Mulia	0	0	7	9	1	0
		Sumur Batu	0	0	0	0	0	0
	Menteng	Kebon Sirih	0	0	0	0	0	0
	Senen	Kramat	0	0	0	0	0	0
		Kwitang	0	3	0	0	0	1
		Senen	0	0	0	0	0	0
	Tanah Abang	Kampung Bali	0	0	0	0	0	0
<b>Total (II)</b>		<b>0</b>	<b>14</b>	<b>43</b>	<b>50</b>	<b>45</b>	<b>29</b>	
East Jakarta	Cakung	Cakung Barat	0	2	6	12	15	4
		Cakung Timur	0	0	0	0	3	0
		Rawa Terate	0	0	2	5	24	4
		Ujung Menteng	0	6	7	13	10	1
	Pulo Gadung	Kayu Putih	0	0	0	4	0	0
		Pulo Gadung	0	0	0	0	0	0
<b>Total (III)</b>		<b>0</b>	<b>8</b>	<b>15</b>	<b>34</b>	<b>52</b>	<b>9</b>	
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0
		Kelapa Gading Timur	0	0	0	0	0	0
		Pengangsaan Dua	0	0	0	1	4	0
	Cilincing	Rorotan	0	0	0	0	0	0
<b>Total (IV)</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	
Bekasi	Medan Satria	Medansatria	0	0	1	6	16	1
	<b>Total (V)</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>1</b>
<b>Total (I, II, III, IV, V)</b>			<b>0</b>	<b>25</b>	<b>61</b>	<b>99</b>	<b>126</b>	<b>46</b>

Source: Primary data, 2022

The number of respondents is 357 the total age group or above 65 years or old group is 12.88%

Based on the respondents answer on the family member composition segregated by gender, the affected persons (family member) are consisting of 955 (57.56%) man and 704 (42.44%) women as presented in detail in the following table.

**Table 7.4. Project Affected Persons (PAP) by Gender**

NO	MUNICIPALITY	SUB-DISTRICT / KECAMATAN	VILLAGE / KELURAHAN	GENDER		TOTAL
				MAN	WOMAN	
1	West Jakarta	Grogol Petamburan	Tomang	1	2	3
2			Tanjung Duren Selatan	0	0	0
3			Grogol	134	52	187
4	Central Jakarta	Gambir	Duri Pulo	251	180	431
5			Cideng	17	11	28
6			Petojo Utara	13	10	23
7			Petojo Selatan	3	2	5
8			Gambir	0	0	0
9		Tanah Abang	Kampung Bali	0	0	0
10		Menteng	Kebon Sirih	0	0	0
11		Senen	Senen	0	0	0
12			Kwitang	5	1	6
13			Kramat	0	0	0
14		Johor Baru	Tanah Tinggi	47	35	82
15			Galur	51	39	90
16		Kemayoran	Harapan Mulya	36	28	64
17			Cempaka Baru	51	56	107
18			Sumur Batu	0	0	0
19		Cempaka Putih	Cempaka Putih Barat	0	0	0
20			Cempaka Putih Timur	0	0	0
21		North Jakarta	Kelapa gading	Kelapa Gading Barat	0	0
22	Kelapa Gading Timur			0	0	0
23	Pegangsaan Dua			8	8	16
24	Cilincing		Rorotan	0	0	0
25	East Jakarta	Pulo Gadung	Kayu Putih	12	2	14
26			Pulo Gadung	0	0	0
27		Cakung	Rawa Terate	82	65	147
28			Cakung Barat	82	78	160
29			Cakung Timur	6	4	10
30			Ujung Menteng	102	88	190
31	Bekasi	Medan Satria	Medan Satria	54	42	96
<b>Total</b>				<b>955</b>	<b>704</b>	<b>1659</b>

Source: Primary data, 2022

### 7.3.3. Education

The distribution of the education level of the respondents by educational attainment of the household head and spouses at each affected area can be explained in the following tables.

**Table 7.5. Education Level of the Head of Household (315)**

No	City	District	Village	Household Head					Total Respondent
				No School	Primary School	Junior High School	Senior High School	Graduated from University	
1	West Jakarta	Grogol Petamburan	Tomang	0	0	0	1	0	1
2			Tanjung Duren Selatan	0	0	0	0	0	0
3			Grogol	0	0	3	15	6	24
4	Central Jakarta	Gambir	Duri Pulo	0	0	2	37	27	66
5			Cideng	0	0	0	7	0	7
6			Petojo Utara	0	0	0	1	4	5

No	City	District	Village	Household Head					Total Respondent	
				No School	Primary School	Junior High School	Senior High School	Graduated from University		
7			Petojo Selatan	0	0	0	1	0	1	
8			Gambir	0	0	0	0	0	0	
9		Tanah Abang	Kampung Bali	0	0	0	0	0	0	
10		Menteng	Kebon Sirih	0	0	0	0	0	0	
11		Senen	Senen	0	0	0	0	0	0	
12			Kwitang	0	0	0	1	0	1	
13			Kramat	0	0	0	0	0	0	
14		Johar Baru	Tanah Tinggi	0	0	0	9	7	16	
15			Galur	0	0	2	4	13	19	
16		Kemayoran	Harapan Mulia	0	0	0	8	6	14	
17			Cempaka Baru	0	0	0	11	8	19	
18			Sumur Batu	0	0	0	0	0	0	
19		Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0	
20			Cempaka Putih Timur	0	0	0	0	0	0	
21		North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0
22				Kelapa Gading Timur	0	0	0	0	0	0
23				Pegangsaan Dua	0	0	0	4	1	5
24		Cilincing	Rorotan	0	0	0	0	0	0	
25		East Jakarta	Pulogadung	Kayu Putih	0	0	0	2	2	4
26				Pulo Gadung	0	0	0	0	0	0
27	Cakung		Rawa Terate	0	6	2	24	1	33	
28			Cakung Barat	0	1	7	23	8	39	
29			Cakung Timur	0	0	1	0	2	3	
30			Ujung Menteng	0	0	1	18	15	34	
31	Bekasi	Medan Satria	Medansatria	0	0	1	20	3	24	
<b>Total</b>				<b>0</b>	<b>7</b>	<b>19</b>	<b>186</b>	<b>103</b>	<b>315</b>	

Source: Primary data, 2022

**Table 7.6. Education Level of the Spouses (228)**

No	City	District	Village	Spouses Education					Total Respondent
				No School	Primary School	Junior High School	Senior High School	Graduated from University	
1	Jakarta Barat	Grogol Petamburan	Tomang	0	0	0	1	0	1
2			Tanjung Duren Selatan	0	0	0	0	0	0
3			Grogol	0	0	1	14	3	18
4	Jakarta Pusat	Gambir	Duri Pulo	0	0	0	42	6	48
5			Cideng	0	0	0	2	0	2
6			Petojo Utara	0	0	0	3	0	3
7			Petojo Selatan	0	0	0	1	0	1
8		Gambir	0	0	0	0	0	0	
9		Tanah Abang	Kampung Bali	0	0	0	0	0	0
10		Menteng	Kebon Sirih	0	0	0	0	0	0
11		Senen	Senen	0	0	0	0	0	0
12			Kwitang	0	0	0	1	0	1
13			Kramat	0	0	0	0	0	0
14		Johar Baru	Tanah Tinggi	0	0	0	5	6	11
15			Galur	0	0	0	3	12	15
16		Kemayoran	Harapan Mulia	0	0	0	10	0	10
17			Cempaka Baru	0	0	0	12	0	12
18			Sumur Batu	0	0	0	0	0	0
19			Cempaka Putih Barat	0	0	0	0	0	0

No	City	District	Village	Spouses Education					Total Respondent
				No School	Primary School	Junior High School	Senior High School	Graduated from University	
20		Cempaka Putih	Cempaka Putih Timur	0	0	0	0	0	0
21	Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0
22			Kelapa Gading Timur	0	0	0	0	0	0
23			Pegangsaan Dua	0	0	0	3	0	3
24		Cilincing	Rorotan	0	0	0	0	0	0
25	Jakarta Timur	Pulogadung	Kayu Putih	0	0	0	2	0	2
26			Pulo Gadung	0	0	0	0	0	0
27		Cakung	Rawa Terate	0	4	0	20	0	24
28			Cakung Barat	0	0	4	19	1	24
29			Cakung Timur	0	1	0	1	0	2
30			Ujung Menteng	0	0	1	26	2	29
31	Bekasi	Medan Satria	Medansatria	0	0	0	22	0	22
<b>Total</b>				<b>0</b>	<b>5</b>	<b>6</b>	<b>187</b>	<b>30</b>	<b>228</b>

Source: Primary data, 2022

Table 7.7. Gender of Respondents

City	Sub-District	Village/Kelurahan	Gender Group	
			Man	Woman
Jakarta Barat	Grogol Petamburan	Grogol	24	4
		Tanjung Duren Selatan	0	0
		Tomang	1	0
		<b>Total (I)</b>	<b>25</b>	<b>4</b>
Jakarta Pusat	Cempaka Putih	Cempaka Putih Barat	0	0
		Cempaka Putih Timur	0	0
	Gambir	Cideng	3	5
		Duri Pulo	64	18
		Gambir	0	0
		Petojo Selatan	1	0
		Petojo Utara	3	2
	Johar Baru	Galur	15	5
		Tanah Tinggi	19	5
	Kemayoran	Cempaka Baru	17	3
		Harapan Mulia	13	4
		Sumur Batu	0	0
	Menteng	Kebon Sirih	0	0
	Senen	Kramat	0	0
Kwitang		4	0	
Senen		0	0	
Tanah Abang	Kampung Bali	0	0	
		<b>Total (II)</b>	<b>139</b>	<b>42</b>
Jakarta Timur	Cakung	Cakung Barat	26	13
		Cakung Timur	2	1
		Rawa Terate	28	7
		Ujung Menteng	30	7
	Pulo Gadung	Kayu Putih	2	2
		Pulo Gadung	0	0
		<b>Total (III)</b>	<b>88</b>	<b>30</b>
	Kelapa Gading	Kelapa Gading Barat	0	0

City	Sub-District	Village/Kelurahan	Gender Group	
			Man	Woman
Jakarta Utara	Cilincing	Kelapa Gading Timur	0	0
		Pengangsaan Dua	4	1
		Rorotan	0	0
<b>Total (IV)</b>			<b>4</b>	<b>1</b>
Bekasi	Medan Satria	Medansatria	22	2
	<b>Total (V)</b>		<b>22</b>	<b>2</b>
<b>Total (I, II, III, IV, V)</b>			<b>278</b>	<b>79</b>

Source: Primary data, 2022

#### 7.4. Economic Condition and Livelihoods

The economic condition of the affected respondents can be explained through the average expenditure level of the respondents in one month.

The distribution of the economic and livelihood levels of the respondents by household size is summarized in the following tables.

**Table 7.8. Socio-Cultural Conditions of Affected Households**

City	Sub-District	Number of People Living at Home			
		< 3 persons	3-4 persons	5-6 persons	> 6 persons
West Jakarta	Grogol Petamburan	2	13	8	3
Central Jakarta	Gambir	4	39	5	30
	Johar Baru	1	14	1	0
	Kemayoran	2	19	2	0
	Senen	0	1	0	0
East Jakarta	Cakung	7	46	20	1
North Jakarta	Kelapa Gading	0	2	0	0
Bekasi	Medan Satria	0	17	6	0
<b>Number</b>		<b>16</b>	<b>151</b>	<b>42</b>	<b>34</b>

Source: Primary data, 2022

The table below shows the physical conditions of PAPs. Based on the interview result, 1 PAP had disability.

**Table 7.9. Physical Condition of PAPs**

NO	CITY	SUB-DISTRICT / KECAMATAN	VILLAGE / KELURAHAN	PHYSICAL CONDITION		
				NORMAL	PERSONS WITH DISABILITIES	
1	West Jakarta	Grogol Petamburan	Tomang	3	0	
2			Tanjung Duren Selatan	0	0	
3			Grogol	187	0	
4	Jakarta Pusat	Gambir	Duri Pulo	431	0	
5			Cideng	28	0	
6			Petojo Utara	23	0	
7			Petojo Selatan	5	0	
8			Gambir	0	0	
9			Tanah Abang	Kampung Bali	0	0
10			Menteng	Kebon Sirih	0	0
11	Senen	Kwitang	Senen	0	0	
12			Kwitang	6	0	

NO	CITY	SUB-DISTRICT / KECAMATAN	VILLAGE / KELURAHAN	PHYSICAL CONDITION		
				NORMAL	PERSONS WITH DISABILITIES	
13	Jakarta Utara	Johor Baru	Kramat	0	0	
14			Tanah Tinggi	82	0	
15		Kemayoran	Galur	90	0	
16			Harapan Mulya	64	0	
17			Cempaka Baru	107	0	
18			Sumur Batu	0	0	
19		Cempaka Putih	Cempaka Putih Barat	0	0	
20			Cempaka Putih Timur	0	0	
21		Kelapa gading	Kelapa Gading Barat	0	0	
22			Kelapa Gading Timur	0	0	
23			Pegangsaan Dua	16	0	
24		Cilincing	Rorotan	0	0	
25		Jakarta Timur	Pulo Gadung	Kayu Putih	14	0
26				Pulo Gadung	0	0
27			Cakung	Rawa Terate	147	0
28				Cakung Barat	160	0
29				Cakung Timur	10	0
30				Ujung Menteng	189	1
31		Bekasi	Medan Satria	Medan Satria	96	0
				<b>1658</b>	<b>1</b>	

Source: Primary data, 2022

The table below explains the income sources of the household head and spouses. It was found that business owners/traders were the major income source followed by private sector employees.

**Table 7.10. Income Sources of Household Head**

No	City	Sub-District	Village	Source of Income							Total
				Business Owners/ Traders	Private sector employee	Government employees	Agriculture worker	Retire	Not Working	Other	
1	Jakarta Barat	Grogol Petamburan	Tomang	1	0	0	0	0	0	0	1
2			Tanjung Duren Selatan	0	0	0	0	0	0	0	0
3			Grogol	13	8	2	0	1	0	0	24
4	Jakarta Pusat	Gambir	Duri Pulo	32	15	0	0	0	9	10	66
5			Cideng	5	1	0	0	1	0	0	7
6			Petojo Utara	0	4	0	0	0	1	0	5
7			Petojo Selatan	0	1	0	0	0	0	0	1
8			Gambir	0	0	0	0	0	0	0	0
9			Tanah Abang	Kampung Bali	0	0	0	0	0	0	0
10			Menteng	Kebon Sirih	0	0	0	0	0	0	0
11			Senen	Senen	0	0	0	0	0	0	0
12		Kwitang		0	1	0	0	0	0	0	1
13		Kramat		0	0	0	0	0	0	0	0
14		Johar Baru	Tanah Tinggi	1	13	0	0	0	2	0	16
15			Galur	15	3	0	0	0	1	0	19
16		Kemayoran	Harapan Mulya	11	1	0	0	0	2	0	14
17			Cempaka Baru	13	3	0	0	0	3	0	19
18			Sumur Batu	0	0	0	0	0	0	0	0
19		Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0	0	0

No	City	Sub-District	Village	Source of Income							Total
				Business Owners/ Traders	Private sector employee	Government employees	Agriculture worker	Retire	Not Working	Other	
20			Cempaka Putih Timur	0	0	0	0	0	0	0	0
21	Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0	0	0
22			Kelapa Gading Timur	0	0	0	0	0	0	0	0
23			Pegangsaan Dua	4	0	0	0	0	1	0	5
24			Cilincing	Rorotan	0	0	0	0	0	0	0
25	Jakarta Timur	Pulogadung	Kayu Putih	2	2	0	0	0	0	0	4
26			Pulo Gadung	0	0	0	0	0	0	0	0
27		Cakung	Rawa Terate	16	4	0	0	0	11	2	33
28			Cakung Barat	24	2	0	0	0	13	0	39
29			Cakung Timur	1	1	0	0	0	1	0	3
30			Ujung Menteng	21	9	0	0	0	4	0	34
31	Bekasi	Medan Satria	Medansatria	20	4	0	0	0	0	0	24
<b>Total</b>				<b>179</b>	<b>72</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>12</b>	<b>315</b>

Source: Primary data, 2022

Note: There is no agricultural worker in project area including in Depot Rorotan both for husband (Table 7.10) and the spouse (Table 7.11). A company, owned land in Depot Rorotan area, hired person(s) as security to monitor its land. Land in Depot Rorotan area owned by a company was previously cultivated just for the purpose of effective land use. Based on the observation and interview during the field survey time, it is noted that the land has not been used for cultivation and no one depend on agriculture for their livelihood because land in Depot Rorotan area is owned by a company.

**Table 7.11. Income Sources of Spouses**

No	City	Sub-District	Village	Source of income							Total	
				Business Owners/ Traders	Private sector employee	Government employees	Agriculture worker	Retire	Not working	Other		
1	Jakarta Barat	Grogol Petamburan	Tomang	0	0	0	0	0	1	0	1	
2			Tanjung Duren Selatan	0	0	0	0	0	0	0	0	
3			Grogol	1	2	0	0	0	15	0	18	
4	Jakarta Pusat	Gambir	Duri Pulo	0	6	0	0	0	41	1	48	
5			Cideng	1	0	0	0	0	1	0	2	
6			Petojo Utara	0	0	0	0	0	3	0	3	
7			Petojo Selatan	0	0	0	0	0	1	0	1	
8			Gambir	0	0	0	0	0	0	0	0	
9			Tanah Abang	Kampung Bali	0	0	0	0	0	0	0	0
10			Menteng	Kebon Sirih	0	0	0	0	0	0	0	0
11		Senen	Senen	0	0	0	0	0	0	0	0	
12			Kwitang	0	0	0	0	0	1	0	1	
13			Kramat	0	0	0	0	0	0	0	0	
14		Johar Baru	Tanah Tinggi	7	4	0	0	0	0	0	11	
15			Galur	1	1	0	0	0	13	0	15	
16		Kemayoran	Harapan Mulia	0	0	0	0	0	10	0	10	
17			Cempaka Baru	0	0	0	0	0	12	0	12	
18			Sumur Batu	0	0	0	0	0	0	0	0	
19		Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0	0	0	
20			Cempaka Putih Timur	0	0	0	0	0	0	0	0	
21	Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0	0		

No	City	Sub-District	Village	Source of income							Total
				Business Owners/ Traders	Private sector employee	Government employees	Agriculture worker	Retire	Not working	Other	
22			Kelapa Gading Timur	0	0	0	0	0	0	0	0
23			Pegangsaan Dua	0	0	0	0	0	3	0	3
24		Cilincing	Rorotan	0	0	0	0	0	0	0	0
25	Jakarta Timur	Pulogadung	Kayu Putih	0	0	0	0	0	2	0	2
26			Pulo Gadung	0	0	0	0	0	0	0	0
27		Cakung	Rawa Terate	0	0	0	0	0	24	0	24
28			Cakung Barat	0	0	0	0	0	24	0	24
29			Cakung Timur	0	0	0	0	0	2	0	2
30			Ujung Menteng	0	0	0	0	0	29	0	29
31	Bekasi	Medan Satria	Medansatria	0	0	0	0	0	22	0	22
<b>Total</b>				<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>1</b>	<b>228</b>

Source: Primary data, 2022

As mentioned on Table 7.8., most of the **household head** owning business (179 out of 315) and within the family member about 204 (out of 228) spouses are not working or only work as housewife. In detail, these job seekers can be seen in the table above by Village or Village and District. Out of 1,659 family members, 1,152 are workable age persons (more than 18 years old). The table below illustrates the sources of income for family members who are include as workable age persons in each village and sub-district.

Table 7.12. Type of Occupation of The Family Member (Population)

NO	CITY	SUB DISTRICT	VILLAGE	SOURCES OF FAMILIES INCOME									TOTAL	
				TRADER	PRIVATE EMPLOYEE	RETIRE	JOBLESS/ JOB SEEKER	GOVERNMENT EMPLOYEE	BROKER	CONSTRUCTION EMPLOYEE	FARMER/ CULTIVATOR	OTHERS		
1	JAKARTA BARAT	GROGOL PETAMBURAN	Tomang	2	0	0	0	0	0	0	0	0	2	
2			Tanjung Duren Selatan	0	0	0	0	0	0	0	0	0	0	
3			Grogol	41	16	2	35	3	0	0	0	7	104	
4	JAKARTA PUSAT	GAMBIR	Duri Pulo	108	44	14	129	3	3	3	0	17	321	
5			Cideng	16	3	1	6	0	0	0	0	0	26	
6			Petojo Utara	0	8	1	12	0	0	0	0	0	21	
7			Petojo Selatan	0	1	0	1	0	0	0	0	2	4	
8			Gambir	0	0	0	0	0	0	0	0	0	0	
9		TANAH ABANG	Kampung Bali	0	0	0	0	0	0	0	0	0	0	
10		MENTENG	Kebon Sirih	0	0	0	0	0	0	0	0	0	0	
11		SEKEN	Senen	0	0	0	0	0	0	0	0	0	0	
12			Kwitang	0	5	0	1	0	0	0	0	0	6	
13			Kramat	0	0	0	0	0	0	0	0	0	0	
14		JOHAR BARU	Tanah Tinggi	15	35	0	7	0	0	0	0	0	57	
15			Galur	22	9	3	19	0	0	0	0	3	56	
16		KEMAYORAN	Harapan Mulia	24	2	0	11	0	0	0	0	1	38	
17			Cempaka Baru	22	12	0	24	0	0	1	0	6	65	
18			Sumur Batu	0	0	0	0	0	0	0	0	0	0	
19		CEMPAKA PUTIH	Cempaka Putih Barat	0	0	0	0	0	0	0	0	0	0	
20			Cempaka Putih Timur	0	0	0	0	0	0	0	0	0	0	
21		JAKARTA UTARA	KELAPA GADING	Kelapa Gading Barat	0	0	0	0	0	0	0	0	0	0
22				Kelapa Gading Timur	0	0	0	0	0	0	0	0	0	0
23				Pegangsaan Dua	4	1	0	9	0	0	0	0	0	14
24	CILINCING		Rorotan	0	0	0	0	0	0	0	0	0	0	
25	JAKARTA TIMUR	PULOGADUNG	Kayu Putih	2	4	0	2	0	0	0	0	0	8	
26			Pulo Gadung	0	0	0	0	0	0	0	0	0	0	
27		CAKUNG	Rawa Terate	21	21	2	64	0	0	0	0	3	111	
28			Cakung Barat	29	18	1	58	0	0	0	0	2	108	
29			Cakung Timur	2	2	0	5	0	0	0	0	0	9	
30			Ujung Menteng	31	21	0	72	0	0	0	1	6	131	
31	BEKASI	MEDAN SATRIA	Medansatria	20	8	1	40	0	0	0	0	2	71	
<b>Total</b>				<b>359</b>	<b>210</b>	<b>25</b>	<b>495</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>49</b>	<b>1152</b>	

Source: Primary data, 2022

The table below explains the monthly income of a whole family. Majority of families had income more than IDR 7,500,000 per month though income of 82 families were below UMR Jakarta<sup>1</sup>.

**Table 7.13. Total Monthly Income (Whole Family)**

City	Sub-District	Village/Kelurahan	Total Monthly Income (All Family Members) in IDR				
			< 950.000	950.000 – 3.000.000	3.000.001 – 5.000.000	5.000.001 – 7.500.000	> 7.500.000
West Jakarta	Grogol Petamburan	Grogol	0	10	9	1	8
		Tanjung Duren Selatan	0	0	0	0	0
		Tomang	0	0	0	0	1
	<b>Total (I)</b>		<b>0</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>9</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0
		Cempaka Putih Timur	0	0	0	0	0
	Gambir	Cideng	0	0	0	0	8
		Duri Pulo	0	24	24	1	33
		Gambir	0	0	0	0	0
		Petojo Selatan	0	0	0	0	1
	Johar Baru	Petojo Utara	0	0	0	0	5
		Galur	0	0	0	0	20
	Tanah Tinggi	Tanah Tinggi	0	0	0	1	23
		Cempaka Baru	0	0	0	5	15
	Kemayoran	Harapan Mulia	0	0	0	0	17
		Sumur Batu	0	0	0	0	0
		Menteng	Kebon Sirih	0	0	0	0
	Senen	Kramat	0	0	0	0	0
		Kwitang	0	0	0	2	2
		Senen	0	0	0	0	0
	Tanah Abang	Kampung Bali	0	0	0	0	0
<b>Total (II)</b>		<b>0</b>	<b>24</b>	<b>24</b>	<b>9</b>	<b>124</b>	
East Jakarta	Cakung	Cakung Barat	0	0	9	8	22
		Cakung Timur	0	0	0	0	3
		Rawa Terate	0	0	3	6	26
		Ujung Menteng	0	0	2	1	34
	Pulo Gadung	Kayu Putih	0	0	0	0	4
		Pulo Gadung	0	0	0	0	0
<b>Total (III)</b>		<b>0</b>	<b>0</b>	<b>14</b>	<b>15</b>	<b>89</b>	
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0
		Kelapa Gading Timur	0	0	0	0	0
		Pengangsaan Dua	0	1	0	0	4
	Cilincing	Rorotan	0	0	0	0	0
<b>Total (IV)</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	
Bekasi	Medan Satria	Medansatria	0	0	0	0	24
	<b>Total (V)</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>Total (I, II, III, IV, V)</b>			<b>0</b>	<b>35</b>	<b>47</b>	<b>25</b>	<b>250</b>

Source: Primary data, 2022

\*) UMR (Regional minimum wage) Jakarta

<sup>1</sup> UMR is regional minimum wage. UMR Jakarta in 2022 was IDR 4,641,854 per month.

### 7.5. Housing Condition

The condition of the respondent's house can be explained through the main consumption components used in the house, namely: energy sources, clean water sources, sanitation systems, as well as furniture and vehicles owned by respondents.

The distribution of the housing conditions of the respondents in each affected area can be explained in the following table. In general, respondents live in a permanent single house, as much as 68.31%.

**Table 7.14. Condition of Families' Houses Affected**

City	Sub-District	Village/Kelurahan	Condition of Affected Families' Houses		
			Single, semi-permanent	Single, Permanent	Multi-storey Building, Permanent
West Jakarta	Grogol Petamburan	Grogol	0	28	0
		Tanjung Duren Selatan	0	0	0
		Tomang	0	1	0
	<b>Total (I)</b>		<b>0</b>	<b>29</b>	<b>0</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0
		Cempaka Putih Timur	0	0	0
	Gambir	Cideng	0	6	2
		Duri Pulo	0	5	77
		Gambir	0	0	0
		Petojo Selatan	0	1	0
		Petojo Utara	0	0	5
	Johar Baru	Galur	1	19	0
		Tanah Tinggi	0	12	12
	Kemayoran	Cempaka Baru	0	20	0
		Harapan Mulia	0	15	2
		Sumur Batu	0	0	0
	Menteng	Kebon Sirih	0	0	0
	Senen	Kramat	0	0	0
		Kwitang	0	4	0
		Senen	0	0	0
	Tanah Abang	Kampung Bali	0	0	0
<b>Total (II)</b>		<b>1</b>	<b>82</b>	<b>98</b>	
East Jakarta	Cakung	Cakung Barat	0	27	12
		Cakung Timur	0	3	0
		Rawa Terate	0	13	22
		Ujung Menteng	19	18	0
	Pulo Gadung	Kayu Putih	0	0	4
		Pulo Gadung	0	0	0
<b>Total (III)</b>		<b>19</b>	<b>61</b>	<b>38</b>	
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0
		Kelapa Gading Timur	0	0	0
		Pengangsaan Dua	0	5	0
	Cilincing	Rorotan	0	0	0
<b>Total (IV)</b>		<b>0</b>	<b>5</b>	<b>0</b>	
Bekasi	Medan Satria	Medansatria	0	12	12
	<b>Total (V)</b>		<b>0</b>	<b>12</b>	<b>12</b>
<b>Total (I, II, III, IV, V)</b>			<b>20</b>	<b>189</b>	<b>148</b>

Source: Primary data, 2022

The table below explains ethnicity of respondents.

**Table 7.15. Respondents by Ethnicity**

No	Municipality	Sub-district	Village	Betawi	Tionghoa	Jawa	Sunda	Batak	Madura	Melayu	Total
1	Jakarta Barat	Grogol Petamburan	Tomang	2	0	0	1	0	0	0	3
2			Tanjung Duren Selatan	0	0	0	0	0	0	0	0
3			Grogol	115	13	47	5	7	0	0	187
4	Jakarta Pusat	Gambir	Duri Pulo	195	82	92	36	0	0	26	431
5			Cideng	10	11	7	0	0	0	0	28
6			Petojo Utara	8	7	0	0	8	0	0	23
7			Petojo Selatan	5	0	0	0	0	0	0	5
8		Gambir	0	0	0	0	0	0	0	0	
9		Tanah Abang	Kampung Bali	0	0	0	0	0	0	0	0
10		Menteng	Kebon Sirih	0	0	0	0	0	0	0	0
11		Senen	Senen	0	0	0	0	0	0	0	0
12			Kwitang	6	0	0	0	0	0	0	6
13			Kramat	0	0	0	0	0	0	0	0
14		Johar Baru	Tanah Tinggi	25	40	17	0	0	0	0	82
15			Galur	6	55	26	0	3	0	0	90
16		Kemayoran	Harapan Mulia	20	37	7	0	0	0	0	64
17			Cempaka Baru	20	38	29	0	13	7	0	107
18			Sumur Batu	0	0	0	0	0	0	0	0
19		Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0	0	0
20			Cempaka Putih Timur	0	0	0	0	0	0	0	0
21	Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0	0	0
22			Kelapa Gading Timur	0	0	0	0	0	0	0	0
23			Pegangsaan Dua	9	0	0	0	0	7	0	16
24		Cilincing	Rorotan	0	0	0	0	0	0	0	0
25	Jakarta Timur	Pulogadung	Kayu Putih	8	0	6	0	0	0	0	14
26			Pulo Gadung	0	0	0	0	0	0	0	0
27		Cakung	Rawa Terate	101	3	27	0	4	0	12	147
28			Cakung Barat	119	18	18	5	0	0	0	160
29			Cakung Timur	7	0	0	0	0	0	3	10
30			Ujung Menteng	91	47	33	10	0	0	9	190
31	Bekasi	Medan Satria	Medan Satria	0	11	80	0	5	0	0	96
<b>TOTAL</b>				<b>747</b>	<b>362</b>	<b>389</b>	<b>57</b>	<b>40</b>	<b>14</b>	<b>50</b>	<b>1659</b>

Source: Primary data, 2022

The following table shows the types of plants owned by the private/individual (PAPs) affected by the MRT E-W project, namely mango (*Mangifera indica*), palm (*Arecaceae*), Gamal (*Gliricidia sepium*), Cendana (*Santalum album*), trembesi (*Samanea saman*), dadap (*Erythrina variegata*), jackfruit (*Artocarpus heterophyllus*), and tanjung (*Mimusops elengi*) which are detailed per sub-district in each sub-district and city area.

