Environmental and Social Consideration

Quarterly Progress Report

Period of January - March 2020

Directorate General of Sea Transportation

Ministry of Transportation

Republic of Indonesia

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Executive Summary

Table 1. Executive Summary

Items		Period/Survey date	Results	Details*Notes)
Sea water quality	Turbidity (TSS)	December 21, 19 - March 20, 2020 (everyday in frame period in March 2020)	TSS during the period was within the target level, background +10mg/l, except in W1, W2, W4 and W11 (See Tabel 4 and Table 5). The reason of the exceedance of TSS value above background value at these exceptional monitoring stations, seem to be caused by domestic wastewater and/or inflow from nearby river, since the salinity level are lower (meaning influenced by fresh water) than at the reference monitoring station and therefore, probably not caused by the construction activities. It should also be noted that TSS value have moderately been kept at same kind of level (and have not leaped up) compared with baseline data at pre-construction stage, as supporting reason on this analysis. The construction contractor will continue to use silt protector for the dredging activity to prevent the silt dispersion. Standard of TSS (80mg/l) was satisfied throughout the period. However, except on 26 Feb 2020, that was recorded at W1 and W2 where TSS value was indeed higher than standard value (see table 5). This condition was enable caused by overflow cipunegara river due to heavy rain at the end of february 2020..	S-4A, Table 3 : Daily Monitoring for TSS results at Bottom & Surface-layer (21 Des 2019 -20 Jan, 2020) Table 4 : Daily Monitoring for TSS results at Bottom & Surface-layer (21 Jan - 20 Feb 2020) Table 5 : Daily Monitoring for TSS results at Bottom & Surface-layer (21 Feb 2020 - 20 March 2020) Table 6 : Overview TSS result S-5A,
	Temperature, Salinity, pH, Dissolved Oxygen, Transparency, Odor, Ammonium Nitrogen (NH_3-	6 – 8th March 2020	The sampling was implemented on March 2020, The laboratory analysis is still in proccess. The results will be reported in the next report.	O-6C

	N), Phosphate (PO_4-P), Sulfide (H_2S), Total hydrocarbon, Total phenol, PCBs, Detergent (MBAS), Oil and grease, PCBs, TBT, Mercury, Cadmium, Copper, Lead, Zinc, Total coliform			
Surface water (river water) quality	TSS (Turbidity)	Weekly period in January - March 2020	Based on Government Regulation No. 82 of 2001, the threshold concentration of the TSS is 400 mg / L for class IV water criteria, TSS measurements in this period meets with the Government Regulation, except in February 2020 (week 69) when it increased above the baseline value. The results of TSS measurements at STA 0 + 000 increased significantly above the threshold by 413.3 mg / L even though the bridge work was completed. This is influenced by the high amount of rainfall, which caused so much mud carried by the river. The analysis results can be seen at Table 7 (Weekly Monitoring Surface Water Quality in TSS Parameter) in Page 41. The TSS measurement in March 2020 is still under laboratory process.	O-7C Table 7 : Weekly Monitoring Surface Water Quality in TSS Parameter Period : Jan – Feb 20-20
Air quality	TSP, PM10, NO_2, SO_2, CO	-	No survey in this period.	S-3A, O-6A, O-7A
Noise	-	-	No survey in this period.	O-3B, O-6B, O-7B
Sediment quality	Appearances, Odor, Color, Moisture content, Specific gravity, Volatile, Particle size distribution, Ash content, TOC, Mercury, Arsenic, Cadmium, Chromium, Copper, Nickel, Zinc, Lead	-	No survey in this period.	O-5A

Waste	Domestic waste and wastewater		As for PKG 1, non-hazardous and hazardous waste volume generated from workers camp as well as from project site had been identified every month (through Jan. – Mar., 2020), as well as its proper management in compliance with the domestic regulation without identification of any problem. Removal of hazardous waste is cooperated by a 3rd party licenced waste collector, which transports and dispose them to a designated disposal (See Chapter 1 no.6C / page 21 for deterioration sea water impact which explain about waste handling). Likewise, wastewater of gray water and black water had also been properly treated through the bio septic tank system and monitored without identification of any problem. As for PKG 2, waste management has been running normally, during this quarterly term. Was collaborating with the Subang agency Environmental Agency to transport waste from project site, where Subang Regency Environmental Office is in charge to collect and dispose the trash, every 2 times a week. It had been generally monitored that the waste management conduct properly in compliance with the domestic related regulations.	O-2A, O-6C
Ecosystem	Benthos	-	No survey in this period.	O-5A
	Nekton	-	No survey in this period.	O-5A
Fishing ground	-		There had been no related official grievances raised by local fisherman through the grievance redress mechanism, but some respondents unofficially requested for compensation due to the decrease of their fish catchment. To mitigate such request, Livelihood Restoration Program (LRP) of fisheries activity have already been implemented, in which the participants share to be equipped with new gill net and new fishing tech nique (Rampus Net Technique) so that at they can catch fish effectively and efficiently. In summary, the priority program	S-4B, O-4A