**Table 7.16. Types and Number of Plants Affected by The MRT Project**

NO	CITY	SUB-DISTRICT	VILLAGE	TREE								TOTAL	
				MANGO (MANGGA)	PALM (PALEM)	GAMAL	SANDALWOOD (CENDANA)	TREMBESI	DADAP	JACKFRUIT (NANGKA)	TANJUNG		
1	Jakarta Barat	Grogol Petamburan	Tomang	12	10	0	0	0	0	0	0	0	22
2			Tanjung Duren Selatan	0	0	0	0	0	0	0	0	0	0
3			Grogol	1	0	0	0	0	0	0	0	0	1
4	Jakarta Pusat	Gambir	Duri Pulo	2	0	0	0	16	0	0	0	0	18
5			Cideng	0	4	4	0	0	0	0	0	0	8
6			Petojo Utara	0	0	0	0	0	0	0	0	0	0
7			Petojo Selatan	0	0	0	0	0	0	0	0	0	0
8		Gambir	0	0	0	0	0	0	0	0	0	0	
9		Tanah Abang	Kampung Bali	0	0	0	2	0	0	0	0	0	2
10		Menteng	Kebon Sirih	0	0	0	0	0	0	0	0	0	0
11		Senen	Senen	0	0	0	0	0	0	0	0	0	0
12			Kwitang	0	0	0	0	0	0	0	0	0	0
13			Kramat	0	0	0	0	0	0	0	0	0	0
14		Johor Baru	Tanah Tinggi	0	0	0	0	0	1	0	0	0	1
15			Galur	1	0	0	0	5	1	1	0	0	8
16		Kemayoran	Harapan Mulya	0	0	0	0	0	0	0	0	0	0
17			Cempaka Baru	0	0	0	0	0	0	0	0	0	0

NO	CITY	SUB-DISTRICT	VILLAGE	TREE								TOTAL	
				MANGO (MANGGA)	PALM (PALEM)	GAMAL	SANDALWOOD (CENDANA)	TREMBESI	DADAP	JACKFRUIT (NANGKA)	TANJUNG		
18			Sumur Batu	0	0	0	0	0	0	0	0	0	0
19		Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0	0	0	0	0	0
20			Cempaka Putih Timur	0	0	0	0	0	0	0	0	0	0
21		Kelapa g686.63ading	Kelapa Gading Barat	0	0	0	0	0	0	0	0	0	0
22			Kelapa Gading Timur	0	0	0	0	0	0	0	0	0	0
23			Pegangsaan Dua	0	0	0	0	0	0	0	0	0	0
24	Jakarta Utara	Cilincing	Rorotan	0	0	0	0	0	0	0	0	0	0
25		Pulo Gadung	Kayu Putih	0	0	0	0	0	0	0	0	0	0
26			Pulo Gadung	0	0	0	0	8	0	0	0	4	4
27		Cakung	Rawa Terate	0	9	0	0	8	0	0	0	0	17
28	Jakarta Timur		Cakung Barat	0	0	0	0	8	0	0	6	14	
29			Cakung Timur	0	0	0	0	0	0	0	0	0	0
30			Ujung Menteng	0	0	0	0	0	0	0	0	0	0
31	Bekasi	Medan Satria	Medan Satria	0	0	0	0	6	0	4	0	10	
<b>TOTAL</b>				<b>16</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>43</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>105</b>	

Source: Primary data, 2022

## 7.6. Asset Inventory

The table below explains ownership of land to be acquired for implementation of the project.

**Table 7.17. Land Ownership to be Acquired**

Type of Land Ownership											
Individual		Legal entity		Religious Agency		Social Agency		State Land		Total	
Num of plot	Area m <sup>2</sup>	Num of plot	Area m <sup>2</sup>	Num of plot	Area m <sup>2</sup>	Num of plot	Area m <sup>2</sup>	Num of plot	Area m <sup>2</sup>	Num of plot	Area m <sup>2</sup>
387	<b>32,286.06</b>	228	<b>334,715.22</b>	6	<b>772.38</b>	2	<b>163.65</b>	120	<b>629,598.56</b>	743	<b>997,535.87</b>

Source: Primary data, 2022

The table below explains numbers of affected plots and users in ROW by administrative area. Based on the field survey, total of 743 plots counting 956,943.8 m<sup>2</sup> used by 487 families.

**Table 7.18. Land Area in ROW per Administrative Area**

NO	CITY	SUB-DISTRICT / KECAMATAN	VILLAGE / KELURAHAN	AFECTED LAND		PAP		
				PARCEL	AREA (m <sup>2</sup> )	PAH	PAP	
1	Jakarta Barat	Grogol Petamburan	Tomang	19	31,494.62	1	3	
2			Tanjung Duren Selatan	3	9,296.29	0	0	
3			Grogol	43	34,947.13	55	187	
4	Jakarta Pusat	Gambir	Duri Pulo	98	29,933.52	142	431	
5			Cideng	31	21,723.62	9	28	
6			Petojo Utara	17	11,590.09	7	23	
7			Petojo Selatan	13	17,414.82	2	5	
8			Gambir	15	27,242.26	0	0	
9			Tanah Abang	Kampung Bali	6	8,086.77	0	0
10			Menteng	Kebon Sirih	22	28,929.38	0	0
11			Senen	Senen	7	18,754.64	0	0
12		Kwitang		19	14,765.11	4	6	
13		Kramat		36	14,340.83	0	0	
14		Johor Baru	Tanah Tinggi	40	6,155.54	24	82	
15			Galur	29	14,982.50	20	90	
16		Kemayoran	Harapan Mulya	24	8,955.58	17	64	
17			Cempaka Baru	22	22,666.15	31	107	
18			Sumur Batu	3	11,913.91	0	0	
19		Cempaka Putih	Cempaka Putih Barat	1	9,526.48	0	0	
20			Cempaka Putih Timur	3	21,443.30	0	0	
21	Jakarta Utara	Kelapa gading	Kelapa Gading Barat	3	18,758.94	0	0	
22			Kelapa Gading Timur	2	14,501.60	0	0	
23			Pegangsaan Dua	11	18,954.94	5	16	

NO	CITY	SUB-DISTRICT / KECAMATAN	VILLAGE / KELURAHAN	AFFECTED LAND		PAP	
				PARCEL	AREA (m <sup>2</sup> )	PAH	PAP
24		Cilincing	Rorotan	55	265,406.75	0	0
25	Jakarta Timur	Pulo Gadung	Kayu Putih	8	29,332.86	4	14
26			Pulo Gadung	4	15,664.89	0	0
27		Cakung	Rawa Terate	51	33,415.90	37	147
28			Cakung Barat	52	54,942.90	44	160
29			Cakung Timur	10	49,382.88	3	10
30			Ujung Menteng	62	108,980.25	52	190
31	Bekasi	Medan Satria	Medan Satria	34	24,031.44	30	96
<b>Total</b>				<b>743</b>	<b>997,535.87</b>	<b>487</b>	<b>1,659</b>

Source: Primary data, 2022

There are 615 units of buildings affected by land acquisition of MRT Jakarta east-west line phase 1 stage 1 is an area of ± 47,189.69 m<sup>2</sup> as presented in the following table.

**Table 7.19. Affected Buildings**

No	City	Sub-District	Villages	Affected Building		PAPs		
				Unit	Size (m <sup>2</sup> )	PAH (Families)	PAPs (Persons)	
1	Jakarta Barat	Grogol Petamburan	Tomang	19	1,297.53	1	3	
2			Tanjung Duren Selatan	0	0.00	0	0	
3			Grogol	41	3,906.34	55	187	
4	Jakarta Pusat	Gambir	Duri Pulo	125	8,854.83	142	431	
5			Cideng	11	520.63	9	28	
6			Petojo Utara	16	1,885.38	7	23	
7			Petojo Selatan	12	366.62	2	5	
8			Gambir	3	76.67	0	0	
9		Tanah Abang	Kampung Bali	3	198.92	0	0	
10		Menteng	Kebon Sirih	8	480.80	0	0	
11		Senen	Senen	1	156.41	0	0	
12			Kwitang	7	384.81	4	6	
13			Kramat	34	7,090.19	0	0	
14		Johar Baru	Tanah Tinggi	37	1,686.63	25	82	
15			Galur	20	2,294.10	20	90	
16		Kemayoran	Harapan Mulia	19	579.69	17	64	
17			Cempaka Baru	22	528.62	31	107	
18			Sumur Batu	0	0.00	0	0	
19		Cempaka Putih	Cempaka Putih Barat	0	0.00	0	0	
20			Cempaka Putih Timur	0	0.00	0	0	
21		Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0.00	0	0
22				Kelapa Gading Timur	0	0.00	0	0
23	Pegangsaan Dua			10	654.61	5	16	
24	Cilincing		Rorotan	0	0.00	0	0	
25	Jakarta Timur	Pulogadung	Kayu Putih	2	12.23	4	14	
26			Pulo Gadung	0	0.00	0	0	
27		Cakung	Rawa Terate	45	1,934.35	37	147	
28			Cakung Barat	47	4,025.71	44	160	
29			Cakung Timur	22	1,682.51	3	10	
30			Ujung Menteng	78	5,971.95	52	190	
31	Bekasi	Medan Satria	Medansatria	33	2,600.16	30	96	
<b>Total</b>				<b>615</b>	<b>47,189.69</b>	<b>488</b>	<b>1,659</b>	

Source: Primary data, 2022

Table below explains the land status located in ROW.

**Table 7.20. Land Ownership Document**

NO	CITY	SUB-DISTRICT / KECAMATAN	VILLAGE / KELURAHAN	CERTIFICATE		SALE PURCHASE DEED (AJB)		SPPT		Others <sup>2</sup>		TOTAL		
				PLOTS	AREA (m <sup>2</sup> )	PLOTS	AREA (m <sup>2</sup> )	PLOTS	AREA (m <sup>2</sup> )	PLOTS	AREA (m <sup>2</sup> )	PLOTS	AREA (m <sup>2</sup> )	
1	West Jakarta	Grogol Petamburan	Tomang	16	14,110.29	0	0.00	1	120.41	2	17,263.91	19	31,494.62	
2			Tanjung Duren Selatan	0	0.00	0	0.00	0	0.00	3	9,296.29	3	9,296.29	
3			Grogol	3	10,338.27	6	1,526.01	25	1,244.07	9	21,838.78	43	34,947.13	
4	Jakarta Pusat	Gambir	Duri Pulo	19	1,395.86	2	13,029.08	73	3,840.16	4	11,668.43	98	29,933.52	
5			Cideng	27	2,357.13	0	0.00	0	0.00	4	19,366.49	31	21,723.62	
6			Petojo Utara	15	3,030.70	0	0.00	0	0.00	2	8,559.39	17	11,590.09	
7			Petojo Selatan	9	4,987.65	1	120.47	0	0.00	3	12,306.70	13	17,414.82	
8			Gambir	12	3,045.86	0	0.00	0	0.00	3	24,196.40	15	27,242.26	
9			Tanah Abang	Kampung Bali	3	1,114.91	0	0.00	0	0.00	3	6,971.86	6	8,086.77
10			Menteng	Kebon Sirih	17	3,817.52	0	0.00	0	0.00	5	25,111.85	22	28,929.38
11			Senen	Senen	4	881.20	0	0.00	0	0.00	3	17,873.43	7	18,754.64
12		Kwitang		16	2,770.94	0	0.00	0	0.00	3	11,994.17	19	14,765.11	
13		Kramat		33	8,274.07	0	0.00	0	0.00	3	6,066.76	36	14,340.83	
14		Johor Baru	Tanah Tinggi	36	1,782.46	0	0.00	0	0.00	4	4,373.08	40	6,155.54	
15			Galur	26	3,702.42	0	0.00	0	0.00	3	11,280.07	29	14,982.50	
16	Kemayoran	Harapan Mulya	16	1,298.64	0	0.00	6	104.38	2	7,552.56	24	8,955.58		
17		Cempaka Baru	3	89.79	17	501.95	0	0.00	2	22,074.41	22	22,666.15		
18		Sumur Batu	0	0.00	0	0.00	0	0.00	3	11,913.91	3	11,913.91		
19	Cempaka Putih	Cempaka Putih Barat	0	0.00	0	0.00	0	0.00	1	9,526.48	1	9,526.48		
20		Cempaka Putih Timur	0	0.00	0	0.00	0	0.00	3	21,443.30	3	21,443.30		
21	Jakarta Utara	Kelapa gading	Kelapa Gading Barat	0	0.00	0	0.00	0	0.00	3	18,758.94	3	18,758.94	
22			Kelapa Gading Timur	0	0.00	0	0.00	0	0.00	2	14,501.60	2	14,501.60	
23			Pegangsaan Dua	7	2,555.84	0	0.00	2	112.40	2	16,286.70	11	18,954.94	
24		Cilincing	Rorotan	53	238,730.06	0	0.00	0	0.00	2	26,676.69	55	265,406.75	
25	Pulo Gadung	Kayu Putih	6	456.77	0	0.00	0	0.00	2	28,876.09	8	29,332.86		
26		Pulo Gadung	1	158.70	0	0.00	0	0.00	3	15,506.19	4	15,664.89		
27	Jakarta Timur	Cakung	Rawa Terate	25	12,096.75	18	1,188.51	4	726.41	4	19,404.23	51	33,415.90	
28			Cakung Barat	46	17,403.48	1	72.98	0	0.00	5	37,466.43	52	54,942.90	
29			Cakung Timur	5	1,143.80	0	0.00	0	0.00	5	48,239.08	10	49,382.88	
30			Ujung Menteng	52	16,859.80	0	0.00	7	1,723.11	3	90,397.35	62	108,980.25	
31	Bekasi	Medan Satria	Medan Satria	9	3,213.99	1	51.13	21	4,596.78	3	16,169.54	34	24,031.44	
<b>TOTAL</b>				<b>459</b>	<b>355,616.92</b>	<b>46</b>	<b>16,490.14</b>	<b>139</b>	<b>12,467.71</b>	<b>99</b>	<b>612,961.11</b>	<b>743</b>	<b>997,535.87</b>	

The structure affected by the project consist of 523 business structures (108 offices, 202 shop house, 213 business structure), 81 residential houses, 6 education structures and 5 worship structures as presented in the following table.

**Table 7.21. Affected Structure Type by Project MRT**

BUILDING TYPE	UNITS	AREA (m <sup>2</sup> )
Home Office	108	8,044.80
Shop House ( <i>Rumah Toko</i> )**	202	19,580.07
Residential House	81	4,705.05
Education House	6	665.54
House Of Worship	5	429.70
Business House ( <i>Rumah Usaha</i> )*	213	13,764.52
<b>Total</b>	<b>615</b>	<b>47,189.69</b>

Source: Primary data, 2022

Note:

\*)larger business scale.

\*\*):smaller business scale

<sup>2</sup> Other refer to the land in which the ownership document is not found during the survey. Most of the land belongs to the government though a land certificate was not obtained during the survey period.

Table below describe affected business structure located in ROW (523) where most of structures belongs to individual, legal entity, religion entity, social body, and state government. Among employees working at business entities located inside ROW, 94 employees were estimated as no relocation required.

JENIS BANGUNAN	OWNERSHIP					TOTAL
	COMMUNITIES / INDIVIDUALS	LEGAL ENTITY	RELIGION ENTITY	SOCIAL BODY	GOVERNMENT	
Home Office	13	75	0	2	18	108
Business House	158	16	0	0	39	213
Shophouse	118	84	0	0	0	202
<b>TOTAL</b>	<b>289</b>	<b>175</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>523</b>

Source: Primary data, 2022

### 7.7. Community Perceptions

What is meant by public perception is how the community evaluates the existence and urgency of the planned MRT project.

The distribution of the perceived level of the community in each affected output area can be explained through the following table:

**Table 7.23. Perceptions of Households Affected by the MRT Project**

City	Sub-District	Village/Kelurahan	Perceptions of the MRT Project	
			Support	Not Support
West Jakarta	Grogol Petamburan	Grogol	28	0
		Tanjung Duren Selatan	0	0
		Tomang	1	0
	<b>Total (I)</b>		<b>29</b>	<b>0</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0
		Cempaka Putih Timur	0	0
	Gambir	Cideng	8	0
		Duri Pulo	79	3
		Gambir	0	0
		Petojo Selatan	1	0
		Petojo Utara	5	0
	Johar Baru	Galur	20	0
		Tanah Tinggi	24	0
	Kemayoran	Cempaka Baru	20	0
		Harapan Mulia	17	0
		Sumur Batu	0	0
	Menteng	Kebon Sirih	0	0
	Senen	Kramat	0	0
		Kwitang	4	0
		Senen	0	0
	Tanah Abang	Kampung Bali	0	0
<b>Total (II)</b>		<b>178</b>	<b>3</b>	
East Jakarta	Cakung	Cakung Barat	39	0
		Cakung Timur	1	2
		Rawa Terate	26	9
		Ujung Menteng	24	13
	Pulo Gadung	Kayu Putih	4	0
		Pulo Gadung	0	0
	<b>Total (III)</b>		<b>94</b>	<b>24</b>

City	Sub-District	Village/Kelurahan	Perceptions of the MRT Project	
			Support	Not Support
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0
		Kelapa Gading Timur	0	0
		Pengangsaan Dua	5	0
	Cilincing	Rorotan	0	0
<b>Total (III)</b>			<b>5</b>	<b>0</b>
Bekasi	Medan Satria	Medan Satria	24	0
	<b>Total (IV)</b>		<b>24</b>	<b>0</b>
<b>Total (I, II, III, IV, V)</b>			<b>330</b>	<b>27</b>

Source: Primary data, 2022

Although most of PAPs were supportive to implementation of the project, continuous consultation is indispensable to enhance cooperation and understanding of communities to be affected for smooth implementation of the project.

### 7.7.1. Participation in Socialization

What is meant by participation in outreach activities is the level of involvement of the respondents in the socialization activities of the planned MRT project. The level of involvement can be shown by the level of respondents' attendance in socialization activities organized by village/kelurahan related to the MRT project plan.

### 7.7.2. Knowledge of The Project

What is meant by the respondent's knowledge of the project is how the respondent's level of understanding of the existence of the planned MRT project is.

The distribution of the knowledge level of respondents in each affected output area can be explained in the following table.

**Table 7.24. Knowledge of Affected Households Against the Impact of the MRT Project**

City	Sub-District	Village/Kelurahan	Respondents' Knowledge of Project Plans	
			Yes	No
West Jakarta	Grogol Petamburan	Grogol	1	27
		Tanjung Duren Selatan	0	0
		Tomang	1	0
	<b>Total (I)</b>			<b>2</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0
		Cempaka Putih Timur	0	0
	Gambir	Cideng	6	2
		Duri Pulo	23	59
		Gambir	0	0
		Petojo Selatan	0	1
		Petojo Utara	0	5
	Johar Baru	Galur	20	0
		Tanah Tinggi	23	1
	Kemayoran	Cempaka Baru	20	0
		Harapan Mulia	17	0
		Sumur Batu	0	0
	Menteng	Kebon Sirih	0	0
Senen	Kramat	0	0	

City	Sub-District	Village/Kelurahan	Respondents' Knowledge of Project Plans	
			Yes	No
		Kwitang	4	0
		Senen	0	0
		Tanah Abang	0	0
	<b>Total (II)</b>		<b>113</b>	<b>68</b>
	East Jakarta	Cakung	Cakung Barat	39
Cakung Timur			3	0
Rawa Terate			34	1
Ujung Menteng			37	0
Pulo Gadung		Kayu Putih	4	0
		Pulo Gadung	0	0
<b>Total (III)</b>		<b>117</b>	<b>1</b>	
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0
		Kelapa Gading Timur	0	0
		Pengangsaan Dua	5	0
	Cilincing	Rorotan	0	0
<b>Total (IV)</b>		<b>5</b>	<b>0</b>	
Bekasi	Medan Satria	Medansatria	24	0
	<b>Total (V)</b>		<b>24</b>	<b>0</b>
<b>Total (I, II, III, IV, V)</b>			<b>261</b>	<b>96</b>

Source: Primary data, 2022

Based on the table below, most of the response<sup>3</sup> of the respondents (50.29%) is knowing about the MRT project plan from Village Meeting.

**Table 7.25. Information Resources about the MRT Project**

City	Sub-District	Village/Kelurahan	Sources of Information About the MRT Project			
			A1	A2	A3	A4
West Jakarta	Grogol Petamburan	Grogol	28	0	28	28
		Tanjung Duren Selatan	0	0	0	0
		Tomang	1	0	1	0
	<b>Total (I)</b>		<b>29</b>	<b>0</b>	<b>29</b>	<b>28</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0	0
		Cempaka Putih Timur	0	0	0	0
	Gambir	Cideng	1	0	8	1
		Duri Pulo	66	0	82	66
		Gambir	0	0	0	0
		Petojo Selatan	1	0	1	1
		Petojo Utara	5	0	5	5
	Johar Baru	Galur	0	0	20	0
		Tanah Tinggi	1	0	24	1
	Kemayoran	Cempaka Baru	17	2	20	7
		Harapan Mulia	0	0	17	0
		Sumur Batu	0	0	0	0
	Menteng	Kebon Sirih	0	0	0	0
	Senen	Kramat	0	0	0	0
		Kwitang	0	0	4	0

<sup>3</sup> Respondent can answer with more than one option (multiple answer is allowed)

City	Sub-District	Village/Kelurahan	Sources of Information About the MRT Project			
			A1	A2	A3	A4
	Tanah Abang	Senen	0	0	0	0
		Kampung Bali	0	0	0	0
	<b>Total (II)</b>		<b>91</b>	<b>0</b>	<b>181</b>	<b>81</b>
East Jakarta	Cakung	Cakung Barat	29	0	38	10
		Cakung Timur	0	0	3	0
		Rawa Terate	18	0	16	3
		Ujung Menteng	0	33	37	4
	Pulo Gadung	Kayu Putih	0	0	4	0
		Pulo Gadung	0	0	0	0
	<b>Total (III)</b>		<b>47</b>	<b>33</b>	<b>98</b>	<b>17</b>
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0
		Kelapa Gading Timur	0	0	0	0
		Pengangsaan Dua	3	2	5	0
	Cilincing	Rorotan	0	0	0	0
<b>Total (IV)</b>		<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	
Bekasi	Medan Satria	Medansatria	0	0	24	0
	<b>Total (V)</b>		<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>
<b>Total (I, II, III, IV, V)</b>			<b>170</b>	<b>37</b>	<b>337</b>	<b>126</b>

Source: Primary data, 2022

**Note:**

A1: Project staff (survey team)

A2: Official from village/district officials

A3: Village Meeting

A4: Community/religious leaders

### 7.7.3. Concern Toward the Project Land Acquisition

The respondent's concern for project land acquisition is the level of involvement of the respondents in planning and preparation activities for land acquisition for the MRT project that is being planned. The distribution of respondents' level of concern for land acquisition for the project in each affected output area can be explained in the following table.

**Table 7.26. Knowledge of Information Regarding Land Acquisition<sup>4</sup>**

City	Sub-District	Village/Kelurahan	Knowledge of Land Procurement Information			
			A1	A2	A3	A4
West Jakarta	Grogol Petamburan	Grogol	0	28	0	0
		Tanjung Duren Selatan	0	0	0	0
		Tomang	1	1	1	0
	<b>Total (I)</b>		<b>1</b>	<b>29</b>	<b>1</b>	<b>0</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0	0
		Cempaka Putih Timur	0	0	0	0
	Gambir	Cideng	1	8	1	0
		Duri Pulo	26	73	24	0
		Gambir	0	0	0	0
		Petojo Selatan	0	1	0	0
		Petojo Utara	0	5	0	0
	Johar Baru	Galur	20	20	20	0
		Tanah Tinggi	23	24	23	0

<sup>4</sup> Respondent can answer with more than one option (multiple answer is allowed)

City	Sub-District	Village/Kelurahan	Knowledge of Land Procurement Information			
			A1	A2	A3	A4
	Kemayoran	Cempaka Baru	19	18	1	1
		Harapan Mulia	17	17	17	0
		Sumur Batu	0	0	0	0
	Menteng	Kebon Sirih	0	0	0	0
	Senen	Kramat	0	0	0	0
		Kwitang	4	4	4	0
		Senen	0	0	0	0
	Tanah Abang	Kampung Bali	0	0	0	0
<b>Total (II)</b>			<b>110</b>	<b>170</b>	<b>90</b>	<b>1</b>
East Jakarta	Cakung	Cakung Barat	39	39	10	17
		Cakung Timur	3	3	3	0
		Rawa Terate	24	25	0	0
		Ujung Menteng	10	37	0	0
	Pulo Gadung	Kayu Putih	4	4	4	0
		Pulo Gadung	0	0	0	0
<b>Total (III)</b>			<b>80</b>	<b>108</b>	<b>17</b>	<b>17</b>
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0
		Kelapa Gading Timur	0	0	0	0
		Pengangsaan Dua	4	3	0	1
	Cilincing	Rorotan	0	0	0	0
<b>Total (IV)</b>			<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>
Bekasi	Medan Satria	Medansatria	24	24	24	0
	<b>Total (V)</b>			<b>24</b>	<b>24</b>	<b>24</b>
<b>Total (I, II, III, IV, V)</b>			<b>219</b>	<b>334</b>	<b>132</b>	<b>19</b>

Source: Primary data, 2022

**Note**

A1: Get Land Compensation

A2: Receiving Compensation for Buildings and/or Factories and Other Assets

A3: Get Business Relocation Place with Better Conditions

A4: May Be a Replacement of Soil with Better/Fertilizer Conditions

**Table 7.26. Negative Impact of and Acquisition to Family<sup>5</sup>**

City	Sub-District	Village/Kelurahan	Negative Impact and Gain on Families				
			A1	A2	A3	A4	A5
West Jakarta	Grogol Petamburan	Grogol	28	0	0	0	0
		Tanjung Duren Selatan	0	0	0	0	0
		Tomang	1	0	1	0	0
	<b>Total (I)</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0
		Cempaka Putih Timur	0	0	0	0	0
	Gambir	Cideng	4	3	0	1	0
		Duri Pulo	63	14	3	12	1
		Gambir	0	0	0	0	0
		Petojo Selatan	1	0	0	0	0
		Petojo Utara	5	0	0	0	0
	Johar Baru	Galur	0	20	0	20	0
		Tanah Tinggi	0	23	0	23	0
	Kemayoran	Cempaka Baru	0	19	0	3	0
Harapan Mulia		0	17	0	16	0	

<sup>5</sup> Respondent can answer with more than one option (multiple answer is allowed)

City	Sub-District	Village/Kelurahan	Negative Impact and Gain on Families				
			A1	A2	A3	A4	A5
	Menteng	Sumur Batu	0	0	0	0	0
		Kebon Sirih	0	0	0	0	0
	Senen	Kramat	0	0	0	0	0
		Kwitang	0	4	0	4	0
		Senen	0	0	0	0	0
	Tanah Abang	Kampung Bali	0	0	0	0	0
	<b>Total (II)</b>			<b>73</b>	<b>100</b>	<b>3</b>	<b>79</b>
Jakarta Timur	Cakung	Cakung Barat	23	0	38	10	0
		Cakung Timur	0	3	0	0	0
		Rawa Terate	6	0	21	8	0
		Ujung Menteng	0	37	0	0	0
	Pulo Gadung	Kayu Putih	0	4	0	4	0
		Pulo Gadung	0	0	0	0	0
	<b>Total (III)</b>			<b>29</b>	<b>44</b>	<b>59</b>	<b>22</b>
Jakarta Utara	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0
		Kelapa Gading Timur	0	0	0	0	0
		Pengangsaan Dua	0	5	0	0	0
	Cilincing	Rorotan	0	0	0	0	0
		<b>Total (IV)</b>			<b>0</b>	<b>5</b>	<b>0</b>
Bekasi	Medan Satria	Medansatria	0	24	0	24	0
	<b>Total (V)</b>			<b>0</b>	<b>24</b>	<b>0</b>	<b>24</b>
<b>Total (I, II, III, IV, V)</b>			<b>131</b>	<b>173</b>	<b>63</b>	<b>125</b>	<b>1</b>

Source: Primary data, 2022

Note:

A1: Relocation Location Far from Work Site and Education and Health Facilities

A2: Places Are Less Comfortable Because of Less Area

A3: Residence Become Less Comfortable Because of Less Area

A4: Reduction of Operational Income in The New Place (Relocation)

A5: Do Not Want to Be Evicted

#### 7.7.4. Willingness for the Land Acquisition

What is meant by the respondent's willingness to acquire land for the project is how willing the respondent is to relinquish land rights in the planned MRT project area.

The distribution of the level of willingness of respondents in each affected output area can be explained in the following table. Based on the table below, most of the respondents (95.45 %) <sup>6</sup> need information on the potential replacement of the land to be purchased as a substitute for the land acquired, the total answered are 927.

**Table 7.28. Information Knowledge and Expectations When Consultation Activities are Conducted**

KCity	Sub-District	Village/Kelurahan	Willingness for the land acquisition									
			A1	A2	A3	A4	A5	A6	A7	A8	A9	A10
West Jakarta	Grogol Petamburan	Grogol	28	1	1	1	1	0	0	0	0	0
		Tanjung Duren Selatan	0	0	0	0	0	0	0	0	0	0
		Tomang	1	0	0	0	1	1	0	0	0	0
	<b>Total (I)</b>			<b>29</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
		Cempaka Putih Barat	0	0	0	0	0	0	0	0	0	0

<sup>6</sup> Respondent can answer with more than one option (multiple answer is allowed)

KCity	Sub-District	Village/Kelurahan	Willingness for the land acquisition										
			A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	
Central Jakarta	Cempaka Putih	Cempaka Putih Timur	0	0	0	0	0	0	0	0	0	0	0
	Gambir	Cideng	7	1	0	0	0	1	1	0	0	0	0
		Duri Pulo	75	13	15	16	19	0	4	0	0	0	0
		Gambir	0	0	0	0	0	0	0	0	0	0	0
		Petojo Selatan	1	0	0	0	0	0	0	0	0	0	0
		Petojo Utara	5	0	0	0	0	0	0	0	0	0	0
	Johar Baru	Galur	20	20	20	0	0	0	20	0	0	0	0
		Tanah Tinggi	24	21	21	0	0	0	21	0	0	0	0
	Kemayoran	Cempaka Baru	13	6	6	0	6	0	0	6	6	0	0
		Harapan Mulia	17	17	17	6	6	0	11	0	0	0	0
		Sumur Batu	0	0	0	0	0	0	0	0	0	0	0
	Menteng	Kebon Sirih	0	0	0	0	0	0	0	0	0	0	0
	Senen	Kramat	0	0	0	0	0	0	0	0	0	0	0
		Kwitang	4	4	4	0	0	0	4	0	0	0	0
		Senen	0	0	0	0	0	0	0	0	0	0	0
	Tanah Abang	Kampung Bali	0	0	0	0	0	0	0	0	0	0	0
<b>Total (II)</b>			<b>166</b>	<b>82</b>	<b>77</b>	<b>22</b>	<b>31</b>	<b>1</b>	<b>61</b>	<b>6</b>	<b>6</b>	<b>0</b>	
East Jakarta	Cakung	oCakung Barat	39	10	0	0	38	25	9	0	0	0	0
		Cakung Timur	3	3	3	3	3	0	0	0	0	0	0
		Rawa Terate	32	16	19	20	31	4	11	0	0	0	0
		Ujung Menteng	0	0	0	0	25	0	0	0	12	12	0
	Pulo Gadung	Kayu Putih	4	4	4	0	0	0	4	0	0	0	0
		Pulo Gadung	0	0	0	0	0	0	0	0	0	0	0
<b>Total (III)</b>			<b>78</b>	<b>33</b>	<b>26</b>	<b>23</b>	<b>97</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>12</b>	<b>12</b>	
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0	0	0	0	0	0	0
		Kelapa Gading Timur	0	0	0	0	0	0	0	0	0	0	0
		Pengangsaan Dua	5	0	0	0	5	0	0	0	0	0	0
	Cilincing	Rorotan	0	0	0	0	0	0	0	0	0	0	0
<b>Total (IV)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Bekasi	Medan Satria	Medansatria	24	24	24	0	0	0	24	0	0	0	0
	<b>Total (V)</b>		<b>24</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total (I, II, III, IV, V)</b>			<b>302</b>	<b>140</b>	<b>128</b>	<b>46</b>	<b>135</b>	<b>31</b>	<b>109</b>	<b>6</b>	<b>18</b>	<b>12</b>	

Source: Primary data, 2022

Note:

- A1: Determination of Compensation Value
- A2: Purpose and Objectives of The Development Project Plan
- A3: Project Location Plan and Estimation of Required Land Area
- A4: Stages and Schedule of Land Acquisition and Resettlement
- A5: Object Which Will Be Compensated and The Form of Compensation
- A6: Grievance and Objection Handling Mechanism
- A7: Estimation of Construction Implementation Time
- A8: Project Location Plan and Estimation of Required Land Area
- A9: Objects Which Will Be Compensated and The Form of Compensation
- A10: Project Location Plan and Estimation of Required Land Area

**Table 7.29. Respondents' Willingness to Relocate**

City	Sub-District	Village/Kelurahan	Respondents' Willingness to Move				
			A1	A2	A3	A4	A5
West Jakarta	Grogol Petamburan	Grogol	1	12	4	11	0
		Tanjung Duren Selatan	0	0	0	0	0
		Tomang	0	1	0	0	0

City	Sub-District	Village/Kelurahan	Respondents' Willingness to Move				
			A1	A2	A3	A4	A5
		<b>Total (I)</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>11</b>	<b>0</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0	0	0
		Cempaka Putih Timur	0	0	0	0	0
	Gambir	Cideng	1	3	0	4	0
		Duri Pulo	0	74	2	6	0
		Gambir	0	0	0	0	0
		Petojo Selatan	0	1	0	0	0
		Petojo Utara	0	3	0	2	0
	Johar Baru	Galur	0	0	20	0	0
		Tanah Tinggi	0	0	24	0	0
	Kemayoran	Cempaka Baru	2	0	0	0	18
		Harapan Mulia	9	0	8	0	0
		Sumur Batu	0	0	0	0	0
	Menteng	Kebon Sirih	0	0	0	0	0
	Senen	Kramat	0	0	0	0	0
		Kwitang	4	0	0	0	0
		Senen	0	0	0	0	0
	Tanah Abang	Kampung Bali	0	0	0	0	0
		<b>Total (II)</b>	<b>16</b>	<b>81</b>	<b>54</b>	<b>12</b>	<b>18</b>
East Jakarta	Cakung	Cakung Barat	38	0	0	1	0
		Cakung Timur	3	0	0	0	0
		Rawa Terate	20	0	12	2	1
		Ujung Menteng	0	3	1	1	32
	Pulo Gadung	Kayu Putih	4	0	0	0	0
		Pulo Gadung	0	0	0	0	0
			<b>Total (III)</b>	<b>65</b>	<b>3</b>	<b>13</b>	<b>4</b>
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0	0	0
		Kelapa Gading Timur	0	0	0	0	0
		Pengangsaan Dua	2	1	1	1	0
	Cilincing	Rorotan	0	0	0	0	0
		<b>Total (IV)</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
Bekasi	Medan Satria	Medansatria	24	0	0	0	0
		<b>Total (V)</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total (I, II, III, IV, V)</b>	<b>108</b>	<b>98</b>	<b>72</b>	<b>28</b>	<b>51</b>

Source: Primary data, 2022

**Note:**

- A1: Will Buy New Land and Move to Another Village  
A2: Will Move to Another Land Owned Outside the Project Area in Another Village  
A3: Will Move to Other Land Owned Outside the Project Area in The Same Village  
A4: Will Move to The Remaining Land Affected in The Project  
A5: Don't Know

### 7.7.5. Knowledge of the Project Grievance Process

The meant by the respondent's knowledge of the project complaint process is how the respondent's level of understanding of the complaints mechanism and procedure is from each party who is disadvantaged due to the existence of the planned MRT project.

The distribution of respondents' preference of channel to express their complaint in each affected project area can be explained in the following table. Based on the table below, the majority (69.55%) of respondents will submit complaints orally and in writing, the total is 357.

**Table 7.30. Preference of Channel to Express the Complaints/Concerns**

City	Sub-District	Villa/Kelurahan	Knowledge of the Project Complaint Process		
			A1	A2	A3
West Jakarta	Grogol Petamburan	Grogol	0	28	0
		Tanjung Duren Selatan	0	0	0
		Tomang	0	0	1
	<b>Total (I)</b>		<b>0</b>	<b>28</b>	<b>0</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0
		Cempaka Putih Timur	0	0	0
	Gambir	Cideng	0	8	0
		Duri Pulo	0	82	0
		Gambir	0	0	0
		Petojo Selatan	0	1	0
		Petojo Utara	0	5	0
	Johar Baru	Galur	0	20	0
		Tanah Tinggi	0	24	0
	Kemayoran	Cempaka Baru	5	15	0
		Harapan Mulia	0	17	0
		Sumur Batu	0	0	0
	Menteng	Kebon Sirih	0	0	0
	Senen	Kramat	0	0	0
		Kwitang	0	4	0
		Senen	0	0	0
	Tanah Abang	Kampung Bali	0	0	0
<b>Total (II)</b>		<b>5</b>	<b>176</b>	<b>0</b>	
East Jakarta	Cakung	Cakung Barat	0	14	25
		Cakung Timur	0	3	0
		Rawa Terate	0	20	15
		Ujung Menteng	0	32	5
	Pulo Gadung	Kayu Putih	0	4	0
		Pulo Gadung	0	0	0
	<b>Total (III)</b>		<b>0</b>	<b>73</b>	<b>45</b>
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0
		Kelapa Gading Timur	0	0	0
		Pengangsaan Dua	0	5	0
	Cilincing	Rorotan	0	0	0
<b>Total (IV)</b>		<b>0</b>	<b>5</b>	<b>0</b>	
Bekasi	Medan Satria	Medansatria	0	24	0
	<b>Total (V)</b>		<b>0</b>	<b>24</b>	<b>0</b>
<b>Total (I, II, III, IV, V)</b>			<b>5</b>	<b>306</b>	<b>46</b>

Source: Primary data, 2022

**Note:**

A1: through call centre/directly through the responsible agency

A2: Village officials and/or relevant agency

A3: neighbourhood leader and/or hamlet leader

**Table 7.31. A Convenient Way to Express Complaints/Concerns**

City	Sub-District	Village/Kelurahan	A Convenient Way to Express Complaints/Concerns		
			Oral	Written	Oral and Written
West Jakarta	Grogol Petamburan	Grogol	3	0	25
		Tanjung Duren Selatan	0	0	0
		Tomang	0	1	0
	<b>Total (I)</b>		<b>3</b>	<b>1</b>	<b>25</b>
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0	0
		Cempaka Putih Timur	0	0	0
	Gambir	Cideng	0	0	8
		Duri Pulo	10	0	72
		Gambir	0	0	0
		Petojo Selatan	0	0	1
		Petojo Utara	4	0	1
	Johar Baru	Galur	0	0	20
		Tanah Tinggi	0	0	24
	Kemayoran	Cempaka Baru	1	11	8
		Harapan Mulia	0	0	17
		Sumur Batu	0	0	0
	Menteng	Kebon Sirih	0	0	0
	Senen	Kramat	0	0	0
		Kwitang	0	0	4
		Senen	0	0	0
	Tanah Abang	Kampung Bali	0	0	0
<b>Total (II)</b>		<b>15</b>	<b>11</b>	<b>155</b>	
East Jakarta	Cakung	Cakung Barat	6	30	3
		Cakung Timur	0	0	3
		Rawa Terate	14	7	14
		Ujung Menteng	0	0	37
	Pulo Gadung	Kayu Putih	0	0	4
		Pulo Gadung	0	0	0
	<b>Total (III)</b>		<b>20</b>	<b>37</b>	<b>61</b>
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0	0
		Kelapa Gading Timur	0	0	0
		Pengangsaan Dua	0	2	3
	Cilincing	Rorotan	0	0	0
<b>Total (IV)</b>		<b>0</b>	<b>2</b>	<b>3</b>	
Bekasi	Medan Satria	Medansatria	0	0	24
	<b>Total (V)</b>		<b>0</b>	<b>0</b>	<b>24</b>
<b>Total (I, II, III, IV, V)</b>			<b>38</b>	<b>51</b>	<b>268</b>

Source: Primary data, 2022

Based on the table below, 99.44% of respondents wished compensation in cash.

**Table 7.32. Results of Interview about Compensation Forms**

City	Sub-District	Village/Kelurahan	Wished Form of Compensation Payment	
			Cash	Cash, Land Replacement
West Jakarta	Grogol Petamburan	Grogol	28	0
		Tanjung Duren Selatan	0	0
		Tomang	1	0
	<b>Total (I)</b>		<b>29</b>	<b>0</b>

City	Sub-District	Village/Kelurahan	Wished Form of Compensation Payment	
			Cash	Cash, Land Replacement
Central Jakarta	Cempaka Putih	Cempaka Putih Barat	0	0
		Cempaka Putih Timur	0	0
	Gambir	Cideng	8	0
		Duri Pulo	82	0
		Gambir	0	0
		Petojo Selatan	1	0
		Petojo Utara	5	0
	Johar Baru	Galur	20	0
		Tanah Tinggi	24	0
	Kemayoran	Cempaka Baru	18	2
		Harapan Mulia	17	0
		Sumur Batu	0	0
	Menteng	Kebon Sirih	0	0
	Senen	Kramat	0	0
		Kwitang	4	0
		Senen	0	0
	Tanah Abang	Kampung Bali	0	0
		<b>Total (II)</b>	<b>179</b>	<b>2</b>
East Jakarta	Cakung	Cakung Barat	39	0
		Cakung Timur	3	0
		Rawa Terate	35	0
		Ujung Menteng	37	0
	Pulo Gadung	Kayu Putih	4	0
		Pulo Gadung	0	0
			<b>Total (III)</b>	<b>118</b>
North Jakarta	Kelapa Gading	Kelapa Gading Barat	0	0
		Kelapa Gading Timur	0	0
		Pengangsaan Dua	5	0
	Cilincing	Rorotan	0	0
		<b>Total (IV)</b>	<b>5</b>	<b>0</b>
Bekasi	Medan Satria	Medansatria	24	0
			<b>Total (V)</b>	<b>24</b>
<b>Total (I, II, III, IV, V)</b>			<b>355</b>	<b>2</b>

Source: Primary data, 2022

In detail the socio-economic aspects of the APs, can be seen in the Annex.

## CHAPTER VIII LEGAL ANALYSIS

### 8.1 Indonesia Law and Regulation

#### 8.1.1 Laws and Regulations related to Land Acquisition

The Jakarta MRT East-West Line Project is included in the category of “development projects for the public interest” and is one of the National Strategic Projects (Presidential Decree No. 3 of 2016 in conjunction with Presidential Decree No. 58 of 2017).

The laws and regulations used as the main reference in the context of land acquisition for the benefit of this Project are as follows:

1. Law No. 2 of 2012 concerning Land Acquisition for the Implementation of Development in the Public Interest. The implementation of Law Number 2 of 2012 concerning Land Acquisition for the Development of Public Interest is carried out through four (4) stages, namely: Planning; preparation; application; and delivery of results. The stages regulated in this law are not regulated in the previous regulations. Fundamental reforms can be interpreted and viewed from the aspect of the substance of Law Number 2 of 2012, including: Law Number 2 of 2012 regulates 4 (four) stages, so as to provide clarity on the parties responsible for each stage. Activities at each stage of the output are measured, the implementation time is clear, so that land acquisition activities will be more targeted, measurable and provide clearer certainty of acquisition
2. Law No. 11 of 2020 concerning Job Creation which aims to create jobs and increase foreign and domestic investment by reducing the requirements for business permits and land acquisition. Land acquisition is one of the strategic policies which is also regulated in Law No. 11 of 2020 concerning Job Creation. Several substances in Law No. 2 of 2012 concerning Land Acquisition for Development in the Public Interest have been refined/revised through the Job Creation Law, namely Article 8 concerning changes in land status in National Strategy Projects, Article 19 concerning public consultations and Article 24 concerning the location determination period.
3. President of The Republic of Indonesia Decree Number 3 of 2016 regarding Acceleration of National Strategic Project Implementation. In the attachment to this presidential regulation, the MRT Jakarta East - West Line is included in the list of National Strategic Projects in table no. 66.
4. Government Regulation No. 19 of 2021 concerning the Implementation of Land Acquisition for Development in the Public Interest. This regulation is the implementation procedure of land acquisition which details the regulation in the Law 12/2012 and Law 11/2020.
5. Presidential Regulation Number 62 of 2018 concerning Management of Community Social Impacts in the Context of Providing Land for National Development is the management of social problems in the form of compensation for the relocation of people who occupy land to be used for national development. This regulation regulates the principle in handling the social issues especially to the non-title holders (NTH). NTH defines as PAP who occupies public land for good intention.
6. Decree of the Minister of Transportation of the Republic of Indonesia Number KM 203 of 2022 concerning Determination of the Mass Rapid Transit Route Jakarta East-West Corridor (Cikarang - Balaraja).
7. Regulation of the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency of the Republic of Indonesia Number 19 of 2021 concerning Provisions for the Implementation of

Land Acquisition for Development in the Public Interest. This regulation details the guideline in implementing the land acquisition procedure which stipulated in the Law 19/2021. The land acquisition procedure and guidelines in this report is mainly referred to the Regulation of the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency of the Republic of Indonesia Number 19 of 2021.

8. Regulation of the Minister of Public Works Number 02/PRT/M/2014 concerning Guidelines for Utilization of Space in the Earth. This regulation divides the underground space in the earth in two types namely shallow underground space (the depth up to 30 m) and deep underground space (the depth more than 30 m).
9. Minister of Finance Regulation No. 13/PMK 02/2013 concerning Operational and Supporting Costs for the Implementation of Land Acquisition for Public Interest from the National Budget. The regulation provides the calculation method for estimating the operational and supporting costs for the implementation of land acquisition for public interest. The operational cost is the budget that will be used by land acquisition implementation team in implementing the land acquisition.
10. Regulation of the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency Number 6 of 2020 concerning Management of Community Social Impacts in the Framework of Land Provision for National Development. This regulation provides the guideline in implementing the Presidential Regulation Number 62 of 2018. This regulation details the procedure and guideline in handling the social issues especially to the non-title holders (NTH). NTH defines as PAP who occupies public land for good intention
11. Regulation of the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency Number 4 of 2020 concerning Land Appraisers. Land Appraiser is a Public Appraiser who has obtained a license from the Minister of Agrarian Affairs and Spatial Planning/Head of the National Land Agency to calculate the value of the object of land acquisition activities for development in the public interest, or other land and spatial planning activities.
12. DKI Jakarta Governor Regulation No. 167 of 2012 concerning shallow and deep basements. This regulation divides the underground space in the earth in two types namely shallow underground space (the depth up to 10 m) and deep underground space (the depth of more than 10 m) and manages the use of the underground space.
13. Regulation of the Governor of DKI Jakarta Province Number 216 of 2016 concerning Procedures for Land Acquisition for Development in the Public Interest. This Governor Regulation is intended as a legal basis for the implementation of Land Procurement for Development in the Public Interest in the Region. This regulation provides guidelines for Agencies and SKPD / UKPD that require the land in carrying out Land Procurement for Development in the Public Interest, realizing administrative order, uniformity and regularity in the implementation of Land Procurement for Development in the Public Interest, and synergizing the implementation of Land Procurement for Development in the Public Interest. among local stakeholders.
14. **The Indonesian Appraisal Standard 204 (SPI 204)** on Appraisal of Land Acquisition for Development in the Public Interest. Indonesian Valuation Standard (SPI) Number 204 of 2018 is a renewal of SPI 306 of the 2015 Assessment of Land Acquisition for Development in the Public Interest. SPI 204 provides guidelines for the assessment of land acquisition objects for compensation in land acquisition for development in the public interest. The valuation includes the adequate replacement value of the physical losses and non-physical losses such as solatium and waiting period cost. The SPI

204 is supported by the Indonesia Appraisal Guideline 04 (PPI 04) on Appraisal of Land Acquisition for Development in the Public Interest.

### 8.1.2 Another Related Regulations

The other regulation related to the land acquisition as follows:

1. **Presidential Regulation of the Republic of Indonesia Number 25 of 2018** concerning Amendments to Government Regulation Number 42 of 2006 concerning Implementation of Law Number 41 of 2004 concerning Waqf. Article 49 states that changes in the status of Waqf assets in the form of exchange are prohibited except with written permission from the Minister based on BWI approval. Written permission from the Minister may only be granted with the following considerations:

The conversion of the Waqf property is used for the public interest in accordance with the general spatial plan based on the provisions of laws and regulations and does not conflict with the principles of Shari'a.

- i. Waqf property cannot be used in accordance with the Waqf pledge, or
- ii. exchange is carried out for direct and urgent religious purposes.

In the event that the exchange of Waqf assets is carried out on Waqf assets that have an area not more than 5,000 m<sup>2</sup> (five thousand square meters), the Minister gives the mandate to Head of Regional Office to issue a written permit.

2. **Law No 39 Year 1999** concerning Human Rights identifies and protects a range of human rights. The Act includes specific protection for the rights of the elderly, children, the poor, pregnant women, and people with disabilities. These groups are considered as vulnerable people. It also recognizes the differences in and the needs of, customary law communities that have to be observed and protected by the law of society and Government” as well as the “Cultural identity of customary law communities, including rights to customary land that need protection.” It espouses that the acquisition of customary land by the government must be done through due process of law following the free, prior, and informed consent of customary communities.
3. **Law No. 11/2009** on Social Welfare and its implementing regulation Ministry of Social Welfare Decree No. 39/2012 on Delivery of Welfare indicates the poor or those in poverty as part of a vulnerable group.
4. **President Instruction No. 9/2000** regarding Gender Mainstreaming in the National Development which gives instruction to apply gender mainstreaming in all development phases, from planning, implementation, monitoring, and evaluation.
5. **Ministry of Home Affairs Regulation No 15/2008** about Guideline in Implementing Gender Mainstreaming. This regulation was issued to give guidelines for all government institutions in implementing gender mainstreaming.

### 8.1.3 Procedure of Land Acquisition for Development of Public Interest in Indonesia

To realize these various social functions, the government establishes various public bodies and legislation to realize various social functions in the field in Indonesia. Current Conditions The government has reformed the laws and regulations related to land acquisition in the form of Law Number 2 of 2012 concerning Land Acquisition for Development in the Public Interest, including the supporting regulations.

The priority principles of laws and regulations related to government land acquisition are democratic, fair, and transparent, upholding human rights, benefits, and prioritizing the basis of deliberation.

The implementation of Law Number 2 of 2012 concerning Land Acquisition for Development of Public Interest is carried out through four (4) stages, namely: Planning; preparation; application; and delivery of results. The stages regulated in this law are not regulated in the previous regulations.

Land Acquisition for Public Interest smaller than 5 (five) hectares is carried out:

- 1) Directly by the Agency that Requires the Land with the Entitled Party, by way of buying and selling, exchanging, or other agreed methods; or
- 2) By using the **four stages** of Land Acquisition namely, the planning stage, preparation stage, implementation stage, and handover stage of land acquisition.

Land Acquisition for Public Interest more than 5 (five) hectares is implemented by following the **four stages of land acquisition** as detailed as follows.

**(1) Planning stage**

- a. The planning stage, each agency requiring land for development in the public interest makes a land acquisition plan based on:
  - spatial plan; and
  - development priorities listed in:
    - medium term development plan;
    - strategic plan; and/or
    - the work plan of the government/agency requiring land

The agency requiring land shall prepare the Land Acquisition Plan by appointing professional institutions and/or experts and by involving the land agency and other concerned agencies.

- b. The Land Acquisition Plan is prepared in the form of a Land Acquisition Planning Document (DPPT), containing at least:
  - 1) The aims and objectives of the development plan.
  - 2) Suitability of space utilization activities.
  - 3) National/regional development priorities.
  - 4) Location of land.
  - 5) The required land area.
  - 6) General description of land status.
  - 7) Estimated time period for the implementation of land acquisition
  - 8) Estimation of the estimated duration of development implementation.
  - 9) Estimated land value.
  - 10) Budget plan; and
  - 11) preference form of Compensation
- c. The Land Acquisition Plan shall be compiled in the form of a Land Acquisition planning document which is prepared based on a feasibility study including:
  - 1) Socio-economic survey
  - 2) Location feasibility
  - 3) Analysis of development costs and benefits for the region and society
  - 4) Estimated land value
  - 5) Environmental impacts and social impacts that may arise as a result of land acquisition and development
  - 6) Other studies are needed

## (2) Preparation Stage

The Governor shall carry out the land acquisition preparation activities after receiving the Land Acquisition planning document. In carrying out the activities, the governor shall establish a Preparation Team within 5 (five) Days from the official acceptance of the Land Acquisition planning document by the governor.

The Preparation Team is composed of regents / mayors, relevant provincial regional apparatus, agencies requiring land, the land agency and other related agencies as necessary. For the smooth execution of the tasks of the Preparation Team as referred to in paragraph (1), the governor shall establish a land acquisition preparation secretariat which is domiciled at the provincial regional secretariat.

The preparation team carryout the following task:

- 1) Carry out the notification of the development plan
- 2) Carry out preliminary data collection on the location of the development plan
- 3) Carry out public consultation on development plans
- 4) Prepare a determination of the location of the development
- 5) Announce the location stipulation of development for public interest
- 6) Carry out other tasks related to the preparation of land acquisition for development in the public interest assigned by the governor.

The Governor may delegate the authority to carry out land acquisition preparation for development in the Public Interest to the regent / mayor based on considerations of efficiency, effectiveness, geographical conditions, human resources, and other considerations, within a maximum period of 3 (three) days from the receipt of the Land Acquisition planning documents. The preparation of small-scale land acquisition (below 5 ha) is directly carryout by regent/mayor. The regent / mayor forms a Preparation Team within 5 (five) Days from the receipt of the delegation.

In case of National Strategic Project (PSN);

- if the Location Determination (PENLOK) is not issued by the regent / mayor within 7 (seven) days from the date of application, the agency requiring land can submits a land determination (PENLOK) application to the governor.
- If the governor is not issuing Land Determination (PENLOK) within 7 (seven) days from the date of application, the agency requiring land shall submit an application for land determination (PENLOK) to the Minister. The location stipulation of the construction shall be issued by the Minister within 7 (seven) Days as from the receipt of applications from the Agencies Requiring Land.

## (3) Implementation stage

Government Regulation No. 19 of 2021 concerning Implementation of Land Acquisition for Development for Public Interest, Article 53 states that land acquisition is carried out by the National Land Agency (Ministry of ATR/BPN). **Implementation of Land Acquisition is carried out by the head of the Regional Office as the chief of Land Acquisition implementer.** In order to carry out Land Acquisition, the head of the Regional Office forms a "**Land Acquisition implementer**". The membership composition of the Land Acquisition Implemented shall consist of at least:

- Officials in charge of Land affairs within the Regional Office.
- Head of the local Land Office at the location of Land Acquisition.
- Provincial regional apparatus officials in charge of land affairs.

- Local Camat (sub-district head) at the location of land acquisition.
- Lurah/village head or other names at the location of land acquisition.

The Head of the Regional Office can assign the head of the Land Office as the chief executor of Land Acquisition, taking into account efficiency, effectiveness, geographical conditions, and human resources, within 2 (two) days from the receipt of the application for the implementation of Land Acquisition.

In carrying out the activities, the chief of Land Acquisition Implemented shall establish a Task Force in charge of the inventory and identification of Land Acquisition Objects within 5 (five) Days from the establishment of the Land Acquisition executor. The Task Force consists of:

- Task Force A in charge of collecting physical data on Land Acquisition Objects.
- Task Force B in charge of collecting juridical data on Land Acquisition Objects.

Activities carried out at the land acquisition implementation stage include:

- **Inventory and identification.** Task Force A carrying out the measurement and mapping includes (i) measurement and mapping of the perimeter of the site; and (ii) parcel-by- parcel measurement and mapping. Task Force B carries out data collection of Entitled Parties and Land Acquisition Objects.
- **Appraiser Determination.** Appraisal Services shall be provided by the agency requiring land and stipulated by the chief executor of Land Acquisition. In the event that Appraiser services are not available and/or in the context of cost efficiency for small-scale land acquisition, the agency requiring land may appoint a Public Appraiser or an official appointed by the Minister.
- Deliberation/Discussion to determine the form of compensation. The Land Acquisition Implementer shall carry out a deliberation accompanied by the Appraiser or Public Appraiser and the agency requiring land with the entitled party within 30 (thirty) days since the result of the appraisal's appraisal is received by the head of the land acquisition executor. Deliberation is conducted directly to determine the form of compensation based on the results of the assessment of compensation. The Land Acquisition Implementer shall prioritize the provision of Compensation in the form of money.
- **Compensation Payment.** Compensation can be provided in the form of (i) a. money, (ii) replacement land, (iii) resettlement, (iv) shareholding, (v) another form agreed upon by both parties. The form of compensation either independently or a combination of several forms of compensation, is given in accordance with the value of compensation, which is the same as the value determined by the Appraiser.
- **Release of Land Acquisition Objects.** Relinquishment of Land Acquisition Object Rights shall be carried out by entitled parties (PAP) to the government in the presence of the Head of the local Land Office or an official appointed by the chief executor of Land Acquisition. Relinquishment of Land Acquisition Object Rights shall be made in the official report of the Relinquishment of Land Acquisition Object Rights.
- **Termination of Legal Relations between the Entitled Party and the Land Acquisition Object.** The Land Acquisition Object which has been given compensation or compensation has been deposited in the District Court or for which the Land Acquisition Object Rights have been released, the legal relationship between the entitled party and the land is abolished by law. Due to his position the Head of the Land Office shall record the abolition of rights in the land book and other general lists of land registrations, and then notify the parties concerned.

- **Documenting Land Acquisition Administration Data.** Land Acquisition Implementer shall collect, group, process and store land acquisition data. Land acquisition data shall be stored, documented and archived by the head of the local Land Office. Land acquisition data as referred to in paragraph (1) can be stored in the form of electronic data.

#### (4) Handover of Result Stage

Handover of the result of land acquisition based on Government Regulation No 19 of 2021 as follow.

- The chief of Land Acquisition Implementer submits the results of Land Acquisition to the agency requiring land accompanied by the Land Acquisition data within a period of 14 (fourteen) days since the Relinquishment of the Rights of the Land Acquisition Object.
- Submission of the results of land acquisition in the form of land parcels and land acquisition documents by signing the official report on the delivery of the results of land acquisition.

The handover of the results of land acquisition may be carried out in stages with an official report for further use by the agency requiring land for certification.

If the change in status and permit to use the government land (village land, forest land etc.) is not fulfilled without a written statement from the relevant agency, the Location Determination serves as a permit for the transfer of the status of the use/release of assets (Article 43 paragraph 2).

## 8.2 JICA Safeguard Policy on Land Acquisition

In addition to national regulations, environmental and social considerations including involuntary removal from the Project should be referred to the JICA Guidelines for Environmental and Social Considerations (2010) (hereinafter referred to as "JICA Environmental Guidelines") for better treatment of impacts. The JICA Environmental Guidelines indicate the following principles regarding involuntary resettlement.

1. Involuntary resettlement and loss of livelihoods should be avoided where possible by exploring all viable alternatives. When, after such an examination, evasion proves to be inappropriate, effective measures to minimize the impact to compensate for the loss should be agreed with the people who will be affected.
2. Persons who have to be forcibly resettled and people whose livelihoods will be hampered or lost should be adequately compensated and supported by project proponents, etc. in a timely manner. Prior compensation, at full replacement cost, should be provided as much as possible. Host countries should make efforts to enable project-affected people and improve their living standards, income opportunities and production levels, or at least return them to pre-project levels. Measures to achieve this could include: providing land and monetary compensation for losses (to cover lost land and property), supporting means for alternative sustainable livelihoods, and providing the necessary costs for the relocation and re-establishment of communities in resettlement sites. return.
3. Appropriate participation by affected people and their communities should be promoted in the planning, implementation and monitoring of resettlement action plans and measures to prevent the loss of their livelihoods. In addition, appropriate and accessible grievance mechanisms should be established for the affected people and their communities.

The following descriptions are the main principles of JICA's policy on LARAP preparation and land acquisition implementation under the JICA Environmental Guidelines

The main principles of JICA's policy on involuntary resettlement are summarized below.

The key principle of JICA policies on involuntary resettlement is summarized below.

- I. Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives.
- II. When, population displacement is unavoidable, effective measures to minimize the impact and to compensate for losses should be taken.
- III. People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported, so that they can improve or at least restore their standard of living, income opportunities, and production levels to pre-project levels.
- IV. Compensation must be based on the full replacement cost as much as possible.
- V. Compensation and other kinds of assistance must be provided prior to displacement.
- VI. For projects that entail large-scale involuntary resettlement, resettlement action plans must be prepared and made available to the public. It is desirable that the resettlement action plan include elements laid out in the World Bank Safeguard Policy, OP 4.12, Annex A.
- VII. In preparing a resettlement action plan, consultations must be held with the affected people and their communities based on sufficient information made available to them in advance. When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people.
- VIII. Appropriate participation of affected people must be promoted in the planning, implementation, and monitoring of resettlement action plans.
- IX. Appropriate and accessible grievance mechanisms must be established for the affected people and their communities.

The above principles are complemented by World Bank OP 4.12 since it is stated in JICA Guideline that "JICA confirms that projects do not deviate significantly from the World Bank's Safeguard Policies". Additional key principle based on World Bank OP 4.12 is as follows.

- X. Affected people are to be identified and recorded as early as possible in order to establish their eligibility through an initial baseline survey (including a population census that serves as an eligibility cut-off date, asset inventory, and socioeconomic survey), preferably at the project identification stage, to prevent a subsequent influx of encroachers of others who wish to take advance of such benefits.
- XI. Eligibility of Benefits include, the PAPs who have formal legal rights to land (including customary and traditional land rights recognized under law), the PAPs who don't have formal legal rights to land at the time of census but have a claim to such land or assets and the PAPs who have no recognizable legal right to the land they are occupying.
- XII. Preference should be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based.
- XIII. Provide support for the transition period between displacement and livelihood restoration.
- XIV. Particular attention must be paid to the needs of the vulnerable groups among those displaced, especially those below the poverty line, landless, elderly, women and children, ethnic minorities, etc.
- XV. For projects that entail land acquisition or involuntary resettlement of fewer than 200 people, an abbreviated resettlement plan is to be prepared.

In addition to the above core principles on the JICA policy, it also laid emphasis on a detailed resettlement policy inclusive of all the above points; project-specific resettlement plan; institutional framework for implementation; monitoring and evaluation mechanism; time schedule for implementation; and, detailed Financial Plan etc.

### 8.3 Gap Analysis

The government has improved its country's land management system to address land acquisition issues for public interest development projects. Land Acquisition Law No. 2 (2009) and its implementing regulations are basically equivalent to the JICA Policy on involuntary resettlement.

A land acquisition plan (or LARAP) also needs to be prepared by the agency requiring the land. People affected by land acquisition are consulted and their complaints are heard and resolved in the most immediate manner during land acquisition planning and implementation.

Most of the principles in Law no. 2 (2012) are in line with JICA's policy on involuntary resettlement. There are still some gaps identified, but these gaps have been addressed by the provisions of relevant laws, regulations, and other guidelines as well as the project-defined LARAP, which is essentially in line with the JICA Environmental Guidelines. The gap includes the principle of compensation for affected buildings/structures without depreciation (full replacement costs), provision of livelihood restoration programs for severely affected people and vulnerable groups to ensure that their lives will not be worse due to the project, and relocation assistance. for physically displaced persons. and transitional allowances. The results of the comparative analysis on involuntary resettlement between the Indonesian legal framework and the JICA Environmental Guidelines are described in the table below.

**Table 8.1. Gap Analysis Between GOI Regulations and JICA Guideline**

No.	JICA Guidelines (JICA GL)	Laws of Indonesia	Gaps between JICA Guidelines and Laws of Indonesia	The policy of the Project
1.	Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives. (JICA GL)	N/A	There is not a stipulation for minimization of involuntary resettlement in domestic legal documents	Involuntary resettlement is minimized by avoiding land acquisition at dense residential areas as much as possible from the F/S phase to detailed design.
2.	When population displacement is unavoidable, effective measures to minimize impact and to compensate for losses should be taken. (JICA GL)	N/A	No specific provision for this item is stipulated in the national law.	Necessary measures to minimize impact and to compensate / assist for losses shall be taken to displaced population to comply with JICA GL.
3.	People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported so that they can improve or at least restore their standard of living, income opportunities and production levels to pre-project levels. (JICA GL)	Law No. 2 of 2012 Article 33 states that the assessment of Compensation by the Appraiser is carried out field by parcel of land, including: a. land. b. above ground and underground space. c. building. d. plant. e. objects related to land; and/or f. Other appraisable loss.  "Other appraisable loss" means nonphysical loss equivalent to money value, for example, loss due to loss of business or job, cost of change of location, cost of change of profession, and loss of value of the remaining property.	Indonesian law presents to provide compensation for loss of earnings and diminution of the profits from the land. Thus, there is no definite gap.  But national law does not stipulate measures for restoration of livelihood and standard of living.	All eligible PAPs losing assets, livelihoods or resources will be fully compensated and assisted so that they can improve, or at least restore, their former economic and social conditions to comply with JICA GL.  For livelihood restoration program, the project will coordinate with local government in each city to include the AHs in existing training and capacity-building programs in local government.

No.	JICA Guidelines (JICA GL)	Laws of Indonesia	Gaps between JICA Guidelines and Laws of Indonesia	The policy of the Project
4.	Compensation must be based on the full replacement cost as much as possible. (JICA GL)	Land procurement for the public interest is conducted by granting adequate and fair compensation determined based on the assessment by a licensed land appraiser.	National law does not stipulate valuation based on the full replacement cost. Appraisal of assets is made by technical guidelines, for example, SPI 306, which defines the basis of measurement for physical assets (at market value) and non-physical assets, respectively.	Payment for land and/or non-land assets will be based on the principle of full replacement cost as much as possible.
5.	Compensation and other kinds of assistance must be provided prior to displacement. (JICA GL)	Deliberation is conducted between the land agency and the entitled party within 30 working days at the latest after the assessment by the appraiser.	National law does not specify the timing of other kinds of assistance.	Displacement must not be implemented before appropriate provisions of compensation and assistance are required for land acquisition. Acquisition of assets, payment of compensation, and the start of the activities for restoration of livelihood and standard of living of PAPs will be completed prior to any construction activities, except when a court of law orders so in expropriation cases.
6.	For projects that entail large-scale involuntary resettlement, resettlement action plans must be prepared and made available to the public. (JICA GL)	Law (No. 2 /2012) stipulates to establish Land Acquisition Planning Document (LAPD) by the proponent.	Obligation for preparation of Resettlement Action Plan (RAP) and public disclosing is not stipulated clearly.	Land Acquisition and Resettlement Action Plan (LARAP) for the Project is prepared and made available to the public.
7.	In preparing a resettlement action plan, consultations must be held with the affected people and their communities based on sufficient information made available to them in advance. (JICA GL)	Law No. 2 of 2012 Article 16, it is stated that agencies requiring land together with the provincial government based on Procurement planning documents Land carry out: a. notification of development plans; b. initial data collection on the location of the development plan; and c. Public Consultation on development plans.	Based on the national law, public consultation is carried out during the preparation stage of the land acquisition. There is no specific requirement from national law to carry out consultation in the early stages (planning stage)	During the process of developing LARAP, processes of public participation including public meetings, comment collection, etc. are implemented.
8.	When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people. (JICA GL)	N/A	No specific provision for this item is stipulated in the national law.	LARAP will be translated into the local language (Bahasa Indonesia) and disclosed for the reference of PAPs as well as other interested groups.
9.	Appropriate participation of affected people must be promoted in the planning, implementation, and monitoring of resettlement action plans. (JICA GL)	Participation of the AHs is during the public consultation preparation stage (Article 16 of Law No.2/2012), measurement survey, and negotiation for the preferred compensation during the	No significant gap, AHs have participated in the land acquisition process, especially during the preparation and implementation stage of the land acquisition process.	PAPs must be involved in the process of developing and implementing LARAP and monitoring of LARAP implementation. PAPs and their communities will be consulted about the project, the rights and

No.	JICA Guidelines (JICA GL)	Laws of Indonesia	Gaps between JICA Guidelines and Laws of Indonesia	The policy of the Project
		implementation stage. AHs can request compensation in form of relocation/resettlement.		options available to them, and proposed mitigation measures for adverse effects, and to the extent possible be involved in the decisions that are made concerning the land acquisition.
10.	Appropriate and accessible grievance mechanisms must be established for the affected people and their communities. (JICA GL)	The objection can be made by the related parties in the process of land procurement.	National law does not stipulate grievance mechanisms that must be established for the affected persons and their communities.	Appropriate and accessible grievance mechanisms must be established for the PAPs and their communities.
11.	Affected people are to be identified and recorded as early as possible in order to establish their eligibility through an initial baseline survey (including population census that serves as an eligibility cut-off date, asset inventory, and socioeconomic survey), preferably at the project identification stage, to prevent a subsequent influx of encroachers of others who wish to take advance of such benefits. (WB ESS 5)	N/A	No specific provision for this item is stipulated in the national law.	All PAPs residing, working, doing business and/or cultivating land within the project impacted areas as of the cut-off date are entitled to compensation and restoration assistance, irrespective of tenure status and other factors such as social or economic standing.
12.	Eligibility of benefits includes the PAPs who have formal legal rights to land (including customary and traditional land rights recognized under law), the PAPs who don't have formal legal rights to land at the time of census but have a claim to such land or assets and the PAPs who have no recognizable legal right to the land they are occupying. (WB ESS 5)	Law No 2/2012 mentioned that the entitled party who is eligible to receive compensation for land and other assets related to the land is the one that has legal evidence (ownership document) of the land.  Compensation for buildings, trees, and crops can be given to PAPs without legal right/title that occupies the government land through the social impact handling mechanism stipulated in Presidential Decree No. 62/2018.	The non-title holder is eligible to receive compensation regardless of the duration of occupying the land.  According to Presidential Regulation No. 62 of 2018 Article 5 states that the PAPs that use the government land are eligible to receive compensation (non-land) if "having physically controlled and utilized the land for a <b>minimum of 10 (ten) years continuously</b> ;	The land compensation is given to the PAPs who has legal right/title to the land. PAPs that use the government land are eligible to receive compensation for structures, trees, and crops regardless of years of its physically controlled and utilized the land.
13.	Preference should be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based. (WB ESS 5)	Government Regulation No. 19/2021 Article 76, Compensation can be given in the form of a. money; b. replacement land; c. resettlement; d. shareholding; or e. other forms agreed upon by both parties	No significant gap	Land-based strategies may include the provision of replacement land, ensuring greater security of tenure, and upgrading the livelihoods of people without legal land titles. If replacement land is not available, other strategies may be built around opportunities for re-training, skill development, wage

No.	JICA Guidelines (JICA GL)	Laws of Indonesia	Gaps between JICA Guidelines and Laws of Indonesia	The policy of the Project
		Based on Government Regulation No. 19/2021 Article 76 letters b, c, and e above, the preference of compensation can be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based as long as agreed by both parties.		employment, or self-employment, including access to credit. Solely cash compensation will be avoided as an option, if possible, as this may not address losses that are not easily quantified, such as access to services and traditional rights, and may eventually lead to those populations being worse off than without the project.
14.	Provide support for the transition period (between displacement and livelihood restoration). (WB ESS 5)	N/A	No specific provision for this item is stipulated in the national law.	Organization and administrative arrangements for the effective preparation and implementation of LARAP will be identified and in place prior to the commencement of the process; this will include the provision of adequate human resources for supervision, consultation, and monitoring of land acquisition and restoration.
15.	Particular attention must be paid to the needs of the vulnerable groups among those displaced, especially those below the poverty line, landless, elderly, women and children, ethnic minorities etc. (WB ESS 5)	The implementation of land procurement for public services is based on the principles of humanity, justice, favorable, certainty, transparency, consensus, participation, prosperity, sustainability, and harmony. The means of the "humanity principle" is that Land Procurement shall provide protection and honor to the human rights, dignity, and prestige of each citizen and resident of Indonesia proportionally.	No specific provisions are stipulated in the national law regarding particular attention to be paid to the needs of vulnerable groups.	LARAP must consider the needs of those most vulnerable to the adverse impacts of the land acquisition (including the poor, those without legal title to land, ethnic minorities, women, children, elderly and disabled) and ensure they are considered in LARAP planning and mitigation measures identified.
16.	For projects that entail land acquisition or involuntary resettlement of fewer than 200 people, an abbreviated resettlement plan is to be prepared. (WB ESS 5)	N/A	No specific provision for this item is stipulated in the national law.	LARAP is prepared for the Project. It covers the required contents of abbreviated RAP, usually prepared for the project with under 200 PAPs.

## **CHAPTER IX.**

### **PROJECT ENTITLEMENT, ASSISTANCE, AND BENEFICIAL MEASURES**

#### **9.1. General Approach**

Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives. When, after such an examination, avoidance is proved unfeasible, effective measures to minimize impact and to compensate for losses must be agreed upon with the people who will be affected.

People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported by project proponents etc. in a timely manner. Prior compensation, at full replacement cost, must be provided as much as possible. Host countries must make efforts to enable people affected by projects and to improve their standard of living, income opportunities, and production levels, or at least to restore these to pre-project levels. Measures to achieve this may include: providing land and monetary compensation for losses (to cover land and property losses), supporting means for an alternative sustainable livelihood, and providing the expenses necessary for the relocation and re-establishment of communities at resettlement sites.

The affected assets that can be compensated are categorized in physical and non-physical losses detailed as follows.

- a. Physical Assets:
  - 1) Land including superficies in case of tunnels under private land with the legal title;
  - 2) Buildings and its facilities;
  - 3) Plants (Trees, Decorative Plants, etc.);
  - 4) and, Other objects related to the land;
- b. Non-physical assets: a form of socio-economic loss that can be synchronized with money, such as: potential loss of income / occupation or profession, solatium, impairment of residual property values.

#### **9.2. Land Acquisition and Resettlement Schemes**

##### **9.2.1. Resettlement of Individually Owned Land and Assets**

1. Government agencies that lose some land and other assets, are compensated for lost (lost) land in accordance with the usual substitute capital, while for legal residence through a License Borrowing mechanism in accordance with applicable laws and regulations.
2. Government agency (central and/or regional) owner of the buildings (on DKI Jakarta Provincial Government's land) and loss of all construction, compensation for lost building at the full replacement value or equivalent replacement building.
3. BUMN / BUMD<sup>1</sup> agencies owners of land/buildings that lose some land and other assets are given compensation as follows:

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<sup>1</sup> BUMN refer to State Owned Enterprise and BUMD refer to Regional State-Owned Enterprise

- a. If the land belongs to the State / Government, compensation for lost land is taken through the Borrowing mechanism, while other assets are compensated at the replacement value.
  - b. If the land is owned by a BUMN / BUMD, it is compensated for loss of land and other assets according to the value of replacement or cooperation of land management.
4. Private ownership of land/buildings and other assets that lose some / all land/buildings and/or other assets are entitled to compensation for all losses at the replacement value, or in the form of an incentives scheme in accordance with the provisions of laws and regulations. If the owner of the building is different from the landowner, then the owner of the asset will get compensation in accordance with the replacement value. If the PAP is forced to move to another location has the right to get a moving allowance.
  5. Tenants of commercial buildings/places of business, are entitled to be offered a resettlement program and provided LRP<sup>2</sup>.
  6. PAPs who lost their livelihood/work because of the transfer will be provided with LRP.

### 9.2.2. Non-individually Owned Assets

1. PAPs as the owners of buildings built on State/ Government land and lose their residential buildings, will be compensated for the loss of buildings and other assets in accordance with the replacement value, in accordance with Ministry of Agrarian and Spatial Plan (Head of BPN) Regulation No.19 Year 2021 or to be relocated to resettlement flats/housing. Eligible PAPs will be offered in the form of building resettlement (*Rusunawa* or *Rumah Susun Sewa* or Flats for Rent).
2. PAPs as the tenants of residential buildings built on State / Government land and lose their residential buildings will be compensated in accordance with the Ministry of Agrarian and Spatial Plan (Head of BPN) Regulation No.19 the Year 2021.  
  
Eligible PAPs will be offered in the form of building resettlement (*Rusunawa*) or to be included to "0" down payment Program (house purchasing with zero down payment).
3. PAPs who own the building and occupies the building on the land of the State / Government and lose a place of business, is compensated for the loss of the building and other assets at the replacement value, in accordance with Presidential Regulation No. 56 of 2017 or will be offered in the form of Kiosk at their new place.
4. PAPs as tenants of building business premises built on State / Government land and have as lost their business premises will be offered resettlement in the form of a Kiosk at their new place.
5. PAPs whose livelihoods/occupation will be lost due to land acquisition/resettlement will be provided with LRP (see Chapter 4.6.2; item 3).

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<sup>2</sup> Livelihood Restoration Program

### 9.3. Eligibility, Cut Off Date, and Entitlement of Compensation

#### 9.3.1 Eligibility

Those whose assets or livelihood will be permanently/ temporarily or totally/ partially affected because of the project are eligible for compensation and assistance.

Entitled parties identified within the project areas that are eligible for compensation, either in cash, replacement land and structures, or resettlement and other assistance under this project include (i) persons with formal legal rights to land lost in its entirety or in part; (ii) persons who lose the land they occupy in its entirety or in part who have no formal legal rights to such land, but have claims to such lands or resources that are recognized or recognizable under national laws; and (iii) persons who lose the land they occupy in entirety or in part who have neither formal legal rights nor recognized or recognizable claims to such land. Compensation for the persons with category iii, will be given for the loss of assets other than land at replacement cost, and only if they occupied the land or structures in the subproject area prior to the cut-off date for eligibility for resettlement assistance.

Based on the survey, all the PAPs affected by land acquisition activities for the interests of the Project is family who are on legally owned land ownership that are eligible to receive compensation and LRP.

#### 9.3.2 Cut-Off Date

The cut of date of use for this LARAP is the time during IOL and SES implementation on 9 May 2022. The actual cut of date will be during the issuance of the Letter of Stipulation of Project Location (*PENLOK* or *Penentuan Lokasi*) by the Governor of DKI Jakarta, which will be followed up by measurement / Setting of project limits in the field (staking out) and carried "*pematokan*" (installation of the land peg) on the boundaries of the project site land. In areas where the peg installation is not possible, a painting on a building wall or fence (usually red paint) is used as a land boundary mark of the site location. The boundaries of the project site are also applicable as the boundaries of the land to be acquired.

To securing the location of the project site (for example, so that the boundary is not lost or shifted/moved, occupation of land by newcomers, etc.), the location site will be patrolled by *Satpol PP* (*Satuan Polisi Pamong Praja*/ Civil Service Police Unit).

#### 9.3.3 Entitlement Matrix

Compensation policies and necessary measures including compensation, assistance, and any other activities and considerations discussed are presented in the following entitlement matrix.

Table 9.1. Entitlement Matrix

Not.	Type of loss	Entitled Persons (Beneficiary)	Entitlement	Policy/regulation reference	Implementation issues/ Guidelines
<b>A Loss of Land</b>					
1.	Land Loss (eligible for all land regardless of underground, at grade and elevated MRT line)	Private land	<ul style="list-style-type: none"> <li>Cash compensation according to the full replacement cost for lost all/part of the land.</li> <li>Additional compensation for waiting period compensation due to the gap between the land determination, land value appraisal and the disbursement of the compensation to PAPs.</li> </ul>	<ul style="list-style-type: none"> <li>LARAP</li> <li>Law No. 2/2012</li> <li>PP 19/2021</li> <li>Ministry of ATR/BPN Regulation 19/2021</li> <li>Indonesian Assessment Standard 204 (SPI 204) 2018</li> </ul>	<ul style="list-style-type: none"> <li>DKI Jakarta/West Java Provincial Government</li> <li>ATR/BPN</li> <li>Institutions that Require Land (DGR)</li> </ul>
		Public land (Existing public roads including pedestrian facilities, etc.)	<ul style="list-style-type: none"> <li>No compensation is needed in principle, but changes of relevant rights on land is required from others to DGR.</li> </ul>		
<b>B Loss of Building (structure)</b>					
1.	Loss of residential/ commercial structure by owner(s)	Legal Titleholder Owner(s) of structures	<ul style="list-style-type: none"> <li>Relocation of structure, or cash compensation according with the full replacement cost for the loss of all/part of the affected structure</li> <li>Additional compensation for waiting period compensation due to the gap between the land determination, value appraisal and the disbursement of the compensation to PAPs.</li> <li>Moving assistance to be given to the relocated PAPs.</li> <li>For PAPs losing their house (place to stay) to be given additional emotional losses compensation (<b>solatium</b>) as part of the livelihood and living restoration</li> </ul>	<ul style="list-style-type: none"> <li>LARAP</li> <li>Law No. 2/2012</li> <li>PP 19/2021</li> <li>Ministry of ATR/BPN Regulation 19/2021</li> <li>Indonesian Assessment Standard 204 (SPI 204) 2018</li> </ul>	<ul style="list-style-type: none"> <li>DKI Jakarta/West Java Provincial Government</li> <li>ATR/BPN</li> <li>Institutions that Require Land (DGR)</li> </ul>
2.	Loss of residential/ commercial structures by squatters and unauthorized occupants	Those who can prove ownership of a structure without considering duration of physical control on the said land.	<ul style="list-style-type: none"> <li>Cash compensation in accordance with the full replacement cost for the loss of all / part of the properties affected.</li> </ul>		

Not.	Type of loss	Entitled Persons (Beneficiary)	Entitlement	Policy/regulation reference	Implementation issues/ Guidelines
3.	Loss of public structure (incl. social facilities such as educational building, religious facility)	Owner Authority/ management authority	Compensation in accordance with the full replacement of land and buildings for the loss of all affected properties and will be built before the construction project starts.		
<b>C</b>	<b>Loss of trees/crop</b>				
1.	Loss of Trees/ Perennials	i. Owner of the trees ii. Public bodies	<ul style="list-style-type: none"> <li>◆ Cash compensation for trees owned by individual persons, or;</li> <li>◆ Replanting after construction site restoration for trees owned by public bodies</li> </ul>	<ul style="list-style-type: none"> <li>◆ LARAP</li> <li>◆ Law No. 2/2012</li> <li>◆ PP 19/2021</li> <li>◆ Ministry of ATR/BPN Regulation 19/2021</li> <li>◆ Indonesian Assessment Standard 204 (SPI 204) 2018</li> </ul>	<ul style="list-style-type: none"> <li>◆ DKI Jakarta/West Java Provincial Government</li> <li>◆ ATR/BPN</li> <li>◆ Institutions that Require Land (DGR)</li> </ul>
2.	Loss of crops	Owners of crops	◆ Allowed harvest crops prior to commencement of construction*.	◆ LARAP	<ul style="list-style-type: none"> <li>◆ DKI Jakarta/West Java Provincial Government</li> <li>◆ DGR</li> </ul>
<b>D</b>	<b>Loss of Business/Livelihood</b>				
1.	Loss of business	Business owner /operator as noted	<ul style="list-style-type: none"> <li>• Eligible to participate in the Livelihood Restoration Program in and/or</li> <li>• Transitional assistance to be given to help restoring the business.</li> </ul>	<ul style="list-style-type: none"> <li>◆ LARAP</li> <li>◆ Law No.2/2012</li> <li>◆ PP 19/2021</li> <li>◆ Ministry of ATR/BPN Regulation 19/2021</li> <li>◆ Indonesian Assessment Standard 204 (SPI 204) 2018</li> </ul>	<ul style="list-style-type: none"> <li>◆ DKI Jakarta/West Java Provincial Government</li> <li>◆ ATR/BPN</li> <li>◆ Land Prosecutor Institution</li> </ul>
2.	Loss of Income and working days	Employees of business who lose the job	• Eligible to participate in the Livelihood Restoration Program	◆ LARAP	<ul style="list-style-type: none"> <li>◆ DKI Jakarta/West Java Provincial Government</li> <li>◆ BAPPEDA</li> </ul>
<b>E</b>	<b>Temporary impact</b>				
1.	Temporary impact during construction	Community/Individual	Any form of loss of property during the construction phases shall be compensated based on full replacement cost and/or agreement between the owner of properties of temporary impact	◆ LARAP	<ul style="list-style-type: none"> <li>◆ DKI Jakarta/West Java Provincial Government</li> <li>◆ DGR</li> </ul>

Note: Construction will be commenced once harvest of crops is completed with due coordination among concerned parties.

### 9.3.4. Compensation Form

Based on the Government of Indonesia Regulation<sup>3</sup>, the compensation to be given to the PAPs will following the principles as follow:

- 1) The land holder (owner or occupier) is entitled to receive reasonable compensation (decent and fair) as stipulated on regulation.
- 2) The decent and fair compensation refer to:
  - a) Value to owner which means the economic benefit of the ownership or control of land.
  - b) Higher than market price especially when the land is effectively use (economic value) by the owner.
  - c) The property refers to space above and below the land, structure, growing plant (tree and crop), utilities related to land (i.e., public/social utilities), other losses that can be estimated.
  - d) Consider the non-physical losses which is caused by the compulsion of property owners to give up their rights.
  - e) The ownership of property is not only limited to the owner but also the occupant of the property.
  - f) The value of inhabited is different with uninhabited land. There is non-physical value of the inhabited land.
  - g) Value addition must be calculated based on risks arising from potential owner losses and measured fairly.

Based on the regulation, land acquisition cost consists of land and non-land value as follows:

- 1) Physical losses:
  - a) Land;
  - b) space above and below the land;
  - c) structure;
  - d) growing plant (tree and crop);
  - e) utilities related to land (i.e., public/social utilities).
- 2) Non-physical losses (other losses that can be estimated) as detailed in the Indonesia the Indonesian Appraisal Standard 204 (SPI 204) and Indonesia Appraisal Guideline 04 (PPI 04)
  - a) Economic losses such as loss of occupation, emotional losses (solatium).
  - b) transaction cost.
  - c) transitional compensation
  - d) loss of residual land
  - e) other costs arising from physical damage.

The compensation that can be given to the PAPs consist of:

- 1) Cash (Money).
- 2) Replacement land.
- 3) Resettlement.
- 4) Shareholding
- 5) Other forms agreed by both parties.

<sup>3</sup> Law No. 2 of 2012, Law No. 11 of 2020, Government Regulation No 19 of 2021 and Ministry of ATR/BPN No 19 of 2021.

For the non-right holder like illegal encroacher etc., the provision is made in the Presidential Decree No 62/2018 about handling social impact on land acquisition for national development. The provision of compensation to the community in the form of (i) cash (money) or (ii) relocation. The non-title holder PAPs are eligible to receive compensation if meet the following criteria: 1) have controlled and utilized the land physically for at least 10 (ten) years continuously; and 2) control and use the land in good faith, openly, and not contested, recognized, and justified by the owner of land rights and/or the local Village Head. In the case of Jakarta MRT East-West Line Project, non-right holder will be compensated as per the entitlement matrix shown in Table 9.1.

## CHAPTER X

# VALUATION OF ASSETS AND CALCULATION OF COMPENSATION FOR LOSSES

The estimated compensation value is intended to obtain an initial picture of the value of land affected by land acquisition for the public interest, which is based on the Fair Replacement Value (NPW) approach/estimate.

Fair Replacement Value is the value for the benefit of the owner which is based on equality with the market value of a property, taking into account the extraordinary element in the form of non-physical losses resulting from the expropriation of rights to the property in question. Fair Replacement Value is defined as the same as the Compensation Value as referred to in Law Number 2 of 2012.

Law Number 2 of 2012 concerning Land Acquisition for Development in the Public Interest article 33 that the assessment of the amount of Compensation value by the Appraiser is carried out field by parcel of land, including:

- 1) Land;
- 2) Space aboveground and underground;
- 3) Structure/Building;
- 4) Plant;
- 5) Objects related to land; and/or
- 6) Other losses that can be assessed.

In land acquisition, the compensation paid includes both physical and non-physical losses.

Physical losses include:

- 1) Land
- 2) Structure/Building
- 3) Plants, especially trees

While non-physical losses include:

- 1) Compensation for loss of release of rights from the land owner will be given a premium and measured in money based on the applicable laws and regulations.

This replacement may include matters relating to:

- Emotional loss (solatium)
- Loss of job or loss of business including a change of profession

- 2) Transaction fees may include moving fees, taxes, and notaries in accordance with the applicable laws and regulations.

- 3) Compensation for the waiting period (interest), which is the number of funds calculated as a substitute for the time difference between the appraisal date and the estimated payment date.

### 10.1. Estimated Physical Compensation Value

#### 10.1.1. Land

Real/actual value means the real or actual price of transactions around the project area. Real/true value can easily be estimated as market value. Market Value in standards issued by both the International Valuation Standards and the Indonesian Valuation Standards. This value states that Market Value is an estimate of the amount of money on a date, which can be obtained from buying.

Market Value uses the principle of highest and best use. The market value is derived from the highest and best use of a plot of land by taking 4 (four) principles into account: physically possible use, legally permitted, financially viable and generate the highest income. These four factors in a transparent and efficient market condition will be reflected in the market value obtained from the real price of the transactions that occur.

The conditions of highest and best use after the development for the public interest may be different from the previous conditions. In this case, it is necessary to have a standard of whether the calculation to obtain market value is based on the highest and best use conditions before or after land acquisition. Each party affected by land acquisition must have the same economic position as before being affected by land acquisition.

Land valuation is based on the condition as if there was no land acquisition for the public interest. Or in other words, the application of the highest and best use is based on the conditions before the determination of the area as an area affected by development.

The estimated land value was obtained by using the following approach:

- The average value of land was obtained from the results of field surveys which were sampled in several points with different regional characteristics and land functions based on the most recent transactions within the ROW area.
- The market value approach was obtained from the market price outside the row taking into account the characteristics of the land and its location
- Estimated land value is an initial estimate if the land is used to estimate land acquisition costs.

#### 10.1.2. Building or Structure

The cost approach method was applied to estimate compensation for the building. It means that the building assessment was based on the results of an inventory of the building by considering the elements related to building specifications, age, function.

The estimated building value was obtained by using the following approach:

- The average building value is based on the average market value of building per square meter.
- The estimated average value of buildings is differed based on the types of buildings such as permanent building and semi-permanent building.
- No depreciation will be applied to the estimated value of the building.

#### 10.1.3. Plant or Tree

The list of compensation rates for the acquisition of growing plantings (trees) is sourced from actual market price available around the project area during 2022. In addition, the tariffs, issued by the concerned local office based on the market price, are also referred in case the market price for trees is not available around the project area.

Estimated physical compensation for land acquisition in the MRT East-West Line Development Plan Phase 1 Stage 1 is **IDR. 6,663,332,789,611,- (Six Trillion, six hundred sixty-three billion, three hundred thirty-two million, six hundred and eleven Rupiah)**. The following is an estimate of the physical compensation for land acquisition for the MRT East-West Line Development Plan Phase 1 Stage 1.

**Table 10.1. Estimated Physical Compensation for Land Acquisition MRT East-West Line Phase 1 Stage 1**

NO	MUNICIPALITY	SUDISTRICT	VILLAGE	PHYSICAL LOSSES VALUE			PHYSICAL LOSSES TOTAL VALUE
				ESTIMATION OF LAND MARKET PRICE	ESTIMATION OF STRUCTURE MARKET PRICE	ESTIMATION OF TREE MARKET PRICE	
1	JAKARTA BARAT	GROGOL PETAMBURAN	TOMANG	607.068.514.054	37.871.517.651	16.700.000	644.956.731.705
2			TANJUNG DUREN SELATAN	0	0	0	0
3			GROGOL	92.855.530.186	21.097.043.505	350.000	113.952.923.691
4	JAKARTA PUSAT	GAMBIR	DURI PULO	899.181.328.540	65.834.497.805	5.100.000	965.020.926.345
5			CIDENG	103.144.060.205	8.321.008.953	5.900.000	111.470.969.158
6			PETOJO UTARA	205.793.563.197	67.914.907.959	0	273.708.471.156
7			PETOJO SELATAN	344.426.370.842	28.557.523.142	0	372.983.893.984
8			GAMBIR	222.313.178.324	579.864.364	0	222.893.042.688
9			TANAH ABANG	KAMPUNG BALI	35.204.230.706	2.326.236.180	1.200.000
10		MENTENG	KEBON SIRIH	413.288.961.916	10.349.588.701	0	423.638.550.617
11		SENEN	SEKEN	3.340.444.913	1.548.440.584	0	4.888.885.498
12			KWITANG	153.874.230.678	3.770.341.490	0	157.644.572.167
13			KRAMAT	534.046.052.046	49.651.221.797	0	583.697.273.843
14	TANAH TINGGI		149.961.565.431	27.084.857.223	95.000	177.046.517.654	
15	JOHAR BARU	GALUR	214.903.923.802	16.534.830.082	2.250.000	231.441.003.884	
16		HARAPAN MULIA	82.484.417.548	7.747.961.707	0	90.232.379.255	
17	KEMAYORAN	CEMPAKA BARU	90.587.293.275	9.424.281.477	0	100.011.574.751	
18		SUMUR BATU	0	0	0	0	
19	CEMPAKA PUTIH	CEMPAKA PUTIH BARAT	0	0	0	0	
20		CEMPAKA PUTIH TIMUR	0	0	0	0	
21	JAKARTA UTARA	KELAPA GADING	KELAPA GADING BARAT	0	0	0	0
22			KELAPA GADING TIMUR	0	0	0	0
23			PEGANGSAAN DUA	56.745.421.211	3.437.690.359	0	60.183.111.570
24	CILINCING	ROROTAN	817.650.450.410	0	0	817.650.450.410	
25	PULOGADUNG	KAYU PUTIH	17.602.772.480	2.225.567.518	0	19.828.339.999	
26		PULO GADUNG	3.774.794.631	0	360.000	3.775.154.631	
27	JAKARTA TIMUR	CAKUNG	RAWA TERATE	313.134.582.914	20.016.154.487	13.450.000	333.164.187.400
28			CAKUNG BARAT	357.665.754.538	40.246.271.814	2.920.000	397.914.946.353
29			CAKUNG TIMUR	40.837.613.315	15.761.191.009	0	56.598.804.325
30			UJUNG MENTENG	318.175.853.493	41.499.729.859	0	359.675.583.353
31	BEKASI	MEDAN SATRIA	MEDANSATRIA	81.750.186.320	21.669.271.969	3.370.000	103.422.828.289
<b>TOTAL</b>				<b>6.159.811.094.974</b>	<b>503.469.999.636</b>	<b>51.695.000</b>	<b>6.663.332.789.611</b>

Source: Calculation Analysis for 2022

#### 10.1.4 Estimated Value of Non-Physical Compensation

Description of Non-Physical Losses in the context of land acquisition for the public interest:

##### a. Solatium (Emotional Loss)

Solatium is compensation given to homeowners for non-financial losses caused by land acquisition and/or moving houses as a result of land acquisition for the public interest.

The amount of emotional loss (solatium) in the form of a reasonable percentage. In assessing the amount of compensation for losses, following circumstances are taken into account:

- The owner's interest in the house he/she owns is connected with the provision of reasonable compensation.
- The period of time the owner has owned and/or occupied the house.
- Discomfort to be suffered by the owner of the house as a resident due to the necessity of moving.

The solatium compensation only given to the PAPs who lost residential building (house/building for staying) which is calculated as follows:

- Additional compensation for 5% of Residential value <sup>1</sup> if already stay for 0-4 years.
- Additional compensation for 10% of Residential value if already stay for 5-9 years.
- Additional compensation for 15% of Residential value if already stay for 10-19 years.
- Additional compensation for 20% of Residential value if already stay for 20-30 years.
- Additional compensation for 30% of Residential value if already stay for more than 30 years.

**b. The premium.** Based on the Indonesia Appraisal Standard (hereafter referred as SPI<sup>2</sup>) number 204 (SPI 204) and detailed in the Indonesia Appraisal Guideline (PPI<sup>3</sup>) number 04 (PPI 04) the calculation method for excluding the depreciation is to add “premium” cost as compensation. The premium defines as the value of reproduction cost new (RCN) minus the current building value. In this LARAP, the method used to calculate the building value is using the RCN while during the land acquisition implementation stage, the compensation appraisal to be conducted by public appraisal office (KJPP<sup>4</sup>) using the “premium” as additional compensation.

##### c. *Biaya Perolehan Hak atas Tanah Bangunan (BPHTB) or Cost of Acquisition of Building Land Rights*

By definition, the BPHTB is the tax burden calculated as 5% of total transaction cost of land or NJOP price (which one is higher) reduced by non-taxable value<sup>5</sup> that is charged to the entity that buy the land. It is imposed proportionally for all physical losses related to land and buildings only, such as land, houses, places of business, industry, and plantations. The tax burden is the potential cost which is assumed to be required by the PAPs to buy a property in a new place. The tax burden on land acquisition of an existing property can be calculated in accordance with the applicable rules and regulations

##### d. *PPAT (Pejabat Pembuat Akte Tanah) or Land Deed Maker Cost of Acquisition of Building Land Rights*

PPAT fees are charged proportionally for all physical losses related to land and buildings such as land, houses, places of business, industry and plantations.

##### e. Waiting Period/Transitional Cost Compensation

Waiting Period Compensation is calculated based on the reason that the assessment date is applied to the location determination date. So there is a grace period for the land owner who has not received the replacement fee until waiting for the administrative procedure to be completed. This additional

<sup>1</sup> Residential value is the value of the land and house owned by PAPs.

<sup>2</sup> SPI is *Standar Penilaian Indonesia* or in English translated as Indonesia Appraisal Standard

<sup>3</sup> PPI: *Pedoman Penilaian Indonesia* or in English translated as Indonesia Appraisal Guideline

<sup>4</sup> KJPP: *Kantor Jasa Penilai Publik*

<sup>5</sup> Non-taxable value is determined by local government.

fee is charged at the interest rate on deposits from state banks on the property value from physical losses plus premium and solatium charges. Based on the PPI 04, the waiting period is 6% per annual or 0.5% per month. In this LARAP, the waiting period is estimated for 6 months according to the handover schedule. Therefore, the waiting period compensation to be given in this LARAP cost was 3% of the total physical and non-physical compensation.

The estimated non-physical compensation for land acquisition in the MRT East-West Line Development Plan Phase 1 Stage 1 is IDR. 1,383,312,625,758,- (One Trillion Three Hundred Eighty Three Billion Three Hundred Twelve Million Six Hundred Twenty Five Thousand Seven Hundred Fifty Eight Rupiah). The following details the results of calculating estimated non-physical compensation for land acquisition for MRT East-West Line Phase 1 Stage 1.

**Table 10.2. Estimated Non-Physical Compensation for Land Acquisition MRT Jakarta East-West Line Phase 1 Stage 1**

NO	NON-PHYSICAL LOSSES VALUE					NON-PHYSICAL LOSSES TOTAL VALUE
	MOVING COSTS 1.5%	SOLIATIUM 10- 30%	TRANSACTION		WAITING TIME INTEREST 3%	
			LAND TITLES REGISTRAR (PPAT) 1.5%	LAND AND BUILDING RIGHT ACQUISITION FEES (BPHTB) 5%		
1	568.072.765	11.361.455.295	9.674.100.476	32.247.001.585	73.199.332.072	127.049.962.193
2	0	0	0	0	0	0
3	316.455.653	6.329.113.051	1.709.288.605	5.697.628.685	17.471.073.705	31.523.559.698
4	987.517.467	19.750.349.342	14.475.237.395	48.250.791.317	112.414.523.311	195.878.418.833
5	124.815.134	2.496.302.686	1.671.976.037	5.573.253.458	13.210.476.390	23.076.823.706
6	1.018.723.619	20.374.472.388	4.105.627.067	13.685.423.558	47.395.500.767	86.579.747.399
7	428.362.847	8.567.256.943	5.594.758.410	18.649.194.699	44.429.089.718	77.668.662.617
8	8.697.965	173.959.309	3.343.395.640	11.144.652.134	21.357.496.330	36.028.201.379
9	34.893.543	697.870.854	562.957.003	1.876.523.344	4.298.194.751	7.470.439.495
10	155.243.831	3.104.876.610	6.354.578.259	21.181.927.531	43.505.782.750	74.302.408.980
11	23.226.609	464.532.175	73.333.282	244.444.275	952.202.906	1.757.739.248
12	56.555.122	1.131.102.447	2.364.668.583	7.882.228.608	16.163.891.925	27.598.446.685
13	744.768.327	14.895.366.539	8.755.459.108	29.184.863.692	71.091.375.881	124.671.833.547
14	406.272.858	8.125.457.167	2.655.696.340	8.852.321.133	25.351.143.027	45.390.890.525
15	248.022.451	4.960.449.025	3.471.581.308	11.571.937.694	27.195.220.595	47.447.211.073
16	116.219.426	2.324.388.512	1.353.485.689	4.511.618.963	11.012.683.967	19.318.396.557
17	141.364.222	2.827.284.443	1.500.173.621	5.000.578.738	12.469.748.267	21.939.149.291
18	0	0	0	0	0	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	51.565.355	1.031.307.108	902.746.674	3.009.155.578	6.800.268.062	11.795.042.777
24	0	0	12.264.756.756	40.882.522.520	77.676.792.789	130.824.072.066
25	33.383.513	667.670.256	297.425.100	991.417.000	2.584.746.068	4.574.641.936
26	0	0	56.621.919	188.739.732	358.616.290	603.977.941
27	300.242.317	6.004.846.346	4.997.261.061	16.657.536.870	37.954.812.216	65.914.698.811
28	603.694.077	12.073.881.544	5.968.680.395	19.895.601.318	50.479.305.725	89.021.163.060
29	236.417.865	4.728.357.303	848.982.065	2.829.940.216	10.341.661.579	18.985.359.028
30	622.495.948	12.449.918.958	5.395.133.750	17.983.779.168	47.241.595.324	83.692.923.148
31	325.039.080	6.500.781.591	1.551.291.874	5.170.972.914	16.650.770.308	30.198.855.767
	<b>7.552.049.995</b>	<b>151.040.999.891</b>	<b>99.949.216.419</b>	<b>333.164.054.731</b>	<b>791.606.304.723</b>	<b>1.383.312.625.758</b>

Source: Calculation Analysis for 2022

### 10.1.5. Estimated Fair Replacement Value (*NPW* or *Nilai Penggantian Wajar*)

Fair Replacement Value (*NPW*) is defined as the same as the compensation value as referred to in Law Number 2 of 2012. Fair Replacement Value is the value based on equality with the market value of a property considering extraordinary elements in the form of non-profitable losses and physical damage resulting from acquisition of the right to the said property (*SPI* 102 – 3.10).

*NPW* can be generated from a combination of physical losses and non-physical losses on an object of assessment. This combination can be described as the sum of the market value indications for physical losses plus the value indications for non-physical losses.

The assessment of the need for compensation includes:

- Compensation for physical (material) losses of land and/or buildings and/or plants and/or other objects related to land.
- Non-physical (immaterial) compensation consists of compensation for losses on relinquishment of rights from landowners which will be given in the form of money (premium), as well as other losses that can be calculated including transaction costs, interest (waiting period compensation), losses on remaining land, and other types of losses stated by the assignor in the employment agreement.

The object of land acquisition referred to above is defined as the same as the term Property or Land Property in accordance with the Indonesian Valuation Standard (*SPI*) 204 of 2018. This compensation value is in the implementation of the work of compiling the LARAP document for the MRT East-West Line Project Phase 1 Stage 1. Compensation value refers to an Appraiser who conducts an independent and professional assessment and who has obtained an appraisal practice permit from the Minister of Finance and has obtained a license from the Land Agency to calculate the value/price of the land acquisition object.

The estimated value of compensation or *NPW* for land acquisition for MRT East-West Line Phase 1 Stage 1 is IDR 8,046,645,415,369, - (Eight Trillion Forty-Six Billion Six Hundred Forty-Five Million Four Hundred Fifteen Thousand Three Hundred Sixty-Nine Rupiah). Following are the details of the results of calculating estimated land compensation or fair replacement value for land acquisition for MRT East-West Line Phase 1 Stage 1.

**Table 10.3. Estimated Compensation Value for Land Acquisition MRT East-West Line Phase 1 Stage 1**

NO	MUNICIPALITY	SUDISTRICT	VILLAGE	PHYSICAL LOSSES TOTAL VALUE	NON-PHYSICAL LOSSES TOTAL VALUE	ESTIMATION OF COMPENSATION VALUE/ REPLACEMENT VALUE
1	JAKARTA BARAT	GROGOL PETAMBURAN	TOMANG	644.956.731.705	127.049.962.193	772.006.693.898
2			TANJUNG DUREN SELATAN	0	0	0
3			GROGOL	113.952.923.691	31.523.559.698	145.476.483.389
4	JAKARTA PUSAT	GAMBIR	DURI PULO	965.020.926.345	195.878.418.833	1.160.899.345.178
5			CIDENG	111.470.969.158	23.076.823.706	134.547.792.864
6			PETOJO UTARA	273.708.471.156	86.579.747.399	360.288.218.555
7			PETOJO SELATAN	372.983.893.984	77.668.662.617	450.652.556.601
8			GAMBIR	222.893.042.688	36.028.201.379	258.921.244.067
9			TANAH ABANG	KAMPUNG BALI	37.531.666.885	7.470.439.495
10		MENTENG	KEBON SIRIH	423.638.550.617	74.302.408.980	497.940.959.598
11		SENEN	SEZEN	4.888.885.498	1.757.739.248	6.646.624.746
12			KWITANG	157.644.572.167	27.598.446.685	185.243.018.853
13			KRAMAT	583.697.273.843	124.671.833.547	708.369.107.390
14		JOHAR BARU	TANAH TINGGI	177.046.517.654	45.390.890.525	222.437.408.180
15			GALUR	231.441.003.884	47.447.211.073	278.888.214.957
16		KEMAYORAN	HARAPAN MULIA	90.232.379.255	19.318.396.557	109.550.775.812
17			CEMPAKA BARU	100.011.574.751	21.939.149.291	121.950.724.042
18			SUMUR BATU	0	0	0
19		CEMPAKA PUTIH	CEMPAKA PUTIH BARAT	0	0	0
20			CEMPAKA PUTIH TIMUR	0	0	0
21		JAKARTA UTARA	KELAPA GADING	KELAPA GADING BARAT	0	0
22	KELAPA GADING TIMUR			0	0	0
23	PEGANGSAAN DUA			60.183.111.570	11.795.042.777	71.978.154.347
24	CILINCING	ROROTAN	817.650.450.410	130.824.072.066	948.474.522.476	
25	JAKARTA TIMUR	PULOGADUNG	KAYU PUTIH	19.828.339.999	4.574.641.936	24.402.981.935
26			PULO GADUNG	3.775.154.631	603.977.941	4.379.132.572
27		CAKUNG	RAWA TERATE	333.164.187.400	65.914.698.811	399.078.886.211
28			CAKUNG BARAT	397.914.946.353	89.021.163.060	486.936.109.412
29			CAKUNG TIMUR	56.598.804.325	18.985.359.028	75.584.163.353
30			UJUNG MENTENG	359.675.583.353	83.692.923.148	443.368.506.500
31	BEKASI	MEDAN SATRIA	MEDANSATRIA	103.422.828.289	30.198.855.767	133.621.684.056
		<b>TOTAL</b>		<b>6.663.332.789.611</b>	<b>1.383.312.625.758</b>	<b>8.046.645.415.369</b>

Source: Calculation Analysis for 2022

## CHAPTER XI

### CONSULTATION, PARTICIPATION, AND DISCLOSURE

Public Consultation Meeting (PCM) is a process of dialogical communication or deliberation between interested parties in order to reach an understanding and agreement in planning land acquisition for development in the public interest (Law No. 2 of 12).

The benefits of the PCM are: (i) the proponent can plan activities and manage the impact of land acquisition better; (ii) the preparation of the LARAP Study will be better; (iii) the public relations program plan made by the Proponent will be better.

The objectives of the PCM are: (i) To solicit suggestions, inputs, and responses from the public in the process of preparing the LARAP; (ii) Ensure, ensure there is transparency in the entire LARAP process; (iii) Creating an atmosphere of equal partnership between all interested parties by respecting the rights of all parties to obtain information

#### 11.1. Public Consultation Prior to Preparation of LARAP Document

The initial (Public Consultation Meeting (PCM) on the LARAP MRT East-West Line (Phase 1 Stage 1) was carried out in February 2022, at Santika Hotel, Bekasi. Directorate General Railway as Proponents, LARAP consultants, DKI Jakarta Regional Government, Bekasi, and Residents attended the PCM. At the PCM, Minutes of Minutes are produced, and suggestions, opinions, and responses from the public are written and submitted.

**Table 11.1 Summary of MRT East – West First Public Consultation Phase 1 Stage 1**  
(Summary Minute of Meeting on 1<sup>st</sup> PCM, 3 February 2022)

Date and Venue	Participants		Major Questions and Answered
	Male	Female	
February 3, 2022 10.00 – 16.00 WIB	67	9	Q1: April-June 2022 socio-economic survey, involving sub-districts and village? A1: Yes, it will involve the sub-districts and village office
			Q2: Socio-economic survey April to June 2022, involving sub-districts and village? A2: Yes, it will involve the sub-districts and village office
			Q3: (i) Minimize the impact of conflicts in the field during the land/land acquisition process (ii) Communicating well between the project owner and the region (village and Sub-district) so that they can convey the same understanding to residents. Maintain security conditions in the field during the project implementation A3: Thank you for the suggestion, it will be implemented later in the LARAP activity process on relevant aspects
			Q4: The construction of the MRT will be extended to Bekasi station, so that people can make better use of it A4: The long-term plan even includes Phase 2 construction to Cikarang
			Q5: Thorough preparation for LARAP, so that people who are affected by land or buildings do not feel disadvantaged A5: Will be implemented, thank you for the suggestion
			Q6: To acquire land, so that it is properly studied

			A6: Will be implemented, thank you for the suggestion
			Q7: It is hoped that there will be economic attention for residents affected by this MRT project
			A7: Residents affected by land acquisition will be given compensation in accordance with applicable regulations. Especially for residents who are classified as "vulnerable people" (including the poor, the elderly, female heads of households, the disabled, and others) there will be special treatment
			Q8: There needs to be outreach to the wider community so that turmoil does not occur at the grassroots level
			A8: Specifically, for the LARAP, the second PCM will be carried out in July 2022
			Q9: Outreach to the community should be further enhanced so that obstacles in the field can be minimized
			A9: will be carried out by the LARAP team, during the second PCM census and FGD
			Q10: (i) Detailed and accurate identification; (ii) Reimbursement based on the applicable laws and regulations; (iii) Maximized so that people are not miserable
			A10: (i) Reviewed in the AMDAL (careful and in-depth study; (ii) Yes, it will refer to the applicable regulations; (iii) Particularly for PAPs who are vulnerable people, there will be special treatment, in accordance with JICA guidelines

**Table 11.2 Summary of MRT East – West Line First Public Consultation Phase 1 Stage 1**

**(Summary Minute of Meeting on PCM, 4 February 2022)**

Date and Venue	Participants		Major Questions and Answered
	Male	Female	
February 4, 2022 10.00 – 16.00 WIB	50	16	Q1: (i) How large is the Rorotan Depot? (ii) What are the activities at the depot? (iii) Where is the location of the Rorotan Depot? A1: (i) The area of the Rorotan Depot is 20 ha; (ii) The activity at the depot is a training workshop; (iii) To the north of the Covid-19 tomb area
			Q2: (i) Stages of work socialized to the community. So that the contractor who will work on it must be wise and prudent (ii) Where is Pulogadung MRT Station located? In the Pulogadung Sub-district, there is much housing for retired state officials. A2: (i) Contractors working on MRT construction will be supervised by a Supervision Consultant, including environmental and social aspects (ii) The exact position of Pulogadung MRT Station can be seen on the DED map
			Q3: Is there any land acquisition in the MRT project? A3: Yes, it is
			Q4: If there is a conflict or problem, immediately coordinate with village officials and community leaders A4: Yes, we will, thank you for the advice
			Q5: It is hoped that there will be economic attention to residents affected by land acquisition by the MRT project A5: In principle, the project will not cause the socio-economic life of residents to be affected worse than before, at least the same
			Q6: Socialization to the community is further enhanced so that obstacles in the field can be minimized A6: Will be implemented

**11.2. Consultation / Socialization During Preparation of LARAP Document****Table 11.3. Administrative Areas Traversed by MRT East -West Phase 1 Stage 1**

No	Province	City	Sub-District	Kelurahan (Village)
1	DKI Jakarta	North Jakarta	Kelapa Gading	Pegangsaan Dua
2				Gading Barat
3				Gading Timur
4			Cilincing	Rorotan
5		East Jakarta	Cakung	Ujung Menteng
6				Cakung Barat
7				Cakung Timur
8				Rawa Terate
9			Pulogadung	Kayu Putih
10				Pulogadung
11		Central Jakarta	Senen	Bungur
12				Kramat
13				Kwitang
14				Senen
15			Kemayoran	Cempaka Baru
16				Cempaka Mulia
17				Sumur Batu
18			Cempaka Putih	Cempaka Putih Barat
19				Cempaka Putih Timur
20			Menteng	Kebon Sirih
21			Gambir	Cideng
22				Duri Pulo
23				Gambir
24				Petojo Sselatan
25		Petojp Utara		
26		Johar Baru	Galur	
27			Tanah Tinggi	
28		Tanah Abang	Kampung Bali	
29		West Jakarta	Grogol Petamburan	Tomang
30				Grogol
31	West Java	Bekasi City	Medan Saria	Medan Satria

The Public Consultation Meeting or PCM was continued in each sub-district office to get direct input from PAPs along with formal and informal leaders such as RT and RW. The implementation of PCM in each sub-district is presented in the following table.

**Table 11.4. Summary of First Public Consultation of MRT East-West Phase 1 Stage 1 in Each Sub-district, June – September 2022**

Date and Venue	Participants		Major Questions and Answered
	Male	Female	
01. Kelapa Gading Sub-District Office Pola Room 5 <sup>th</sup> floor  Jun 14, 2022 09.00 - finished	36	18	Q1: Before conducting the survey, it must be informed through the RT/RW and the survey must be carried out in a polite and friendly manner A1: Yes, we will Q2: Informing about the width of the area of the MRT line that passes through Kelapa Gading A2: We'll let you know after the design is finalized Q3: (i) Compensation for the affected community must be able to buy a new place to live; (ii) Prioritizing reducing areas affected by MRT construction A3: (i) The amount of land compensation follows the applicable laws and regulations; (ii) Agree, the Proponent will try to minimize land acquisition
02. Pulo Gadung Sub-District Office Hall 4 <sup>th</sup> floor Jun 22, 2022 10.00 - finished	14	8	Q1: (i) More intensely conducting socialization with citizens affected by the project; (ii) Hearing a public hearing to all elements of society. A1: (i) OK, we'll do it; (ii) Q2: Minimize residents affected by the MRT project so that residents around the benefits of the MRT existence The MRT project can examine integration with other modes of transportation so as to facilitate the movement of citizens A2: Agree, that's what is being designed in this project
03. Cakung Sub-District Office Hall 4 <sup>th</sup> floor  Jun 22, 2022 13.30 - finished	35	16	Q1: Compensation payments are not delayed like the previous project in 2018 such as flood management in east canal river which has not been paid yet. A1: Thank you for the information, later on, this project will be a timely compensation payment Q2: Development to be carried out thoroughly and clearly A2: The construction activity plan will be pursued on time Q3: Empowering local residents related to the development A3: It will be programmed for the community development Q4: (i) Re-socialize residents, especially affected landowners; (ii) Strategic station placement, not far from densely populated areas, government offices, public facilities, etc. A4: (i) Determining the location of the station has considered various aspects
04. Gambir Sub-District Office Hall 5 <sup>th</sup> floor  Jun 29, 2022 13.30 - finished	51	19	Q1: Provide a clear and definite picture of the MRT project. A1: This PCM activity aims to provide clear information about the MRT project. The project will also provide flyers to the affected communities. The project is also preparing brochures to be distributed to the affected persons Q2: Detailed explanation of the boundaries of the areas affected by the MRT project. A2: Until the implementation of this Public Consultation Meeting, there were several locations that were still experiencing changes to project boundaries, due to several aspects being considered Q3: Socialization to residents must be carried out properly by involving village officials, including the Lurah, LMK, FKDM, Binmas, Babinsa, community leaders, women representatives, RT and RW. A3: There will be a meeting with Kelurahan, RW and RT before the team conducts a census. Q4: In the construction to involve local residents affected by the MRT project. A4: The construction activities involved local residents who were affected by the MRT project. The details are in the ANDAL, RKL, RPL documents Q5: In the implementation, so that the project implementation does not harm the affected people, because most of the residents of Central Jakarta do not have land certificates, only have PBB A5: Improvement of land that is estimated to be affected by the project, certificate immediately Q6: Immediately socialize to the people who are directly affected by the MRT project. And can provide explanations of what requirements must be given to the community whose land or house is affected by the MRT project. A6: Thank you for the advice

			<p>Q7: Request a commitment from the implementers/planners of this MRT project so that they can truly provide a decent life for the affected households so that no party is harmed;</p> <p>A7: The LARAP and AMDAL of this project will be monitored and evaluated for their implementation. If there are things that have not been fulfilled according to the original plan, they will be corrected immediately.</p>
<p>05. Grogol Petamburan Sub-District Office Hall 4<sup>th</sup> floor</p> <p>Jul 05, 2022 13.00 - finished</p>	31	9	<p>Q1: Conducting public consultations/advanced socialization to affected people in coordination with the local government</p> <p>A1: Yes, it will be done soon</p> <p>Q2: Fulfillment of promises from the initiator to residents affected by the MRT project</p> <p>A2: The Proponent's promise to the residents affected by the Resettlement Action Plan, will then be monitored and evaluated</p> <p>Q3: Immediately realize the MRT project to facilitate the integration of other public transportation so that community mobilization can be helped easily</p> <p>A3: yes, we will do it</p> <p>Q4: Prior to construction, to carry out more intensive communication with affected households</p> <p>A4: Yes, we will do it</p> <p>Q5: Compensation value is expected based on the market price</p> <p>A5: Yes, it is true</p>
<p>06. Cilincing Sub-District Office Meeting Room 2<sup>nd</sup> floor</p> <p>Jul 06, 2022 09.00 - finished</p>	13	5	<p>Q1: Providing solutions for residents whose businesses have been reduced or stopped due to the impact of the MRT project</p> <p>A1: Yes, we will do it</p> <p>Q2: Always give the best for the affected households (land, buildings, and others)</p> <p>A2: Yes, we will do it</p> <p>Q3: Empowerment/involvement of local communities in MRT projects</p> <p>A3: There is later in the RKL RPL document</p> <p>Q4: Considering better relocation locations for residents affected by land acquisition</p> <p>A4: The location for relocating residents will be discussed with agencies and PAPs</p> <p>Q5: The MRT project can maintain the local wisdom of the local community</p> <p>A5: Yes, we will do it</p> <p>Q6: Always coordinate with local government officials</p> <p>A6: Yes, we will do it</p> <p>Q7: Give the best price for compensation</p> <p>A7: Determination of the land compensation price will refer to the applicable laws and regulations. In addition, attention and assistance will also be given to PAPs who are included in vulnerable families</p> <p>Q8: Considering the restoration of the livelihoods of the cultivators/land farmers who farm or breed ducks in the location of the land to be acquired</p> <p>A8: In this LARAP study, there will be a plan for PAP's economic recovery</p>
<p>07. Kemayoran Sub-District Office Hall 4<sup>th</sup> floor</p> <p>Jul 07, 2022 09.00 - finished</p>	37	14	<p>Q1: Appreciating development because it is for regional progress, facilitating and accelerating the mobilization of citizens and reducing congestion due to reduced use of private vehicles</p> <p>A1: Yes, it is true</p> <p>Q2: Coordinate and inform the local government when it will conduct a survey to affected residents</p> <p>A2: Yes, we will do it</p> <p>Q3: Clarify the details of the areas that will be affected and the detailed description of the MRT project</p> <p>A3: Yes, we will do it</p> <p>Q4: (i) Conducting follow-up socialization to residents directly affected by the MRT project; (ii) Providing compensation values that do not harm residents</p> <p>A4: (i) Yes, we will do it; (ii) Agree and will be done</p>
<p>08 Tanah Abang Kampung Bali Village Office Hall 2<sup>nd</sup> floor</p> <p>Jul 22, 2022 13.00 - finished</p>	13	5	<p>Q1: The community supports the MRT project because it creates mass transportation</p> <p>A1: -</p> <p>Q1: Conducting further socialization to community leaders and affected people by the MRT project</p> <p>A1: Yes, we will do it</p> <p>Q2: Provide adequate compensation for affected people</p> <p>Project implementation is carried out in a professional manner</p> <p>A2: Yes, we will do it</p>

<p>09. Johar Baru Sub-District Office</p> <p>Aug 02, 2022 13.00 - finished</p>	18	8	<p>Q1: The community fully supports the MRT project for the sake of the nation and state. However, the most important thing is that it is mutually beneficial and should not harm the community</p> <p>A1: Agreed, will be implemented</p> <p>Q2: Hold follow-up meetings, especially for affected people, so that the land and documents owned are clearer</p> <p>A2: There will be a meeting with AHs later</p> <p>Q3: The East-West Line MRT development plan program is expected to improve the economy of the surrounding community and make their lives better</p> <p>A3: Agree</p> <p>Q4: Solutions for public roads that are closed due to MRT building construction</p> <p>A4: Later it will be in the AMDAL</p> <p>Q5: Clarify the timing of the survey so that affected people can complete the required documents</p> <p>A5: Later it will be coordinated with the Village Head and Head of RW/RT (Sub</p> <p>Q6: Detailed explanation regarding the areas affected directly and indirectly/partially</p> <p>A6: People who are directly affected are people whose land (land, buildings, trees, business premises) is affected by ROW, stations and depots. While people who are indirectly affected include interference from construction work</p> <p>Q7: Is it permissible to build or renovate the building during the planning process?</p> <p>A7: That's okay, as long as it doesn't interfere with project implementation</p> <p>Q8: This development project must be socialized in a neat and directed manner so that the community or local residents are not harmed and hope that this development can provide the best for the surrounding community</p> <p>A8: yes, we agree</p> <p>Q9: The provision of compensation values must be transparent and not detrimental to the affected community</p> <p>A9: Yes, it will be done like that. Even the compensation money is not handed over directly but will be transferred to the land owner's account</p>
<p>10. Menteng Sub-District Office Hall 3<sup>rd</sup> floor</p> <p>Aug 31, 2022</p> <p>15.00 - finished</p>	11	6	<p>Q1: Scheduled outreach to communities affected by the MRT East-West line project</p> <p>A1: Yes, we will do it</p> <p>Q2: Minimizing the negative impact of the MRT project by carrying out technical engineering</p> <p>A2: yes, the team is working on it</p> <p>Q3: It is hoped that the MRT project can have a positive impact on the community in the future, both in social and economic aspects</p> <p>A3: Yes, LARAP and AMDAL studies were carried out for this purpose.</p>
<p>11. Cempaka Putih Sub-District Meeting Room 2<sup>nd</sup> floor</p> <p>Sep 12, 2022</p> <p>09.00 - finished</p>	14	7	<p>Q1: To coordinate with the local Government and RT, RW,</p> <p>A1: Yes, we will do it</p> <p>Q2: If there are complaints to whom the community can contact</p> <p>A2: There is an email address and telephone number, as shown in the presentation material</p> <p>Q3: Affected Person can be socialized regarding this government strategic program</p> <p><u>A3: PCM today and in the future Group Discussions at RW and RT are ways to socialize this program</u></p>
<p>12. Senen Sub-District Meeting Room 2<sup>nd</sup> floor</p> <p>Sep 15, 2022</p> <p>09.00 - finished</p>	22	11	<p>Q1: In the socialization process, it is expected to be able to hold meetings with residents, especially in the RT/RW.01/04 Kelurahan Kwitang area and residents affected in other regions. In addition, at the time of socialization, it is expected to be able to provide detailed information</p> <p>A1: We have conveyed it to the village, but not all AP can be present related to land acquisition have been presented</p> <p>Q2: In the socialization process, it is expected to be able to hold meetings with residents, especially in the RT/RW.01/04 Kelurahan Kwitang area and residents affected in other regions. In addition, at the time of the socialization, it is expected to be able to provide detailed information</p> <p>A2: Yes, we will do it</p> <p>Q3: It is hoped that there will be impacts that arise in the East-West MRT construction process, to always pay attention to all disturbances that arise in the community and coordinate with related officials</p> <p>A3: The impact of land acquisition is studied in the LARAP, while the environmental impact is studied in the AMDAL. Both LARAP and AMDAL will later be managed and</p>

			monitored so that the planned management can be managed on target and on time.
13. Medan Satria Sub-District Meeting Room 2 <sup>nd</sup> floor  October 4, 2022 14.00 - finished	16	7	Q1: In the socialization process, it is hoped that it can be carried out at least 1 year before the implementation of the phase 1 project A1: Determination of the socialization schedule has been prepared in such a way, and coordinated with the relevant agencies Q2: In carrying out the construction of the East-West MRT, it is hoped that it will be able to employ residents around Medan Satria, minimize the impact of development, both environmental cleanliness and other impacts, and coordination with several related parties (District, Kelurahan, Babinsa, Bimaspol, RT and RW Regions A2: (i) Acceptance of local workers is in the AMDAL Study, management and monitoring; (ii) Efforts to minimize the impact are studied in the LARAP, namely minimizing the impact of land acquisition; (iii) LARAP activities are always coordinated with related agencies and community leaders Q3: It is hoped that there will be impacts arising from the construction process of the East-West MRT to pay attention to the Location Determination (Penlok), and the impact due to the laying of concrete poles on the affected residents Q4: Yes we do it, but the impact due to the laying of concrete poles on the affected residents it is in AMDAL study

The 2<sup>nd</sup> PCM was held at the PAPs levels on 15 February 2023 to explain outline of draft LARAP and obtain feedback from PAPs. It was held jointly with AMDAL by organizing 2 sessions of meetings considering location.

For the 1<sup>st</sup> session, PAPs at the following locations were invited.

- Bekasi City
- North Jakarta Administrative City
- East Jakarta Administrative City

For the 2<sup>nd</sup> session, PAPs at the following locations were invited.

- Central Jakarta Administrative City
- West Jakarta Administrative City

The invitation letters issued by DGR was distributed to each PAH with coordination and support by each village head. After distribution of invitation letters, each village head reminded date and venue of 2<sup>nd</sup> PCM to each PAH. In addition to PCM, FGDs for vulnerable groups and women were held separately for enhancing communication with PAHs in these categories.

At each session, outline of the project, outline of draft LARAP and opinion exchanging were held. Summary of major questions and answers at each session is explained in the table below.

**Table 11.5. Summary of 2<sup>nd</sup> Public Consultation of MRT East-West Phase 1 Stage 1  
Hotel Horison Bekasi, February 15, 2023**

Session	Major Questions and Answered
<p>Session-I (08:30 – 11:30 WIB)</p> <p>Total numbers of participants are 181 persons</p> <ul style="list-style-type: none"> <li>• Male : 134 persons</li> <li>• Female: 47 persons</li> </ul>	<p>Q1: Have assets that will be affected by the project as wide as 1 meter, causing the car scale tool to not function. At the time of the survey, it was not counted. Will this also be compensated?</p> <p>A1: (i) Asset data will be cross-checked and coordinated later. (ii) For the preparation stage, only affected land and assets are counted. (iii) At the implementation stage, it will be reviewed again by the P2T Team which has an appraisal officer in it.</p> <p>Q2: a) Seeing the length of the planning and construction schedule, please consider the disturbance to the lives of residents; b) Access to the existing toll road does not favor easy access for local residents, please consider it.; c) In reality the local workforce is not involved in the development process, not even for manual labor; d) Considering traffic engineering during construction so as not to complicate the residents</p> <p>A2: a) Disruption to residents' lives during construction will be considered and input into the AMDAL document that is being prepared. b) Access to the existing toll road is not under the authority of the MRT East-West project c) The involvement of local workforce will be a concern for the initiator and contractor and will be accommodated in the AMDAL document d) Traffic engineering during construction will be considered and studied further in the Traffic Management (<i>Andalalin</i>) Study</p> <p>Q3: It has a 4-storey shophouse (located at the West Cakung intersection) which has been affected by a road construction project and only leaves a parking area of 2 meters, making it difficult for consumers to come to the shop. In the current MRT project plan, it will be affected again, even if it's only a part of the building, but it will make business activities unable to function again.</p> <p>a) Is it permissible to park vehicles under the overpass? b) Will not release asset rights before there is an agreement.</p> <p>A3: a) Parking issues will be coordinated with relevant agencies during operations by considering various aspects b) For the preparation stage, only affected land and assets are counted. At the implementation stage, it will be reviewed again by the P2T (Land Acquisition Committee) Team which has an appraisal officer in it.</p> <p>Q4: a) Seeing the history of land acquisition for previous government projects, please do not have brokers or intermediaries in the land acquisition process for this MRT project. b) Land acquisition often leaves a small amount of land that is not purchased but also cannot be reused. So please consider this matter. c) Residents around the area were affected by dust and noise from the construction of the Flats in Ujung Menteng but there was no compensation for the impact caused. Please give this MRT project your attention and consideration. d) At present there is a gas pipeline excavation owned by PGN, which has caused traffic jams which has forced motorists to seek alternative routes through the surrounding residential areas and has disturbed residents. Please pay attention to this MRT project regarding traffic engineering during construction. e) At the time of construction to involve local workers.</p> <p>A4: a) Land procurement for government projects is carried out through a transparent process and the price agreement is paid through a bank so that it is safe from brokers. b) Determination of the compensation price at the implementation stage will be calculated and determined by KJPP (Office of Public Appraisal Services)</p>

	<p>c) In this project, only the East-West Corridor Phase 1 MRT Corridor development plan is being carried out. However, information from these other projects will become material for this project's attention.</p> <p>d) Environmental and social impacts are subject to study in the AMDAL study, including management and monitoring of impacts.</p>
	<p>Q5: a) Will land with <i>AJB (Akta Jual Beli)</i> or Deed of Sale and Purchase: status and land with certified status receive a different or equal replacement price?</p> <p>b) What is the exact area of land that will be taken from each affected person?</p> <p>c) When will the actual replacement of this land be carried out?</p> <p>A5: a) Determination of the replacement value at the implementation stage will be calculated and determined by KJPP (Office of Public Appraisal Services).</p> <p>b) The area of affected land is different for each parcel of land depending on needs.</p> <p>c) Land acquisition activities will last for <math>\pm</math> 3 years.</p>

Session	Major Questions and Answered
<p>Session-II (13:30 – 14:30 WIB)</p> <p>Total numbers of participants are 148 persons</p> <ul style="list-style-type: none"> <li>• Male : 94 persons</li> <li>• Female: 44 persons</li> </ul>	<p>Q6: When will land acquisition be carried out in our area? Location on Jalan Raya Bekasi KM 20 near the Aqua factory</p> <p>A6: After Determination of Location (PENLOK) by the Governor and RTRW (Regional Spatial Planning) is completed and approved by the Government</p> <p>Q7: a) How many stages of payment for land acquisition will be carried out? b) I have asymmetrical land and some of the land is outside the certificate. Will the land not included in the certificate be replaced or not? c) The bottlenecks caused by the project will not be resolved by any method</p> <p>A7: a) The stages of implementing land acquisition payments will be announced later according to the process and agreement b) Land, building and plantation payments will be paid to the owner in a certain formulation based on the status of the related land</p>
	<p>Q8: a) Please inform the time and length of the process related to land acquisition for the depot area in the Rorotan area because we are preparing to move b) Serious thought and consideration are needed regarding road damage and congestion that will occur on Jl Sunter – Cakung, Bekasi (Harapan Indah)</p> <p>A8: a) Land acquisition is planned to start in 2023/2024 and is expected to last for <math>\pm</math> 3 years b) The traffic aspect will be studied further in the AMDAL and ANDALALIN</p>
	<p>Q9: a) Who is the official executor of the release team? b) Who will pay the taxes when buying and selling land? c) I have a shophouse and the yard is narrow due to the previous project. If my land is partially affected, how will the tax payment be? Does it count?</p> <p>A9: a) The implementation of land acquisition will be carried out by the Land Acquisition Committee Team (P2T) formed based on applicable laws and regulations b) Tax payments when buying and selling land will be borne by the Government or the project c) After payment of compensation for the land affected by the project, a new certificate will be issued with the latest area. Tax payments are in accordance with the land area on the certificate</p>
	<p>Q10: If there is a delay in the project work schedule, who should be contacted to report and make decisions quickly?</p> <p>A10: The Directorate General of Railways (DJKA) or the concerned districts would inform the project schedule. Any complaints would be raised by using the grievance redress mechanism.</p>

	<p>Q11: Is my fixed land included in the project acquisition plan or not? Because they have asked related parties such as the village and sub-districts and even the LARAP team. I have also sent a letter to the Directorate General of Railways (DJKA) and received an answer that my land is not included in the acquisition plan, despite previous information that my land was acquired. Because at that time there was a development plan and already had an IMB (Building Permit) which was issued on January 19, 2023</p> <p>A11: During the LARAP study, the ROW changed three times. At the time of the survey, it was still using the initial ROW and your land was affected by land acquisition. As time went on with the latest ROW changes, you can be informed that it is possible that your land is not affected by the land acquisition plan for the East-West Corridor MRT project. However, this will be re-checked for validation.</p>
	<p>Q12: a) To be informed regarding the certainty of the land affected by this MRT project?  b) Why is there no question about noise in the list of questions on the questionnaire (AMDAL) sheet?  c) Is there compensation for noise both during construction and later during operation?  d) There is an impact on the business during the construction process, what is the definition of proper compensation and compensation for the business?</p> <p>A12: a) Confirmation of affected land will be informed after PENLOK (Determination of Location)  b) Because of the noise will be measured directly in the field by the AMDAL team  c) Will be studied further in the AMDAL Study  d) All physical assets (land, buildings, and plants) and non-physical (business) will be calculated and compensation will be given.</p>
	<p>Q13: a) What are the rules for evictions if not all of their land is subject to the project?  b) What is the effect on road access?  c) Please provide information regarding the execution time so that you can set an exit or move strategy?  d) Ask if there is an information facility for land maps and the exact location of the project that can be accessed by the community?</p> <p>A13: a) During the preparation stage, only affected land and assets are counted. While at the implementation stage, it will be reviewed again by the P2T Team (Land Acquisition Committee Team) which has an appraisal officer in it.  b) The situation and conditions in the field will be seen and related to the applicable regulations.  c) The exact timing of the execution of the affected land will be informed after PENLOK (Determination of Location) and the preparatory activities for implementation have been carried out.  d) Information on land maps and exact project locations that can be accessed by the community will be informed further after PENLOK (Determining Location)</p>
	<p>Q14: a) There have been vendors who have come to survey homes twice asking for KTP and Family Card to fill out the questionnaire as distributed today but it is not clear where they came from. Even the village staff did not know. Where to complain or confirm for things like this?  b) In the future, the surveyor should bring an identification card and coordinate with the local RT/RW head and the village administration.  c) Please don't misuse citizen data  d) Please distribute the presentation material to all invitees</p> <p>A14: The LARAP surveyor team always carries an identification card and coordinates with the head of the local RT/RW and the village administration</p>
	<p>Q15: There is a RW 01 Post with a height of 2 floors which was built in 1978 with an area of 3,500 m<sup>2</sup> (13.8 x 4.5 m<sup>2</sup>) and is affected by the East-West Corridor MRT Phase 1 Phase 1 project.</p>

	<p>a) Does this building get compensation?  b) So that land acquisition mediation goes directly to residents and there are no brokers  c) Noise impact will be very high during construction</p> <p>Additional information: There are 1,500 families in RW 01</p> <p>A15: a) All assets affected by land acquisition as a result of the MRT construction plan will receive compensation  b) Land procurement for government projects is carried out through a transparent process and the price agreement is paid through a bank so that it is safe from brokers.  c) Noise aspect is assessed and managed in the AMDAL</p>
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In addition to the 2<sup>nd</sup> PCM, Focus Group Discussion was held on 16 February 2023 targeting representatives of the vulnerable groups (i.e. household headed by old person more than 60 years old, poor households of income below UMR and female headed households) to have opinion from them about the project and LARAP including livelihood restoration program. Summary of questions and answers is explained in the table below.

**Table 11.6. Summary of Focus Group Discussion of MRT East-West Line Phase 1 Stage 1 Hotel Horison Bekasi, 16 February 2023**

No	FGD NOTES
<b>A</b>	<b>Local Government Program</b>
1	<p>Agency: Regional Development Planning and Research Agency for the City of Bekasi (Bappelitbangda) Bekasi City  Program Delivery:</p> <ul style="list-style-type: none"> <li>• Bappelitbangda coordinates CSR programs from companies located in Bekasi City with people in need;</li> <li>• Bappelitbangda will coordinate the programs needed by the PAPs with related agencies in the Bekasi City environment.</li> </ul>
2	<p>Agency: Bekasi City Social Service (DINSOS).  Program Delivery:  Residents who receive social assistance are as follows:</p> <ul style="list-style-type: none"> <li>• Based on the data in the Social Service</li> <li>• Program for the poor</li> <li>• Residents who are given assistance are those who have Bekasi City ID cards</li> <li>• The program will be coordinated with kelurahan, RW and RT</li> <li>• Elderly over 60 years old and</li> <li>• Other disabilities</li> </ul>
3	<p>Agency: Regional Financial and Asset Management Agency (BPKAD) Bekasi City  Program Delivery:</p> <ul style="list-style-type: none"> <li>• Land use for example government vacant land</li> <li>• Asset utilization (state assets)</li> <li>• Agreement Bekasi City Government</li> </ul>
4	<p>Institution: Office of Manpower (DISNAKER) Bekasi City  Program Delivery:</p> <ul style="list-style-type: none"> <li>• Holding a Vocational Training Center (<i>Balai Latihan Kerja or BLK</i>)</li> <li>• Workforce training through MSMEs</li> <li>• Making a Job Seeker Card ( AK1 ) which aims to enable the government to record job seekers in Bekasi City</li> <li>• Help field Karirhub, Skillhub , Sertihub, Bizhub, and Jobfair</li> <li>• Requirements: residents who have a Bekasi City ID card</li> </ul>

5	<p>Agency: Office of Micro Small and Medium Enterprises (<i>Usaha Mikro Kecil Menengah or UMKM</i>) Bekasi City</p> <p>Program Delivery:</p> <ul style="list-style-type: none"> <li>• MSME data in Bekasi City there are 7000 units</li> <li>• Several existing MSME clusters: the food and beverage sector; toy field</li> <li>• provided place for SMEs</li> <li>• Assistance from agencies is provided for/ to: small and medium entrepreneur training in marketing and managerial, there must be MSMEs before</li> <li>• Give priority to existing businesses</li> <li>• There must be a business certificate from the Bekasi City Office of Cooperatives and SMEs</li> </ul>	
<b>B</b>	<b>Community Organization</b>	
1	<p>Agency: Indonesian Women's Congress (KOWANI)</p> <p>Information/Input:</p> <ul style="list-style-type: none"> <li>• Currently KOWANI has 102 members</li> <li>• So that the construction of the East-West Corridor MRT does not harm the community</li> <li>• To do empowerment from the surrounding community</li> <li>• To do education for SMEs</li> <li>• A station built to be disabled friendly _</li> <li>• Pay attention to the construction of toilets ( the number and/or area of women's toilets is 2x the number of men's toilets )</li> <li>• Pay attention to making stairs that are friendly to the elderly</li> <li>• Pay attention to the matter of work accident insurance (construction stage) and raharja service insurance for commuters</li> <li>• Independent training: eg traveling salok (example in Bali)</li> </ul>	
<b>C</b>	<b>Affected Residents (WTP)</b>	<b>Responses/Responses of Sources</b>
1	<p><b>Question -1</b></p> <ul style="list-style-type: none"> <li>• Most importantly, the compensation is profitable, and residents can restore their own social and economic life</li> </ul>	<p><b>Answered - 1</b></p> <p>There is land compensation, as well as economic recovery for those who meet these criteria</p>
2	<p><b>Question -2</b></p> <p>a) When will the shop liberation take place ?</p> <p>b) Because if it's still a long time, then I can continue to rent out the shop that I have.</p> <p>c) For release, what if the land owner has passed away?</p>	<p><b>Answered - 2</b></p> <p>a) (i) Currently still in the preparation process; (ii) Currently , there is only an initial meeting with PAPs, in the future there will be data collection by the P2T Team, land assessment (physical and non-physical) will be carried out by Appraisal, PENLOK ;</p> <p>b) owners can continue to use their assets as long as land acquisition has not been carried out. The government will issue a location determination announcement as the basis for the commencement of land acquisition. However, prior to the announcement of the location determination, residents will be invited by the government to attend formal public consultations to obtain community approval for the development plan .</p> <p>c) The process that will be carried out is the same as buying and selling arrangements, the land owner will be asked to prepare supporting documents such as a letter of inheritance, no dispute, death certificate, and others. Therefore, it is advisable for the heirs to</p>

		immediately take care of the distribution of their inheritance and certificates.
3	<b>Question - 3</b> a) How is the valuation of land and buildings? b) Which valid land title letter?	<b>Answered - 3</b> a) The assessment will be carried out by a certified public appraiser ( the institution is called the Office of Public Appraiser Services ). Valuation is carried out both for land and buildings using market prices as the basis for valuation. b) The letter that has the strongest position is the SHM, therefore it is better for residents to immediately take care of the SHM.
4	<b>Question - 4</b> • What is meant by the vulnerable category?	<b>Answered - 4</b> a) The vulnerable household category is a household whose head of family is a woman , or the elderly, or disabled or whose family income is below the UMR or poverty line. These vulnerable households need assistance to restore their lives.
5	<b>Question -5</b> a) Please give compensation that benefits residents	<b>Answered - 5</b> a) In order for residents to make efforts before land acquisition, the status of the land has been certified. Because land that has a certificate , the value of compensation is more expensive than land that does not have a certificate .

**Note:**

Total participants in FGD: 100 persons

Male : 76 persons

Female : 24 persons

## CHAPTER XII

### INSTITUTIONAL ARRANGEMENT AND RESPONSIBILITIES

#### 12.1 Institutional Arrangement for Land Acquisition and Compensation

Institutional arrangement and responsibilities related to land acquisition and compensation are explained below.

##### 12.1.1 Ministry Level

###### (1) Ministry of Transportation

Secretariat General - Ministry of Transportation through the Project Coordination Office is the **Executing Agency (EA)**.

###### (2) Directorate General of Railways (DGR)

The Directorate General of Railways implements technical policies for the implementation of the MRT East-West Line Project related to the preparation of the ROW plan and land acquisition planning document, location determination, and implementation of land acquisition.

Directorate General of Railways - Ministry of Transportation is the **Implementing Agency (IA)** and also will act as the **Project Management Unit (PMU)** as for the preparation of documents (LARAP, DPPT, AMDAL, DED, and ROW Plan), and tender documents, as well as the project implementation (Preparation of Final DED, Construction, Operation, Maintenance, and Monitoring).

###### (3) Directorate of Railway Infrastructure

In the LARAP implementation stage, the Directorate General of Railways will act as PMU, the Directorate of Railway Infrastructure will act as the PIU (Project Implementation Unit). Project Implementation Units (PIUs) are implementing units that are responsible to PMUs for implementing programs within the DGR work unit scope.

###### (4) Commitment Making Officer (PPK)

Commitment Making Officer (PPK) is a State Treasury Official appointed by the Budget User Authority (KPA) to carry out some of his authority, including preparing plans for implementing activities and plans for withdrawing funds, issuing Letters of Appointment of Goods/Services Providers, executing good contracts with Goods/Services Providers as well as self-management, testing and signing of evidence regarding billing rights to the state, preparation of SPP, and implementation of other duties and authorities.

Article 8 letter e Government Regulation Number 45 of 2013 regulates the scope of duties and authorities of PPK. PPK has the authority to take actions that result in expenditure of the state budget. At the level of carrying out daily tasks, details of the duties and authorities of PPK are regulated in Article 12 paragraph (1) of Government Regulation Number 45 of 2013 in carrying out the following actions:

- a. Prepare a plan for the implementation of activities and a plan for disbursement of funds;
- b. Issuing a letter of appointment as a provider of goods/services;
- c. Create, sign and execute agreements with
- d. goods/services providers;
- e. Carry out *Swakelola*<sup>1</sup> activities;

<sup>1</sup> *Swakelola* means a self-managed activity or a work which is planned, implemented and supervised by PPK him/herself

- f. Notify the Proxy of the state general treasurer of the agreement he made;
- g. Control the implementation of the engagement;
- h. Examine and sign a letter of evidence regarding the right to claim to the state;
- i. Make and sign a payment order (SPP) or other document equivalent to SPP;
- j. Report on the implementation/completion of activities to KPA;
- k. Submit the results of the work on the implementation of activities to the KPA with the minutes of submission;
- l. Store and maintain the integrity of all activity implementation documents; And
- m. Carry out other duties and authorities related to actions that result in expenditure of the state budget.

### **(5) Social Safeguard Consultant**

The PMU will be assisted by a Social Safeguard Consultant to assist in monitoring and reporting on social safeguards to Lender. The social safeguard consultant will: (i) support project implementation and monitor social safeguards, including LRP implementation, (ii) support land acquisition implementation, including facilitating consultation and disclosure of information to affected persons; and (iii) support the functioning of the grievance redress mechanism.

#### **12.1.2 Local Government Level**

##### **(6) Local Government/Provincial Government**

The DKI Jakarta, Banten, and West Java Provincial Governments through the Governor is assigned to carry out the process of determining the development location and can delegate it to the Mayor/Regent<sup>2</sup> which regencies are passed through by the MRT East West Line Project.

##### **(7) City/Regency Government**

The City/Regency Government through the Regent is tasked to accept the delegations and carry out the process of determining the location of the development. In addition, the Mayor/Regent is also responsible for implementing the livelihood restoration program for severely affected households and vulnerable groups.

#### **12.1.3 Land Acquisition Committee (LAC)**

##### **(1) Land<sup>3</sup> Regional Office<sup>4</sup>**

The Land Regional Office will carry out land acquisition and resettlement activities, which include: (i) verification of detailed measurements of affected assets, (ii) appointment of an Appraisal Team for entitlement assessment, (iii) types of compensation negotiations, and (iv) compensation payment and relinquishment of land rights, as well as the possibility of relocation.

For land acquisition of more than 5 ha, DGR will submit an application for land acquisition to the Land Regional Office after the location is determined. To implement the land acquisition, the head of the Land Regional Office shall establish a Land Acquisition executive within a maximum period of 5 (five) Days from the signing of the official report on the receipt of the application for the Land Procurement implementation.

<sup>2</sup> Mayor is the head of city/municipality while regent is the head of regency. City/municipality and regency is the administrative structure of local government under provincial level

<sup>3</sup> BPN: *Badan Pertanahan Nasional*/National Land Agency

<sup>4</sup> BPN Regional Office is the ATR/BPN office in provincial level

The membership composition of the Land Acquisition committee consists of:

- a. Regional Office as chairman concurrently member;
- b. The head of the field in charge of Land Procurement affairs as a member;
- c. The head of the local Land Office as a member;
- d. Echelon III level provincial officials who handle land affairs as members;
- e. District/city regional apparatus officials at the echelon III level who handle land affairs as members;
- f. Sub-district head or other local name at the Land Procurement location as a member;
- g. Lurah/Head of village or other local name at the Land Procurement location as a member;
- h. Functional officials from the field of Land Procurement as secretary concurrently member.
- i. If necessary, the executor of land acquisition may involve the relevant regional apparatus officials in the province/regency/city as members.

The Head of the BPN Regional Office may delegate the implementation of land acquisition to Land Office in regency. The Head of Land Regional Office will assign the head of the Land Office in the Regency/City where the Land Acquisition plan is located as the head of the Land Acquisition executive. If necessary, the head of the Land Regional Office can mobilize employees within his work unit to assist in the implementation of Land Acquisition.

The assignment of the head of the Land Office as the chief executive of Land Acquisition executive is carried out by considering efficiency, effectiveness, geographical conditions and/or human resources. The assignment to the head of the land office is carried out within a maximum period of 2 (two) days from the signing of the official report on the receipt of the application for the implementation of the Land Procurement from the agency that requires the land.

## **(2) Land Office**

If the implementation of Land Acquisition is assigned to the head of the Land Office, the head of the Land Office shall form an Land Acquisition executive within a maximum period of 5 (five) Days from the receipt of the assignment.

The membership composition of the Land Acquisition executive consists of:

- a. The head of the Land Office as chairman and concurrently member;
- b. The head of the section in charge of Land Procurement affairs or functional official as a member;
- c. District/city officials at the echelon IV level who handle land affairs as members;
- d. Sub-district head or other local name at the Land Procurement location as a member;
- e. Lurah/head of village or other local name at the Land Procurement location as a member; and
- f. Functional officer in the section that handles land acquisition affairs as secretary concurrently member.
- g. If necessary, the implementer of land acquisition can involve the officials of the relevant regional apparatus as members.

## **(3) Appraiser**

DGR shall procure Land Appraisal services in accordance with the provisions of laws and regulations in the field of government procurement of goods/services. The procurement of Appraisal services is carried out after the Land Requirement Agency receives the results of the inventory and identification from the chief

of the Land Procurement executive. The results on the procurement of Appraisal services are submitted to the chief of Land Acquisition executive for stipulation. The chief of Land Acquisition executive issues the Appraiser Appointment Decree.

In the event that the procurement of Appraisal services by DGR is failed, DGR may appoint a Public Appraiser or an official appointed by the Minister. The results of the appointment of a Public Appraiser or an official appointed by the Minister shall be submitted to the chief executive of the Land Procurement for stipulation.

Appraisers or Public Appraisers carry out their duties based on a map of land parcels, a nominative list and a copy of the DPPT (Land acquisition document), for assessment materials submitted by the chief executive of Land Procurement. The Appraiser or Public Appraiser is tasked with conducting an assessment to determine the amount of Compensation value per plot of land, including:

- a. Land;
- b. Uppergrounds and Underground;
- c. Building;
- d. Plant;
- e. Objects related to land; and/or
- f. Other losses that can be assessed.

The implementation of the assessment task must be carried out by carrying out field inspections by the Appraiser or Public Appraiser. In the event that there are differences in the nominative data and/or maps of land parcels with the results of field inspections by Appraisers or Public Appraisers, it will be submitted to the chief executive of Land Procurement for correction of the nominative data and/or maps of land parcels. Improvements to the nominative data and/or maps of land parcels shall be stated in the minutes of changes to the nominative data and/or maps of land parcels. The Appraiser or Public Appraiser shall explain/explain the results of the assessment in front of the Land Procurement executors and Agencies Requiring Land. The results of the appraisal of the Appraiser or Public Appraiser shall be submitted to the chief executive of the Land Procurement with an official report on the submission of the appraisal results.

#### **12.1.4 Project Contractor**

The project contractor will be responsible for dealing with the project impacts during construction including compensation for any damaged or loss of assets to be caused by the construction works. This obligation will be confirmed in the construction contract. The contractor will receive briefing on Social Safeguard or participate in capacity building training.

#### **12.2. Capacity Building**

Capacity building training will be conducted for staff who will prepare and implement social safeguard plan, contractors and relevant local government staff in managing social safeguards.

Specific topics recommended for this training are:

- a. Strengthen stakeholders' knowledge and awareness of the provisions of the LARAP including the JICA Guidelines for Environmental and Social Considerations and international good practices.
- b. Meaningful consultation and handling of complaints should take into account women and other vulnerable groups.

- c. Orientation and finalization of detailed plans for livelihood restoration, compensation payment plans and required documentation, and complaint handling documentation.
- d. Impact management during construction.
- e. Monitoring the implementation of LARAP, reporting the compliance and achievement of social safeguard objectives (so that the living standard of affected households do not get worse).

### 12.3 Institutional Arrangement for Livelihood Restoration Program

Institutional arrangement and responsibilities related to livelihood restoration program are explained below.

#### 12.3.1 DGR

DGR is responsible for overall implementation of livelihood restoration program including supervision of progress and coordination with concerned agencies which provide actual program.

#### 12.3.2 DKI Jakarta Provincial Government

DKI Jakarta Provincial Government acts as a coordinator to implement livelihood restoration program in DKI Jakarta.

#### 12.3.3 West Java Provincial Government

West Java Provincial Government acts as a coordinator to implement livelihood restoration program in West Java.

### 12.4 Overall Structure

The overall structure to implement land acquisition, compensation, livelihood restoration program and monitoring is illustrated in the figure below.

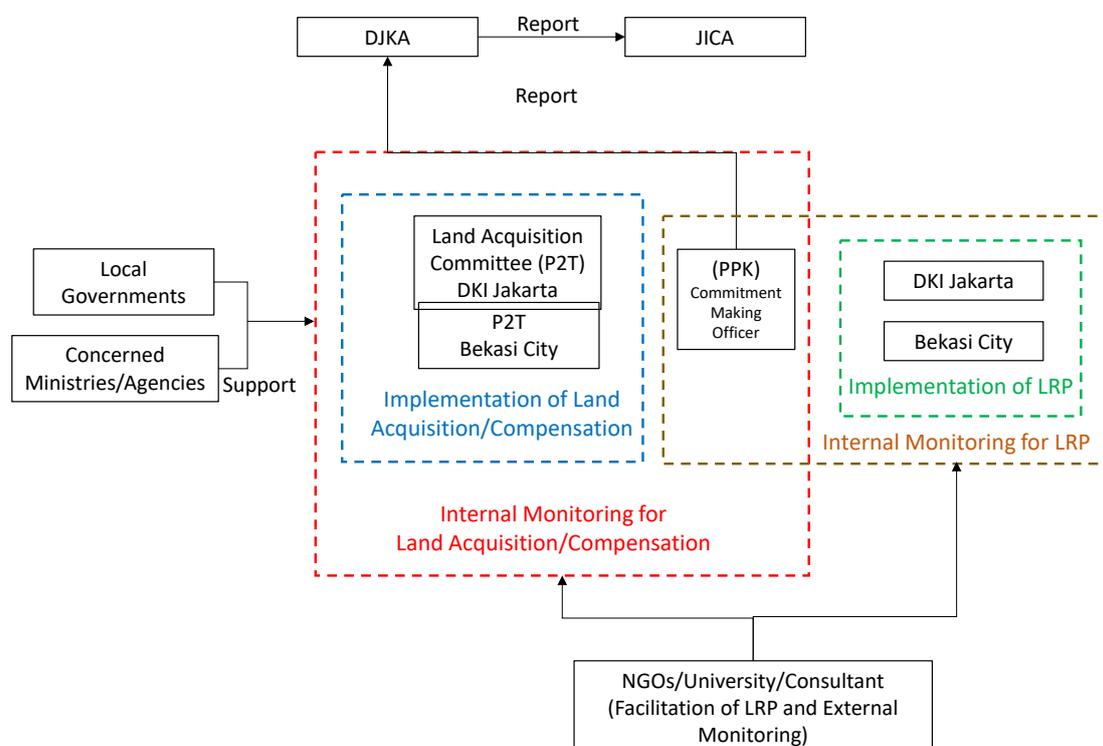


Figure 12.1. Overall Structure

## **CHAPTER XIII**

### **GRIEVANCE REDRESS MECHANISM**

#### **13.1. Grievance Management under Government Regulation Number 19 of 2021**

Government Regulation Number 19 of 2021 has an inbuilt grievance redressal mechanism to address grievances during the land acquisition process. As per Article 33 (1) during the preparation stage, a re-consultation exercise will be carried out if after public consultation there are entitled parties, property managers, and/or asset users, and/or affected communities, or their proxies who disagree or have objections to the location of the development plan. Re-consultation is carried out within a maximum period of 30 days from the date of the minutes of the agreement. As per Article 65 (1) at the implementation stage, the entitled party objects to the results of the inventory and identification, and the entitled party may file an objection to the chief of the land acquisition team within fourteen days of the announcement of the results of the inventory and identification. As per Article 75 (1), if there is no agreement regarding the form and/or amount of compensation, the entitled party may file an objection to the local District Court within fourteen days at the latest after signing the minutes of deliberation results. The District Court shall decide the form and/or amount of compensation within a maximum period of thirty days from the receipt of the objection. Parties who object to the decision of the District Court may file an appeal to the Supreme Court within a maximum period of fourteen days. The Supreme Court is obligated to decide within thirty days of the receipt of the cassation request.

#### **13.2. MRT East-West Grievance Redress Mechanism**

The grievance redress mechanism under the Land Acquisition Law will be limited to land acquisition matters and will not be functional throughout the project implementation especially during the construction period. Therefore to address grievances related to non-land issues and civil work or other such matters, a grievance redress which is a combination of existing common practice at the field level and the law stipulated step is applied for The MRT East-West Line project.

DGR, concerned local governments and the land acquisition committee to be established for MRT East-West line project will provide all necessary information related to land acquisition and resettlement activities, either through direct dialogue with authorized officials, information in the form of printed media (brochures/leaflets), and other documents, as well as through websites that can be widely accessed. In addition, this institution can also facilitate PAPs to convey their aspirations, suggestions/proposals, and complaints/objections.

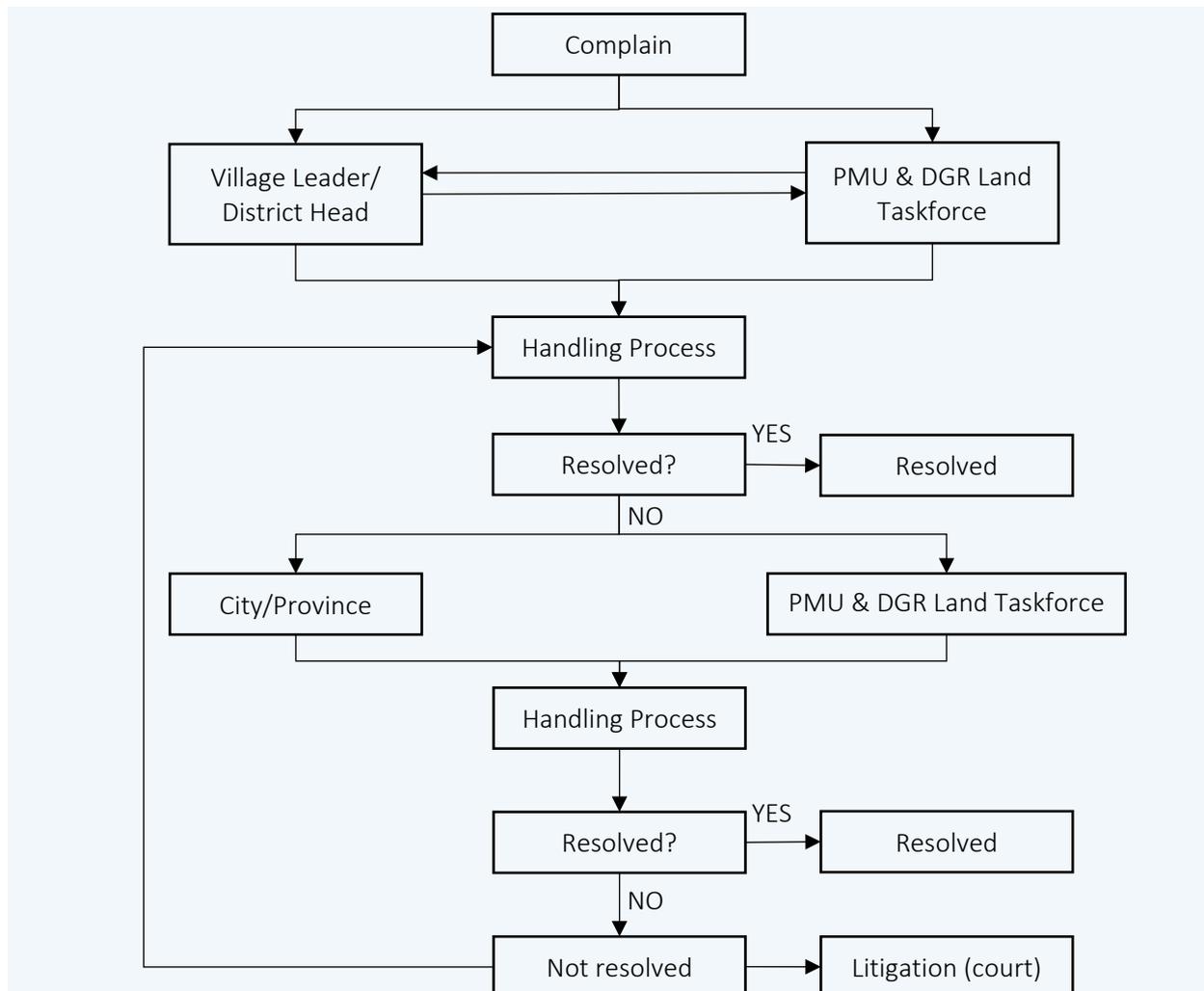
Considering the type/level of problem complexity and authority in completion, complaints/grievances handling are conducted through 3 (three) approach mechanisms, namely:

- a. The handling of objections related to the location determination.
- b. The handling of objections related to the Inventory of affected assets and compensation.
- c. The handling of objections related to the Form of Compensation (including if it is in the form of resettlement or relocation).

Any PAPs or other aggravated parties can register his/her grievance to the formally or informally which will be recorded in the grievance register. The PAPs or other parties may deliver their grievance to representative of PAPs, village leader and/or district leader or directly to the project team. The village leader and/or district leader will coordinate with project team to resolve the grievance. If any grievance

is not resolved at the village/district/project team level, it will accelerate the grievances to the city and/or provincial government and PMU. The city and/or provincial government and PMU will be convened as and when required to address the grievances received. The grievance redress mechanism does not restrict the aggravated parties to approach the court of law at any stage of the grievance redress process.

The grievance redress mechanism can follow the mechanism presented in the figure below.



**Figure 13.1. Grievance Redress Process**

Based on the above provisions, complaints related to all aspects of compensation for affected assets will be handled through a deliberation approach to reach an agreement and the principle of justice. The grievance redress mechanism as presented on the Figure 13.1 is applied to all project stage.

The grievance redress mechanism can be specified during land acquisition planning stage and GRM during land acquisition preparation stage and GRM during land acquisition implementation stage.

**a. GRM During the land acquisition planning stage**

During the planning stage, the PAPs can be submitted their grievance through village leader, district leader, regency leader or directly to PMU. During planning stage, project preparation consultant will assist DGR in addressing any grievance until the end of their assignment. PAPs can submit their grievance through the email address of the DGR ([mrt.eastwestline@gmail.com](mailto:mrt.eastwestline@gmail.com)) by attaching the scan/copy of their ID card.

**b. GRM during land acquisition preparation stage**

During preparation stage, the PAPs can submit their grievance through the local government (LG) from the lowest level such as village head, district head, Mayor and Governor. PAPs can also submit their grievance directly to DGR. DGR will assist LG in resolving the grievance. PAPs can submit their grievance through the email address of the DGR ([mrt.eastwestline@gmail.com](mailto:mrt.eastwestline@gmail.com)) by attaching the scan/copy of their ID card. PAPs should be aware of the time limit for each grievance as follows.

**Table 13.1. Grievance Redress Mechanism during Land Acquisition Preparation Stage  
(Refer to the Ministry of ATR/BPN No 19 of 2021)**

Step	Process	Time Period
1	A public consultation meeting about the project shall be held within sixty (60) working days. If within a sixty (60) working day period from the public consultation meeting there is still an AP objecting to the planned location of the development, a public consultation meeting shall be repeated by engagement of the objecting party within thirty (30) working days.	It is carried out no later than 30 working days from the date of the minutes of agreement on the location of the development plan in the public consultation.
2	If in the repeated (second) public consultation, there is still an AP objecting to the planned location of the development, the AP may file the complaint to the land acquisition preparatory team led by the local government (prov or district). The land acquisition preparatory team will report such grievance/objection to the Governor.	.
	The local government shall establish a team to make study the grievance. The study findings of the team shall be made by a recommendation on whether the objection to the planned location of the project is accepted or rejected. The Regent/Governor upon the recommendation shall issue a letter of acceptance or rejection of objections to the planned location of the development. Should objection to the planned location of the project be rejected, the Prov/Regent shall confirm the location of the development. Should the objection to the planned location of the project be accepted, the governor shall notify DGR to submit the planned location of development elsewhere.	The handling of objection by the governor shall be carried out within fourteen (14) working days of the receipt of the objection.
3	Whereupon the confirmation of the location of the project there is still a grievance raised by the AP, the aggrieved AP may file a lawsuit to the Local State Administrative Court (LSAC) within 30 working days since the issuance of the location confirmation.	The LSAC shall accept or reject the lawsuit within 30 working days of receipt of the lawsuit.
4	If the aggrieved AP is not satisfied with the LSAC decision, the AP may file the complaint for cassation with the Supreme Court within 14 working days. This final and binding court decision shall be the basis to determine whether the land acquisition for the project will be continued or not.	The Supreme Court must issue a decision within 30 working days of the receipt of the petition for cessation.
5	The Study Team records the complaints and classifications handled.	One (1) day after receiving the report

**c. GRM during land acquisition implementation stage**

The duration for handling the grievances during land acquisition implementation stage is limited based on the regulation. PAPs can submit their grievance through the member of Land Acquisition Implementation Team (LAIT) in the village, district, city, and province or directly to the LAIT chief. PAPs can also submit the email address of the DGR ([mrt.eastwestline@gmail.com](mailto:mrt.eastwestline@gmail.com)) by attaching the

scan/copy of their ID card. DGR will assist PAPs to deliver their grievance to LAIT. The complainer should consider the time schedule (duration) to submit their grievance during land acquisition implementation stage as presented in the table below.

**Table 13.2. Grievance Redress Mechanism during Land Acquisition Implementation Stage  
(Refer to the Ministry of ATR/BPN No 19 of 2021)**

Step	Process	Time Period
<b>A. Complaints related to the Inventory of affected assets and compensation</b>		
1	If the entitled party objects to the results of the inventory and identification, the entitled party is to file an objection to the Land Acquisition and Implementation Team (LAIT) headed by the head of ATR/BPN at the Regency or Province level.	Within 14 working days of the announcement of the inventory results.
2	If the objection to the results of the inventory and identification is accepted, to the Land Acquisition and Implementation Team (LAIT) headed by the head of ATR/BPN at the Regency or Province level.	Within no later than 14 working days of receiving the objection of the inventory results.
3	If the objection to the results of the inventory and identification is rejected, the Land Acquisition and Implementation Team (LAIT) is headed by the head of ATR/BPN at Regency or Province level.	Within no later than 14 working days of receiving the objection of the inventory results.
4	Land Acquisition and Implementation Team (LAIT) headed by the head of ATR/BPN at the Regency or Province level. keeps a record of complaints and disputes handled.	Within one day of receiving the report on the determination of the head of the land acquisition executive.
<b>B. Regarding the Deliberation on Determining the Form of Compensation (including if it is in the form of resettlement or relocation)</b>		
1	If there is no agreement on the form and/or the amount of compensation during the consultation, an aggrieved AP can submit a complaint/grievance to the local district court no later than 14 working days after the signing of the deliberation forum report	If within 30 working days, no grievance filed by the APs to the court, DGR will deposit the compensation to the district court.
2	If the aggrieved AP rejects the decision of the district court, she/he can propose cassation to the Supreme Court no later than 14 working days	The Supreme Court must grant the final decision no later than 30 working days since the receipt of cassation.
3	The land acquisition implementation team registers a record of complaints and disputes handled.	Within one (1) day after receiving the report on the decision of the District Court.

**d. GRM during construction stage**

During the construction stage, the grievance that possibly submitted by the community such as noise, community structure cracking, dust, smoke, water turbidity, workforce and other. The grievance redress mechanism during construction stage will follow the mechanism in AMDAL document.

**13.3. Reporting and Monitoring Grievance Redress**

All grievances received (written or oral) and their redress will be recorded and documented properly. The DGR will ensure that such records will be made available in the monitoring reports and shared with the JICA review mission on request. All the GRM-related expenses will be borne by the project.

## CHAPTER XIV

### LIVELIHOOD RESTORATION PROGRAM

#### 14.1. Objectives of Livelihoods Restoration Program (LRP)

The Livelihood Restoration Program (LRP) is an essential component of a LARAP. It provides the PAPs assistance whose livelihoods are directly adversely affected by the Project by restoring their income generating capacity to at least pre-project levels. A well-designed livelihood program will mitigate the adverse economic impacts on those PAPs who stand to lose their economic assets and sources of income. It will prevent economic impoverishment and disenfranchisement for the extremely vulnerable groups. The livelihood restoration measures are to be planned to take account of each individual situation.

The Directorate General of Railways of the Ministry of Transportation as the implementing agency for the construction of MRT East-West Line Project Phase 1 Stage 1 will ensure that the livelihoods of vulnerable groups will be restored (or ideally enhanced) through the Livelihood Restoration Program (LRP).

#### 14.2. Entitlement

The PAHs that included as vulnerable groups will be entitled to receive/participate in the livelihood restoration program. The vulnerable groups will receive the recovery program. These livelihoods are old households and poor households who own land/economic businesses that will be affected by The MRT East-West Line Project Phase 1 Stage 1. The livelihood restoration program will also give to the business/shop owner whose business/shop will be relocated due to the project. Based on the IOL and SES, the total vulnerable households is 165 PAHs and the business/shop that will be relocated is 283 unit (6 business structure and 277 resident and business). Among the 165 vulnerable PAHs, 84 of them are business owner.

The livelihood restoration program can be provided in the form of a human resource capacity building, business capital and other assistance program. At the time of the preparation of this LRP, the assistance program that will be provided is still in the process of coordinating with relevant regional apparatus in DKI Jakarta Province, Banten Province, and West Java Province. The livelihood restoration program will be integrated in the fiscal year of each provincial and/or regional government along with the implementation of land acquisition for The MRT East-West Line Project Phase 1 Stage 1.

#### 14.3. Contents of Livelihood Restoration Program

Based on the census and socio-economic survey, the request/preference of the PAPs on the assistance program in form of soft credit (49%), health insurance (32%), scholarship (16%) and skill training (11%).

**Table 14.1. Preference for Assistance-on-Assistance Program**

Preference for Assistance	Number of Answer (Multiple answer)	% of Total Respondent (257)
Health Insurance	82	32%
Scholarship	41	16%
Soft credit	127	49%
Skills Training	29	11%

Source: Primary data, 2022

The skill training mentioned by the PAPs namely as workshops, welding, sewing and salon/make-up.

The proposed LRP program to be provided to the vulnerable affected household is referring to the available program in Province (DKI Jakarta and West Java) and/or the City/Regency. The planned LRP program presented in the Table 14.2 though it will be finalized with due coordination with each province.

**Table 14.2. Livelihood Restoration Program**

Category of the assistance	Type of Activity	No. of Vulnerable PAHs	Responsible Agency <sup>1</sup>
1. Business/skill enhancement training*	Training on financial management and financial support (soft credit if possible)	Interested PAHs maximum of 165 persons	Department of Industry, Trade, Cooperatives, Small and Medium Enterprises. Women organization (KOWANI) can support as the trainer for marketing training.
	Training on retail marketing (online, marketplace)	Interested PAHs maximum of 165 persons	
	Training on Catering, housekeeping/hospitality, cosmetology, English, computer operators, graphic design, fashion and computer engineering	Interested women (member of PAHs) maximum of 165 persons	DKI Jakarta and West Java Provincial Government's under their Job Training Center
	Training on four-wheeled automotive, electrical automation engineering, electric welding, refrigeration/air conditioning engineering, and motorcycles.	Interested man (member of PAHs) maximum of 165 persons	
2. Priority job under related to construction works	Under the contractor project cost	165 PAHs	Contractor
3. Priority job for the operation stage (commercial operation of the MRT)	Interested PAHs (including member)	Based on the qualification	MRT EW Operator (SOE) supervised by DGR
4. Opportunity to be tenant in the station	The business/shop owner who will be relocated <sup>2</sup> will be informed by DGR and MRT Operator if any opportunity to be tenant in the MRT station, so that they can continue/rebuilding business	Interested business owner (up to 283 PAHs)	
5. Assistance to find new business space in DKI Jakarta and West Java	The business/shop owner who will be relocated will be assisted by the local government to find business space, so that they can continue/rebuilding business	Interested business owner (up to 283 PAHs)	Industry Cooperative and Small Scall Business department of the DKI Jakarta and West Java Government

<sup>1</sup> The participant of the program should have the valid ID (KTP) and the training can be given to the PAHs base on their address stated in the KTP. i.e. West Java Job Training Center only receive participant with KTP located in West Java Province.

<sup>2</sup> There are 283 business will be relocated to implement the project and 84 of them are vulnerable. The priority of the training program to be given to the 84 vulnerable PAHs that own business. The remaining business owner may participate on the training depend on their need and availability of the seat in the four-training program mentioned on the table.

Category of the assistance	Type of Activity	No. of Vulnerable PAHs	Responsible Agency <sup>1</sup>
6. Health Insurance	Providing health insurance (free of charge) for poor PAHs under the program of Indonesia Health Card ( <i>Kartu Indonesia Sehat - KIS</i> )	165 PAHs	Health office to provide the recommendation letter, BPJS to issues the KIS after receiving the proposal from PAHs which will assisted by DGR

Source: Analysis of the primary data 2022 combined with the program of each province.

Interest of affected business entities and its employees to LRP illustrated in Table 14.2 will be examined through interview to be conducted by a consultant/NGOs/university as a facilitator of LRP implementation (or an expert to facilitate LRP implementation). Those who wish to participate in LRP according to a result of interview survey are able to participate. A facilitator will be procured by DGR.

#### 14.4. Cost Estimation

The table below presents the estimated budget for the LRP. The program will be financed through the Regional Revenue and Expenditure Budget (APBD)<sup>3</sup> in each province. The total budget for the LRP for The East-West MRT Project Phase-1 Stage-1 for all provinces is IDR 6,322,205,148.

The budget for this assistance program consist of (i) the training budget which is estimated for each household is equivalent to 6 months of the DKI Jakarta Provincial Minimum Wage with total IDR 4,595,435,460; (ii) monitoring and evaluation as much as IDR 1,226,769,688 and (iii) additional budget for administrative cost as much as IDR 500.000.000 to support each training implementation.

**Table 14.3. Estimated Livelihood Restoration Costs**

No	Type of Activity	Type of Cost	Cost estimation (IDR) <sup>4</sup>	Responsible Agency
1.	Business/skill enhancement training	Training on financial management and financial support (soft credit if possible)	1,148,858,865	Department of Industry, Trade, Cooperatives, Small and Medium Enterprises
		Training on retail marketing	1,148,858,865	
		Training on Catering, housekeeping/hospitality, cosmetology, English, computer operators, graphic design, fashion and computer engineering	1,148,858,865	Regional Government's PPKD (Regional Job Training Center)
		Training on four-wheeled automotive, electrical automation engineering, electric welding, refrigeration/air conditioning engineering, and motorcycles.	1,148,858,865	
2.	Priority job under subproject construction work	Under the contractor project cost	-	PMU and PIU encourage the contractor to prioritize the

<sup>3</sup> APBD refer to *Anggaran pendapatan dan Belanja Daerah*

<sup>4</sup> The training cost was estimated by multiplying the 165 vulnerable PAHs eligible for LRP to the minimum wage standard of the DKI Jakarta (IDR 4,641,854) for 6 months.

No	Type of Activity	Type of Cost	Cost estimation (IDR) <sup>4</sup>	Responsible Agency
				Vulnerable PAHs to work for the construction project
3.	Priority job for the operation stage (commercial operation of the MRT)	Interested PAHs	-	PMU and PIU encourage the contractor to prioritize the Vulnerable PAHs to work for commercial operation of the MRT
4.	Opportunity to be tenant in the station	The business/shop owner who will be relocated will be informed by DGR and MRT Operator if any opportunity to be tenant in the MRT station, so that they can continue/rebuilding business	-	PMU and PIU encourage the contractor to prioritize the business owner to be given priority to rent the stall in the station
5.	Assistance to find new business space in DKI Jakarta and West Java	The business/shop owner who will be relocated will be assisted by the local government to find business space, so that they can continue/rebuilding business	-	DKI Jakarta and West Java provincial government will encourage their regional organization office to prioritize the business owner to be assisted to find business space.
6.	Health Insurance	Providing health insurance (free of charge) for poor PAHs under the program of Indonesia Health Card ( <i>Kartu Indonesia Sehat - KIS</i> )	-	Health Office of DKI Jakarta and West Java Province
7.	Monitoring and Evaluation	The cost for monitoring and assistance by DGR	1,226,769,688	DGR
8.	Administrative cost		500,000,000	DKI Jakarta and West Java provincial government
<b>Total</b>			<b>6,322,205,148</b>	

Source: Analysis of the primary data 2022 combined with the program of each province.

#### 14.5. Provisional Implementation Schedule

An indicative schedule for the implementation of livelihood restoration programs for a vulnerable group is presented in Table 14.4.

**Table 14.4. Indicative Schedule of Livelihood Restoration Program**

No	Type of Activity	Target Residents Affected by The Project	2023				2024			
			1	2	3	4	1	2	3	4
1.	Business/skill enhancement training (retail market training)	Training on financial management and financial support (soft credit if possible)			x		x		x	
		Training on retail marketing			x		x		x	
		Training on Catering, housekeeping/hospitality, cosmetology, English, computer operators, graphic design, fashion, and computer engineering					x	x	x	
		Training on four-wheeled automotive, electrical automation engineering, electric welding, refrigeration/air conditioning engineering, and motorcycles.					x	x	x	

No	Type of Activity	Target Residents Affected by The Project	2023				2024			
			1	2	3	4	1	2	3	4
2.	Priority job under subproject construction work	Female head of household with dependents will be prioritized			x		x	x	x	
3.	Priority job for the operation stage	Interested PAHs	After the MRT commercially operated							
4.	Opportunity to be tenant in the station	The business/shop owner who will be relocated will be informed by DGR and MRT Operator if any opportunity to be tenant in the MRT station, so that they can continue/rebuilding business	After the MRT commercially operated							
5.	Assistance to find new business space in DKI Jakarta and West Java	The business/shop owner who will be relocated will be assisted by the local government to find business space, so that they can continue/rebuilding business	After the land acquisition completed							
6.	Health Insurance	Providing health insurance (free of charge) for poor PAHs under the program of Indonesia Health Card ( <i>Kartu Indonesia Sehat - KIS</i> )				x	x	x	x	
7.	Monitoring and Evaluation	Implementation of monitoring Evaluation and assistance by DGR	x	x	x		x	x	x	

Source: Analysis of the primary data 2022 combined with the program of each province.

#### 14.6. Implementation Structure

The LRP is conducted by incorporating the vulnerable PAPs to the local government program. The implementation structure of the LRP presented in the following table.

**Table 14.5. Implementation Structure**

Agency	Task
1. DGR	The implementing agency who responsible for overall implementation of the LRP
2. PMC	The consultant to assist DGR in monitoring and implementing the LRP
3. DKI Jakarta Provincial Government	Coordinator of the LRP for the vulnerable PAP in DKI Jakarta province
4. West Java Provincial Government	Coordinator of the LRP for the vulnerable PAP in West Java province
5. Department of Industry, Trade, Cooperatives, Small and Medium Enterprises	Provide the: <ul style="list-style-type: none"> <li>• Training on financial management and financial support (soft credit if possible)</li> <li>• Training on retail marketing</li> </ul>
6. Regional Government's PPKD (Regional Job Training Center)	Provide the: <ul style="list-style-type: none"> <li>• Training on Catering, housekeeping/hospitality, cosmetology, English, computer operators, graphic design, fashion and computer engineering</li> <li>• Training on four-wheeled automotive, electrical automation engineering, electric welding, refrigeration/air conditioning engineering, and motorcycles.</li> <li>• Assisting the relocated business owner to find business space</li> </ul>
7. Contractor	Provide the priority job under subproject construction work
8. MRT E-W Operator (SOE)	Provide priority job for the operation stage (commercial operation of the MRT) Provide opportunity to be tenant in the station.

Source: Analysis of the primary data 2022 combined with the program of each province.

## **CHAPTER XV IMPLEMENTATION SCHEDULE**

### **15.1. Activity Stage**

In general, land acquisition and resettlement activities for the benefit of the Project can be grouped into 3 (three) main activities, namely:

- 1). land acquisition and resettlement.
- 2). livelihood restoration program.
- 3). Monitoring and Evaluation.

#### **15.1.1 Land Acquisition and resettlement**

Based on these laws and regulations, the stages of land acquisition implementation include:

##### 1). Planning Stage;

Prepare land acquisition plan documents

##### 2). Preparation Phase

- Establishment of Determination of Apparatus, implementing agency for land acquisition (Land Procurement Preparation Team (TPP), Objection Review Team (TPK), DKI Jakarta and Bekasi city work unit/institution (SKPD), Land Acquisition Implementation Team (TP2T), Monitoring Mechanism Team (TMM), and the Work Team for Resettlement and Community Development (TK-PKP);
- Notification of Project development plans;
- Initial data collection on the location of the project site plan;
- Public Consultation;
- Determination and announcement of Trace Locations/Project Sites.

##### 3). Implementation stage

- Establishment of implementing apparatus for land acquisition;
- Coordination/preparation for implementation;
- Inventory and identification of land acquisition objects;
- Compensation assessment;
- Determination of compensation (deliberations and settlement of compensation disputes, if any);
- Providing compensation and relinquishment of rights;
- Documentation and submission of land acquisition results;
- Land certification.

#### **15.1.2. Livelihood Restoration Implementation**

In general, the stages of implementing livelihood restoration activities and fostering PAPs include the following stages:

##### 1) Preparation

- Preparation of livelihood restoration programs (including planning/program selection);

##### 2) Implementation of livelihood restoration program.

- Facilitation at the pre-land acquisition stage;
- Facilitation during the implementation of land acquisition;
- Guidance at the post-transfer stage.

### 15.1.3. Monitoring and Evaluation

Monitoring and evaluation are carried out through 2 (two) approaches, namely:

- 1) Internal monitoring: carried out during the implementation of land acquisition, resettlement and development activities;
- 2) External monitoring: carried out during resettlement by Independent Monitoring agencies.

A more detailed discussion of monitoring and evaluation is presented in Chapter XVIII.

### 15.2. Implementation Time Frame

Referring to the ATR/BPN ministerial regulation number 19 of 2021, after the planning phase, the implementation of land acquisition will proceed to the phase, namely:

#### 1. *Land Acquisition Preparation Stage*

In this phase the activities to be carried out start from the formation of a team (DPPT report verification team, objection study team, and land acquisition preparation team), socialization of development plans, initial data collection of development site plans, public consultation, location determination and announcement of location determination by the Governor of DKI Jakarta and Mayor of Bekasi.

#### 2. *Land Acquisition Implementation Stage*

In this implementation phase, the activities carried out include: preparation for implementation, inventory, and identification by the land office, appraisal of land prices by the appraisal team, deliberations on compensation, provision of compensation, safekeeping of compensation in court in case of rejection, relinquishment of land acquisition objects, termination of relations legal agreement between the entitled party and the object of land acquisition, documentation of land acquisition implementation data, collection of compensation and delivery of results.

**Table 15.1. Provisional Land Acquisition and Resettlement Implementation Plan**

Activities	2022				2023				2024				2025				2026				2027			
	4Q	1Q	2Q	3Q	4Q																			
<b>1. Project Schedule</b>																								
(1) Procurement of the Contractor																								
(2) Detailed Design																								
(3) Construction																								
(4) Land Acquisition and Resettlement																								
<b>2. LARAP Update</b>																								
<b>2.1 Planning Phase</b>																								
(1) FGD/2nd Public Consultation Meeting																								
(2) Finalization of land acquisition (LA) documents																								
<b>2.2 Preparation Phase</b>																								
(1) Submit Land Acquisition (LA) document to Governor of DKI Jakarta and Mayor of Bekasi																								
(2) Establishment of LA Preparation Team																								
(3) Socialization to Affected families and initial data collection																								
(4) Public consultation																								
(5) Public Consultation II (if needed)																								
(6) Approval of Land Location determination (Penlok)																								
(7) Public announcement																								
<b>2.3 Implementation Phase</b>																								
(1) Establishment of a land acquisition Team by a Land agencies at the provincial DKI Jakarta and Bekasi city																								
(2) Inventory and identification of land acquisition																								
(2) Appraisal of assets by independent team																								
(3) Issuing notification of land acquisition																								
(4) Negotiation and Payment																								
(5) Land Acquisition and Relocation																								
(6) Handover asset ceremonial																								
<b>2.4 Livelihood Restoration Program (LRP)</b>																								
(1) Preparation of LRP																								
(2) Institutional arrangement of implementing LRP																								
(3) Implementing LRP																								
<b>3. Monitoring</b>																								
(1) Internal Monitoring																								
(2) External Monitoring																								

## CHAPTER XVI COST AND BUDGET

### 16.1. Amount and Source of Budget

The source of fund is from the state budget (APBN) under the State Asset Management Agency (LMAN). The total amount of funds required for the implementation of land acquisition for MRT East-West Line Project is IDR 8,232,627,889,174 as described in the following table.

**Table 16.1. Cost Estimation Summary for Land Procurement of MRT East-West Line  
Phase 1 Stage 1**

NO	TYPE OF COST	COST ESTIMATION (IDR)	BASIC CALCULATION
1	Allocation of Funds for Preparation, Implementation, Submission of Results, Administration and Digitalization of Documents	2.175.000.000	PERMEN ATR BPN NO 19 TH. 2021
2	Operational Costs and Supporting Costs (BOBP)	10,664,716,642	PMK RI No. 10/PMK.02/2016
3	Land/Public Appraiser Service Fee	1,924,000,000	MAPPI
4	Cost of Compensation Value/Fair Replacement Value	8,046,645,415,369	<b>Refer to Chapter X of this LARAP</b>
5	Certification	2,115,321,000	PP No. 128 of 2015
6	Livelihood Restoration Budget	6,322,205,148	6 months of Minimum Wage for Vulnerable AHs 227
7	Court Case Fees and other Social Costs and GRM	2.000.000.000	referring to the similar cases
8	External Monitoring	4,023,322,708	Medium risk: Estimated as 0.05% of NPW
9	Contingency	160,932,908,307	Medium Risk: Estimated 2% of the NPW
<b>TOTAL COST OF THE BUDGETING PLAN</b>		<b>8,232,627,889,174</b>	

### 16.2. Details of Allocation of Funds for Preparation, Implementation, Submission of Results, Administration and Digitalization of Documents

Planning, Preparation, Implementation, Submission of Results, Administration and Management, Socialization is **IDR 2,175,000,000** with the following details.

**In the planning stage**, the activities to be carried out by the institution that need the land to prepare the Land Acquisition Planning Document which will be submitted to the DKI Jakarta Provincial Government and Bekasi Municipality Government as basis to issue a Decree on the Stipulation of the Location of the MRT East-West Line Project. In the planning stage the LARAP was prepared by the consultant which already accommodated the Land Acquisition Planning Document (DPPT) contents. The main activities during the planning stage are to review and approval of the land acquisition planning document (DPPT/LARAP) before to be submitted to the DKI Jakarta Governor and Bekasi Mayor.

The DPPT/LARAP can be used as a land acquisition document after this review and correction as needed. Reviews can be in the form of surveys, meetings and others. The cost of the planning stage activities is estimated to be around IDR. 250,000,000.

**In the preparation stage**, the Governor will form a Preparation Team after receiving the DPPT/LARAP. The main activities in the Preparation stage are as follows.

- Inform the community about the development plan, either directly or indirectly.
- Conduct initial data collection on entitled parties and land acquisition objects.
- Carry out public consultations with the entitled and affected communities to obtain an agreement on the location of the development plan.
- Preparation for determining the location of the development plan.
- Determination of the location of the development plan by the Governor.

The following is a breakdown of the costs of the preparation stage activities as below:

**Table 16.2. Cost Estimation during Preparation**

No.	Activity	Cost Estimation (IDR)
1	Announcement of Development	25,000,000
2	Initial Data Collection	100,000,000
3	Public Consultation	150,000,000
4	Preparation for Determining the Location of the Development Plan	100,000,000
5	Determination of the Location of the Development Plan	100,000,000
6	Remuneration and Team Operational Cost (3 months)	200,000,000
	<b>Total Cost</b>	<b>675,000,000</b>

**Implementation, hand over and socialization.** In the activity implementation stage, there are implementation costs outside the Operational Costs and Supporting Costs (BOBP) referring to the Regulation of the Minister of Finance of the Republic of Indonesia Number 10/PMK.02 with details of the activities as follows:

- Land Institution Committee Fees.
- PPK Land Acquisition Operational Costs.
- ROW pegging (for the relocation road).
- Measurement and Inventory.
- Cost of the Independent Team for Researching Land and Building Prices.
- Preparation of land acquired with the permanent patent and nameplate (after the land is acquired and compensation is paid to the AHs).

The following is a breakdown of the costs of the implementation stage activities outside of BOBP.

**Table 16.3. Cost Estimation during Implementation, Hand Over and Socialization**

No	Activity	Cost Estimation (IDR)
1	Implementation operational costs, administration	250,000,000
2	PPK operational costs	500,000,000
3	Submission of Results, Administration and digitization of documents	250,000,000
	<b>Total Cost</b>	<b>1,250,000,000</b>

Source: Republic of Indonesia Government Regulation Number 19 of 2021

### 16.3 Details of Allocation of Operational Costs and Supporting Costs

Estimated Operational Costs Supporting Costs (BOBP) referring to the Regulation of the Minister of Finance of the Republic of Indonesia Number 10/PMK.02/2016 is IDR. 10,664,716,642. Interval of Operational and Supporting Costs (BOBP) Refers to PMK RI No. 10/PMK.02/2016 is presented in the following table.

**Table 16.4. Interval of Operational Costs and Supporting Costs (BOBP)  
Referring to PMK RI No. 10/PMK.02/2016**

NO	LAND VALUE INTERVAL	Operational Costs and Supporting Costs (BOBP)
		(IDR)
1	s.d Rp 10 M	(4% x Rp 10 M)
2	>10 M s.d 15 M	Rp 400.000.000 + (3% x Rp 5 M)
3	>15 M s.d 30 M	Rp 550.000.000 + (2% x Rp 15 M)
4	>30 M s.d 50 M	Rp 850.000.000 + (1% x Rp 20 M)
5	>50 M s.d 100 M	Rp 1.050.000.000 + (0,50% x Rp 50 M)
6	>100 M s.d 250 M	Rp 1.300.000.000 + (0,25% x Rp 150 M)
7	>250 M s.d 500 M	Rp 1.675.000.000 + (0,2% x Rp 250 M)
8	>500 M	IDR 2.175.000.000 + (0,15% x (Land Compensation Value – IDR 500 M))

Source: PMK RI No. 10/PMK.02/2016

Costs related to operational costs and support costs in the context of implementing activities and delivering results, including honorarium, procurement of materials, office stationery, printing/stencils, photocopying/copying, meetings, sessions related to the land acquisition process, task force (task force), security costs, deliberation support, socialization, and official travel costs in the context of organizing land acquisition for development in the public interest, (not including costs for compensation and appraiser services).

#### 16.4 Land/Public Appraiser Fee

The estimated cost of Appraisal Services for the planned construction of the MRT East-West Line Phase 1 Stage 1 is Rp. 1,924,000,000 as presented in the following table.

**Table 16.5. Land/Public Appraiser Fee**

A. PERSONNEL									
No.	Item	Qty (up to)	Mandays				Cost		
			Field	Office	Total		Billing Rate (SBOH)	Total	
1	Property Licensed Appraiser	(S) III	10 year	1	15,00	30,00	45,00	4.900.000	220.500.000
2	Associate Appraiser	(T) III	5 year	1	15,00	30,00	45,00	1.200.000	54.000.000
3	Primary Assessor	(P) III	5 year	4	60,00		60,00	900.000	216.000.000
4	Executor of Inspection		3 year	12	60,00		60,00	610.000	439.200.000
5	Administration staff		5 year	1		60,00	60,00	670.000	40.200.000
6	Computer operator		3 year	3		60,00	60,00	550.000	99.000.000
7	Drafter		3 year	3		60,00	60,00	550.000	99.000.000
	<b>SUB TOTAL A</b>		<b>25</b>						<b>1.167.900.000</b>
B. NON PERSONNEL									
No.	Item	Qty	Volume	Day	Unit Price	Total			
1	2 Wheel Vehicle Rental	8	1,00 UH	60,00	150.000	72.000.000			
2	Rent a 4 Wheel Vehicle	2	1,00 UH	60,00	600.000	72.000.000			
3	Computer Rent	25	1,00 UH	60,00	50.000	75.000.000			
4	Rent Printers	3	1,00 UH	60,00	50.000	9.000.000			
5	Operational Office Accommodation/Rent	1	1,00 LS	1,00	20.000.000	20.000.000			

A. PERSONNEL								
No.	Item	Qty (up to)	Mandays			Cost		
			Field	Office	Total	Billing Rate (SBOH)	Total	
6	Socialization Meeting/Presentation Accommodations	30		1,00	Kelurahan/ RW	1,00	10.000.000	300.000.000
7	ATK, etc.	1		1,00	LS	1,00	5.000.000	5.000.000
8	Communication (Tel, Fax, etc.)	1		1,00	LS	1,00	5.000.000	5.000.000
9	Final Report on Assessment Results	1		5,00	Buku	1,00	500.000	2.500.000
10	Documentation picture	1		1,00	Album	1,00	500.000	500.000
11	External Hard disk	2		1,00	Unit	1,00	2.000.000	4.000.000
	<b>SUB TOTAL B</b>							<b>565.000.000</b>
<b>A</b>	<b>TOTAL FEE WITHOUT VAT</b>							<b>1.732.900.000</b>
<b>B</b>	<b>VALUE ADDED TAX (VAT) 11 %</b>							<b>190.619.000</b>
<b>C</b>	<b>TOTAL TOTAL COSTS = A + B</b>							<b>1.923.519.000</b>
<b>D</b>	<b>ROUNDING</b>							<b>1.924.000.000</b>

Source: Indonesia Appraisal Standard

### 16.5 Compensation

Estimated Compensation Value or Fair Replacement Value (NPW) for MRT East-West Line Phase 1 Stage 1 land acquisition refers to the estimated value in **Chapter X** of this LARAP document, which is IDR. 8,046,645,415,369.

### 16.6 Certification

Other costs that are not listed in the Operational Costs and Supporting Costs (BOBP) as stated in the Regulation of the Minister of Finance of the Republic of Indonesia Number 10/PMK.02/2016, include costs for measuring and inventorying land plots, costs for making certificates, costs for handling objections and proceedings in court and the costs of making rumija permanent markers and nameplates (UGR, paid). Therefore, these costs need to be allocated in the cost plan for implementing this land acquisition. The cost for land acquisition outside the BOBP is IDR 2,115,321,000 as presented in the following table.

**Table 16.6. Certification**

NO	ACTIVITY	VOL	UNIT	UNIT PRICE (IDR)	COST ESTIMATION (IDR)	REMARK
1	Measurement and Inventory	743	Parcel	450.000	334,350,000	PP No. 128 of 2015
2	Certification/Splitting	743	Parcel	897.000	666,471,000	PP No. 128 of 2015
4	Making Permanent Rumija Stakes and Nameplates (UGR, paid)	743	Parcel	1.500.000	1,114,500,000	4 stages of the certification process
<b>TOTAL</b>					<b>2,115,321,000</b>	

### 16.7. Livelihood Restoration Program Budget

The total budget for this LRP is IDR 6,322,205,148 consists of (i) the training budget which is estimated for each vulnerable household (157) equivalent to 6 months of the DKI Jakarta Provincial Minimum Wage (IDR 4,641,854) with total IDR 4,595,435,460; (ii) monitoring and evaluation as much as IDR 1,226,769,688 and (iii) additional budget for administrative cost as much as IDR 500.000.000 to support each training implementation. The LRP cost added by the operational and supporting cost of the PIU to monitor and assist the implementation of the LRP.

**Table 16.7. Livelihood Restoration Program Budget**

No	Activity	Vol	Unit	Unit Price (IDR)	Total (IDR)	Remark
1	Training Activity	165	Vulnerable	4,641,854	4,595,435,460	165 x UMR x for 6 months
2	Monitoring and evaluation	1	Package	1,226,769,688	1,226,769,688	
3	Administrative cost	1	Package	500.000.000	500.000.000	
<b>Total</b>					<b>6,322,205,148</b>	

### 16.8. Handling of Objections and Proceedings in Court and Other Social Cost and GRM

Total cost for handling Objections and Proceedings in Court and other social cost and GRM are presented in the following table.

**Table 16.8. Handling of Objections and Proceedings in Court and other social cost and GRM**

NO	ACTIVITY	VOL	UNIT	UBIT PRICE (IDR)	COST ESTIMATION (IDR)	REMARK
1	Handling of Objections and Proceedings in Court	5	Package	300,000,000	1,500,000,000	4 District Court and 1 Supreme Court
2	Social costs and GRM	1	Package	500,000,000	500,000,000	
<b>TOTAL</b>					<b>2.000.000.000</b>	

### 16.9. External Monitoring Cost

Total cost for External Monitoring is estimated 0.05% of total compensation which is **IDR 4,023,322,708**.

## **CHAPTER XVII**

### **MONITORING AND EVALUATION**

#### **17.1 Monitoring**

##### **17.1.1 The Purpose of Monitoring**

Monitoring is intended for the collection and analysis of data/information on the progress of implementation of (1) land acquisition activities (especially with regard to the settlement of payments/delivery of compensation and transfer of land rights); (2) resettlement (in particular in relation to the construction of resettlement sites and the number of residents who have been placed); and (3) development activities for PAPs (especially related to the type of assistance/facilitation that has been implemented and the number of people who have received assistance). The results of the data/information collection are then compared with the plan/targets that have been established, so that the level of progress can be analyzed and identified problems that hamper the progress of implementation. Therefore, this monitoring activity is intended to assist the Land Acquisition Implementation Team (P2T), resettlement, and development activities in implementing action plans within the LARAP (with a number of targets/goals).

##### **17.1.2 Objectives of Monitoring**

Activities targeted for monitoring are the implementation of land acquisition for Project development, resettlement/relocation (if any) and livelihood restoration program (LRP) activities. Basically, this monitoring activity will be more focused on the level of progress or achievement of LARAP implementation, to ensure the achievement of targets and objectives that have been determined.

##### **17.1.3 Monitoring Mechanism**

###### **A. Internal Monitoring**

Implementation of LARAP will involve, at least, 4 (four) main stakeholder components with all their respective interests, namely PAP, land acquisition implementation team (P2T) and regional department organization (OPD). The internal monitoring of the LARAP implementation will be led by DGR that will establish the commitment maker officer (PPK) and possibly hiring social safeguard specialist under the project management consultant (PMC) to conduct of regular monitoring and meetings may be chaired by the DGR or the Governor of each province.

###### **B. External Monitoring**

The external monitoring will monitor the conformity of the land acquisition implementation with the entitlement and the principle of JICA policies on involuntary resettlement as follows:

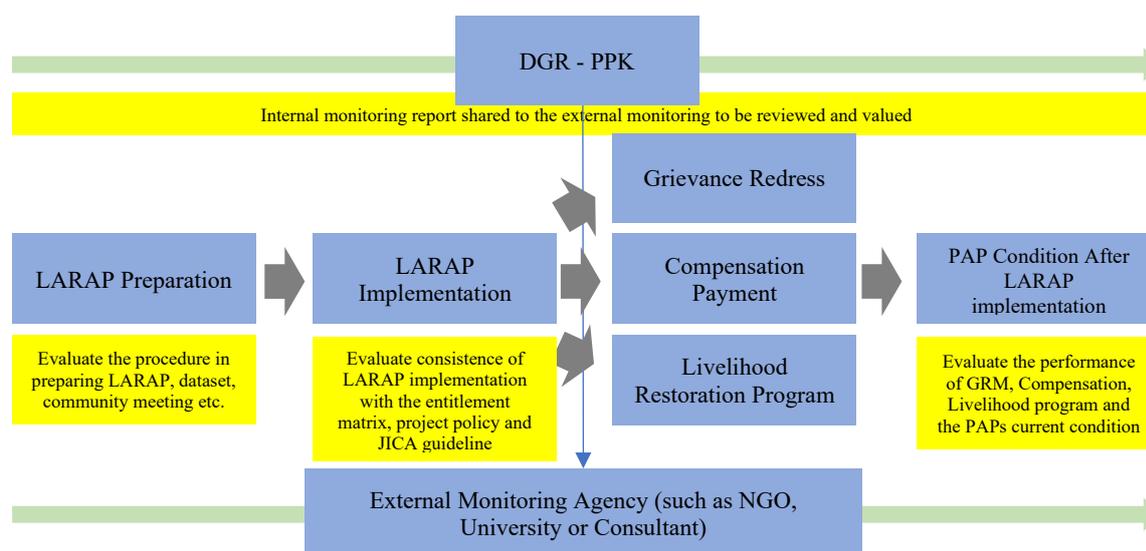
- i. Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives.
- ii. When, population displacement is unavoidable, effective measures to minimize the impact and compensate for losses should be taken.
- iii. People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported so that they can improve or at least restore their standard of living, income opportunities, and production levels to pre-project levels.
- iv. Compensation must be based on the full replacement cost as much as possible.
- v. Compensation and other kinds of assistance must be provided prior to displacement.

- vi. For projects that entail large-scale involuntary resettlement, resettlement action plans must be prepared and made available to the public. It is desirable that the resettlement action plan include elements laid out in the World Bank Safeguard Policy, OP 4.12, Annex A.
- vii. In preparing a resettlement action plan, consultations must be held with the affected people and their communities based on sufficient information made available to them in advance. When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people.
- viii. Appropriate participation of affected people must be promoted in the planning, implementation, and monitoring of resettlement action plans.
- ix. Appropriate and accessible grievance mechanisms must be established for the affected people and their communities.

The implementation of the external monitoring can be implemented by external agency such as NGOs, University, local community social organizations or consulting firm. The external agency will be very helpful in providing more accurate data/information and can assist in solving the issues, constraints, and problems that may arise during LARAP implementation. Academics/Scholars will provide inputs in the effort to solve problems that develop based on an academic point of view, while the NGO, consulting firm or local social organizations will provide input from the social point of view, and also serve to bridge the interests of PAPs with the government.

The external agency in addition may perform monitoring of the implementation of land acquisition, livelihood restoration program, will also conduct field confirmation and identification of issues/problems that are developing, especially those related to social issues. Field confirmation and issue identification can be done by focus group discussions and/or by conducting an informal sampling survey (if deemed necessary).

The monitoring mechanism scheme for the implementation of LARAP can be seen in Figure 17.1. As follows:



**Figure 17.1. LARAP Implementation Monitoring Mechanism**

#### 17.1.4 Implementation Procedures

Broadly speaking, monitoring activities of LARAP implementation can be implemented through the following procedures:

## 1. Internal Monitoring

Internally, DGR supported by PMU and officials from regional government organization and land acquisition implementation team monitored the progress of land acquisition activities. Periodically, the agency meets monthly meetings to respond to problems that develop during the land acquisition process. Based on the results of the internal monitoring, at the end of each month, a progress report on the implementation of activities during the current month will be conducted and presented to the Mayor/Secretariate at the beginning of the following month.

The team will conduct internal monitoring and evaluate the progress of resettlement activities and coaching activities to restore the living conditions and livelihoods of displaced PAPs. The DGR supported by PMU will also holds periodic meetings every week, to discuss problems and ways of completion, especially related to the settlement of complaints from PAPs. Based on the results of the internal monitoring, at the end of each month, a progress report on the implementation of activities during the current month will be conducted and presented to the Mayor/Secretariat at the beginning of the following month.

The mayor, assisted by the Secretariat Team will verify (including field verification, if required) all the reports submitted and compile them into Monthly Monitoring Reports LARAP Implementation, which is then distributed to all implementing agencies.

The results of the review are then discussed in the monthly monitoring coordination meeting to discuss crucial issues that develop. If deemed necessary, in the coordination meeting other agencies can be invited as needed.

Based on the results of the monitoring coordination meeting, a Monthly Monitoring Report on LARAP Implementation was submitted/distributed to various related agencies (Governor, JICA, Ministry of Transportation, BAPENAS / KPPIP), including the executors (SKPD, P2T, University).

During the assessment, policy-making authorities can hold meetings with stakeholders to assess the progress and achievement levels of LARAP implementation and recommended follow-up efforts to respond to issues that were considered crucial. Assessment activities are based on monitoring results and other data. On this basis, the reviewers reach an agreement and formulate what steps or efforts are needed to improve the implementation of the activities and respond to the developing conditions. Based on the results of this study, a Mid-Year Monitoring Report was made.

## 2. External Monitoring

The external monitoring agency (EMA) in addition may perform monitoring of the implementation of land acquisition and livelihood restoration program from the perspective of third party. EMA will also conduct field confirmation and identification of issues/problems that are developing, especially those related to social issues. Field confirmation and issue identification can be done by focus group discussions and/or by conducting an informal sampling survey (if deemed necessary). The EMA suggested to be conducted at least for one year started from the beginning of the civil work. The EMA will prepare quarterly, semiannual and annual reports on activities carried to the PPK Secretariat.

### 17.1.5 Monitoring Period

Based on the monitoring implementation mechanism, the monitoring period of the land acquisition implementation will be suggested to be conducted as the following table.

**Table 17.1. Internal and External Monitoring Period**

No	Duration	Deliverable	Internal Monitoring	External Monitoring*
1	Bi-weekly Meeting	Activity Checklist	√	-
2	Monthly Meeting	Monthly Monitoring Report	√	-
3	Quarterly Meeting	Quarterly Monitoring Report	√	√
4	Semiannually Meeting	Semiannually Monitoring Report	√	√
5	Annually Meeting	Annually Monitoring Report	√	√

Each meeting for the internal monitoring refers to the calendar date while for the external monitoring using the duration of the contract period. For the EMA implementation, the quarterly meeting/report conducted for every three months after the assignment, the semiannual meeting/report will be conducted after six months of the assignment and the annual meeting/report will be conducted after the 12 months of the EMA assignment. The detail of each deliverable (report) is presented in the Sub-chapter 17.3.

## 17.2 Evaluation

### 17.2.1 Intent of Evaluation

Evaluation activities are focused on the effectiveness and results of LARAP implementation to determine whether the PAP has been able to overcome the problems arising from the implementation of the Project and whether their level of living and livelihood has been restored. The basic data used in the assessment/evaluation is the data/information on the socio-economic condition of the residents from the baseline survey data conducted at the initial stage/preparation of resettlement activities, and data/information on the results of the monitoring.

Evaluation studies are a valuable opportunity for planners and policymakers to think more and more closely about the success of achieving basic objectives, strategies, and approaches in the provision of land acquisition, resettlement, and fostering activities for project-affected people. Evaluation results can be used as lessons and input materials in future planning.

### 17.2.2 Implementation Mechanism

Evaluation activities will be carried out 2 (two) years after the implementation of land acquisition, resettlement, and LRP, to be undertaken by an External Monitoring Agency (which may can be from competent Academics, Consultants or NGOs). If there are any negative impacts experienced by PAPs as a result of land acquisition activities, the DGR will respond by implementing appropriate mitigation measures to assist PAPs, including coordination and monitoring will be undertaken with various relevant agencies for further development if the PAPs have not been able to recover its previous living condition.

Implementation of the monitoring will be conducted through a participatory approach, in particular by maximizing the participation of PAP and local community leaders. Their involvement and participation can assist effectively in identifying the problems and constraints arising, directly experienced by them in the context of restoring their living conditions during resettlement (if any) as well as the required resettlement measures. In addition, they can also provide input/suggestions on the performance of the stakeholders involve in the implementation of the land acquisition and resettlement policies that have been established.

Collection of data/information can be done through a survey of structured interviews using questionnaires. The questionnaire will be designed to compare the baseline condition and the Edline

condition of the PAPs. In general, the survey will use household questionnaires to obtain basic indicator data on the progress of activities, efficiency, effectiveness, impact, and sustainability of resettlement and PAP development. The survey can be supported by focus group discussions (FGDs), which allow the EMA to consult in depth with various stakeholders.

### 17.3 Monitoring Indicators

As explained earlier, the main objective of the evaluation is to assess the level of efficiency and effectiveness, and sustainability of resettlement and development activities against PAPs. Therefore, the basic indicators in the context of this evaluation should reflect the socioeconomic conditions of PAP “before” and “after” the implementation of resettlement and development.

#### 17.3.1 Internal Monitoring Indicators

**Table 17.2. Indicators for Internal Monitoring**

No.	Main Activities Monitored	Basic Indicator
<b>I. Preparation of Land Acquisition</b>		
1	Establishment of land acquisition preparation team	a. Governor decree of LA preparation team b. Member of LA preparation team
2	Notification of Development Plan	a. Time frame b. Notification material c. Method
3	Initial Data Collection of Development Plan Locations (verification of DPPT data)	a. Time frame. b. Adequacy of data /information for location stipulation. c. The plot of location plan with RTRW.
4	Public Consultation 1	a. Time and frequency of implementation. b. Participants of socialization. c. Evolving issues about project
5	Public Consultation 2 (if there is objection during Public Consultation 1)	a. Time and frequency of implementation. b. Participants of socialization. c. Evolving issues about project
6	Establishment of an Objection Handling Team (OHT)	a. Governor decree of OHT b. Member of OHT c. Assessment
7	Location Stipulation ( <i>Penetapan Lokasi</i> )	a. Number of citizens who filed objection and level of complex problems that arise on the site b. Timeline of completion.
8	Announcement of Determination of Development Locations	a. Announcement document b. Official report of the announcement
<b>II. Implementation of Land Acquisition</b>		
1	Establishment of land acquisition implementation team	a. Governor decree of LA preparation team b. Member of LA preparation team
2	Inventory and identification of tenure, ownership, use, and utilization of land	a. Time frame. b. Volume of work (quantity, condition and size of land, buildings and other assets that have been inventoried / measured). c. The Completeness of supporting evidence of asset ownership / control status. d. Preparation of inventory lists and land parcels. e. Validation / legalization by Authority.
3	Announcement of inventory / identification result	a. Timeframe. b. Responses from residents. c. Completion of complaints / objections.
4	Appraisal / estimated compensation	a. Determination / appointment of a Public Appraiser. b. Timeframe. c. Limitations / assessment variables.

No.	Main Activities Monitored	Basic Indicator
5	Deliberation/Negotiation	a. Preparation of alternative forms of indemnity and estimated compensation value, and nominative list b. Issuing invitation letter c. The number of citizens who follow the deliberation d. Agreements reached and issues developed e. Special case resolution efforts f. Frequency of implementation and time frame.
6	Payment of compensation and disposal of rights	a. administrative preparation, including finalizing the nominative list based on consensus agreement in negotiation stage. b. Choice of compensation by residents. c. Number of people who have received compensation, and disposal of land and other assets d. Completeness of proof / letter of ownership / control of assets submitted by citizens e. Validity of the process of handover of compensation and disposal of land rights f. Handling / resolving special cases.
7	Deposit for compensation (if there is objection on the compensation)	a. The remuneration deposited in the District Court. b. administrative requirements
8.	Certificates	a. Number of citizens who have received new certificates b. Timeline of completion
9	Demolition of buildings / land discharges	a. The number of residents who have dismantled the building b. Suitability of land clearing time frame
III	LRP	
1	LRP implementation	a. Type of LRP offered to severely and vulnerable PAPs b. Number of PAPs participated in LRP c. Frequency and timing of LRP d. Adequacy of the type of LRP e. Progress of LRP f. Grievance and solution measures related to LRP

### 17.3.2 External Monitoring Indicators

**Table 17.3. Indicators for External Monitoring**

INDICATORS	Basic Data for Indicators
Basic information on PAP households	<ul style="list-style-type: none"> <li>• Locations of residences</li> <li>• Composition and age structure, level of education, and skills</li> <li>• Gender (sex) of the head of household</li> <li>• Ease in health services, education, support of public facilities and other social facilities</li> <li>• Type/condition of residence/place of business and status of ownership/mastery</li> <li>• Types of livelihoods and work patterns</li> <li>• Source and income level</li> <li>• Data/information on the scale and economic business assets</li> <li>• Participation in civic organizations</li> <li>• The value of all assets underlying the compensation</li> </ul>
Recovery of living standards	<ul style="list-style-type: none"> <li>• Is the indemnity payment exempt from depreciation, retribution/taxes, moving fees, and other charges?</li> <li>• Has the PAP been willing to accept a replacement house and/or place of business?</li> <li>• Has the “perception” of the community been restored?</li> <li>• Has the PAP succeeded in restoring major social and cultural conditions?</li> <li>• Do schoolchildren have been able to follow the course properly before moving?</li> </ul>

INDICATORS	Basic Data for Indicators
Recovery of Livelihoods	<ul style="list-style-type: none"> <li>• Is the indemnity payment exempt from depreciation, retribution/taxes, moving fees, and other charges?</li> <li>• Will the compensation payments return the lost assets/assets?</li> <li>• Is the location/place of the replacement business sufficient to meet the standards?</li> <li>• Will relocation and relocation assistance cover the expenses incurred?</li> <li>• Does income assistance/allowance to develop the business and production as before?</li> <li>• Has the PAPs group received LRP to re-establish its economic undertaking?</li> <li>• Are vulnerable groups given income-earning opportunities? Is it efficient and sustainable?</li> <li>• Can the works related to the project that have been provided (if any) can restore income and living standards as it was before the project?</li> </ul>
The level of satisfaction of PAP residents with the implementation of land acquisition, resettlement, and coaching	<ul style="list-style-type: none"> <li>• How many PAPs are aware of the land acquisition (compensation), resettlement, and right guidance procedures?</li> <li>• Do PAP residents know that the compensation is theirs?</li> <li>• How do PAPs measure their standard/livelihood and livelihoods restored?</li> <li>• How many PAPs are aware of complaints procedures and dispute settlement procedures?</li> </ul>
The effectiveness of land acquisition planning, resettlement, and coaching	<ul style="list-style-type: none"> <li>• Is the number of PAPs and their wealth calculated correctly?</li> <li>• Are there any land speculators who get help?</li> <li>• Does the time frame and funds adequately meet its objectives?</li> <li>• Are the costs of compensation too much/wasteful?</li> <li>• Are the vulnerable groups identified and assisted?</li> <li>• How are Implementing Institutions (P2T, TK-PKP) addressing unexpected issues?</li> </ul>
Other Impacts	<ul style="list-style-type: none"> <li>• Are there unwanted environmental impacts?</li> <li>• Is there an impact/disruption to work or income?</li> </ul>
Financial Evaluation/Audit	<ul style="list-style-type: none"> <li>• Is there any gap between the compensation payment proposed by chief of land acquisition implementation team and the payment realization by DGR (in collaboration with the LMAN or other related government institution)?</li> <li>• Is there any pending payment?</li> <li>• Is there any civil work conducted within the land area which has not been paid?</li> <li>• Are there any gaps between the proposed livelihood restoration budget and its realization?</li> <li>• Are there any supporting documents related to each financial transaction such as compensation payment, assistance, livelihood restoration and others.</li> </ul>

#### 17.4. Reporting System

As explained earlier, basically the monitoring system for monitoring the implementation of the Program of Action as a whole is under the coordination of PPK. For this monitoring, a monitoring tool will be prepared (in the form/format of a monitoring report), which will be mutually agreed upon by the parties / related agencies.

The types of monitoring reports on the implementation of the Land Acquisition and Relocation Program for the development of MRT East West Phase 1 Stage 1 consists of 4 (four) types of reports as follows:

##### 17.4.1. Monthly Report

This report is an internal report which contains the results of the implementation of activities (checklist activity) during the current month, including the problems/constraints that develop as well as follow-up efforts and an implementation plan for the next month. This report is based on reports on the implementation of land acquisition activities (made by SKPD and P2T), resettlement, and PAP's development (made by TK-PKP), as well as activities undertaken by NGOs and Academics.

#### **17.4.2. Quarterly Report**

This report is provided by both internal monitoring team and the external monitoring agency. The internal monitoring team, the report is based on the monthly report, plus some necessary notes, particularly those related to the settlement of disputes (if any) and the progress of the WTP social-economic recovery program. For the EMA, quarterly report will be provided based on the review to the any available internal monitoring report, field observation, household survey, FGD and other stakeholder consultation. This report will also be coordinated with SKPD, P2T, and TK-PKP.

#### **17.4.3. Semi-annual (Mid-Year) Report**

This report is provided by both internal monitoring team and the external monitoring agency. The internal semi-annual report is based on information from quarterly and monthly reports, as well as the results of any consultation meeting conducted by the internal monitoring team. For the EMA, semiannual report will be provided based on the review to the any available internal monitoring report, field observation, household survey, FGD and other stakeholder consultation. The report name for the EMA will be “first semiannual report” that will be provided after six months of the contract.

#### **17.4.4. Annual Report**

In line with the ongoing implementation of the LARAP, at the end of the each year, an annual internal report is prepared by the internal monitoring team to review the overall level of achievement of the action plan set out in the LARAP document, including the resolution of some of the critical issues developed during the implementation of the activities. This report will first be coordinated with various stakeholders. For the EMA, the second semiannual report will be provided based on the review to the any available internal monitoring report, field observation, household survey, FGD and other stakeholder consultation. The report name for the EMA will be “second semiannual report” that will be provided after 12 months of the contract.

#### **17.4.4. External Monitoring Final Report (Evaluation Report)**

The EMA will produce the final report including evaluation of LARAP and LRP implementation 2 years after completion of the LRP implementation. The report will include not only observation/findings but also suggestions or lessons-learned to be used for future projects to be implemented by DGR.

Internal monitoring forms, table of contents of external monitoring report and the draft TOR for EMA are included in Annex.