			for the community related to Assembling Rampus Net has already been conducted for 4 batches with the number of participants, 176 people in total (as described in LRP training in 2019).	
Social environment	Land acquisition and resettlement	January – March 2020	Progress of compensation payment of access road construction approximately 95.83% of total 96 PAHs, and 67.19% of total 253 PAHs for back up area. Progress of the relocation approximately 75.07% of a total 349 PAHs.	Table 9 : Progress of Compensation Payment and Land Vacation Table 11 : Progress of the Relocation
	Livelihood Restoration Program	21-24 January, 24 January – 2 February, 14 – 22 February, 20 – 23 February, and 6-15 March 2020	In the monitoring period from January to March 2020, there are five training programs implemented; Vulnerable training batch 1, TKBM training batch 3, TKBM training batch 4, and Vulnerable training batch 2, and TKBM 5 with total participants 158 people.	S-2A Table 12 : Record of Livelihood Restoration Program (LRP) Period of January to March 2020
	Job opportunities for local people	January – March 2020	The Project for terminal construction under Package 1 had recruited local people that recruited during the respective period was 152 people or equal to 13.93% in January 2020, of a total of 1.091 workers, 167 people or equal to 18.02% in February, of a total of 927 workers, and 144 people or equal to 15.48% in March 2020, of a total of 930 workers. The percentage of local people that recruited still below 20% due to the activity needs a particular skill to be conducted, even though for non-skill recruited prioritized for people. The Project for breakwater, seawall, channel dredging under Package 2, had recruited local number people that were recruited during the respective period was 111 people or equal to 23.82% on January 2020 of total worker about 466 people, 95 people or equal to 20.93% on February of total	S-2A

			worker about 454 people, 135 people or equal to 21.74% on March of total worker about 621 people. The project for access road construction under Package 4 had recruited local people that recruited during the respective period; 324 or equal to 27.55% of 1.176 total workers in January 2020, 330 people or equal to 28.21% in February of total 1.170 workers, while the number of worker in March still under preparation.	
	Public unrest	January – March 2020	Most of the interviewed people conducted from package 1 contractor replied they didn't worry about heavy equipment and materials mobilization and reclamation activity and offshore facility development. To maintain the public unrest condition to meet the minimum level for people not to feel worried, the contractors conducted the material and heavy equipment transportation by nighttime to avoid traffic jams, transport the heavy equipment and material accompanied by a patrol escort. While the interviewed process from package 2 contractor shown that most respondents feel worried about heavy equipment and material mobilization activity. To overcome the concerns that arise, the contractor conducts some mitigations; strict regulations on drivers who carry out project vehicle mobilization with maximum 40 Km/hour, watering the road to reduce the dust, repaired the damage of access road, speed up the completion of the temporary access to minimize the public road intensity.	S-3D, S-4C Table 22 : Public Unrest, Protest and Demonstration
	Road damage	January – March 2020	No road damage reported from January to March 2020. In January 2020, the road was fixed, located in Kalentambo Village.	O-3A
	Grievance	January – March 2020	Until March 2020, the contractor already repair 94 houses impacted by access road development were located at Pusakaratu Village, Gempol Village, and Kotasari Village.	O-7E

Working environment	Accidents and diseases	January – March 2020	• No accident reported from January to March 2020. • The contractors implementing program awareness of the appearance of infectious diseases collaborate with local health (Dinas Kesehatan Kabupaten Subang), and professional medical services (PT. Asih Eka Abadi – International SOS). Information, Education, and Consultation Communication Campaign (IEC) conducted from January to March 2020 in Large Group Discussion, Small Group Discussion, and Door to door approach both for workers and community around Pusakanagara District.	O-2B
Traffic accidents and disruptions	Sea and land traffic	January – March 2020	Two accidents, but there was no victims identified from January to March 2020.	S-3B, S-3C

'S- ': codes of 'Significant Impact' in the table of Implementation of RKL-RPL (see the column of No. in Table 1)
'O- ':codes of 'Other Impact' in the table of Implementation of RKL-RPL (see the column of No. in Table 1)

I. Implementation of RKL-RPL (Environmental Management and Monitoring Plan in EIA)

A. Pre-Construction Phase

Reported in the previous report (PSR in April 2019).

B. Construction Phase

Implementation of RKL RPL (Environmental Management and Monitoring Plan) regularly conducted semester-based as stipulated in Environmental Permit No. 136/Menlhk/Setjen/PLA 4/2/2017 regarding Development of Patimban Port at Patimban Village, Kalentambo Village, Gempol Village, Kotasari Village, Pusakaratu Village, Pusakanagara District, and Pusakajaya Village at Pusakajaya District, Subang Regency, West Java Province. The implementation of RKL RPL Report Construction Phase Semester II already submitted in October 2019 to relevant agencies; Ministry of Environmental and Forestry, Environment Agency of West Java Province, and Environment Agency of Subang Regency.

Table 2. Implementation of RKL RPL (Environmental Management and Monitoring Plan)

No	Potential Environmental Impact			Descriptions of RKL/RPL		Implemented Mitigation Measures / Monitoring Results (Data and Photos are attached)
	Type of Impact	Indicator of success of Environmental Management	Impact source	Method of Environmental Management Plan (RKL)	Method of Analysis and Data Collection (RPL)	
Managed Significant Impacts (referred to EIA)						
CONSTRUCTION PHASE						
2.	**Procurement of Labor and Basecamp Operation**					
2A	Opening job and business opportunity	People affected/local people that recruited as workers > 20%)	Procurement of Labor and Basecamp operation	a. Prioritize local workers from the affected area as required, educational background, qualification needed, and inclusion of workers social assurance, and referred to Regional Minimum Wage (Upah Minimum Regional); b. Coordinating with related institution to livelihood restoration program of affected people, as stated in the LARAP document as follow: • Conducting training program; • Conducting venture capital aid program; • Conducting new business activity program	a. Identifying the number of local workers; b. Identifying the number and type of business opportunity that evolve nearby; c. Evaluating the livelihood restoration program for affected people; d. Regarding the information and data that need to be explored deeper, shall conduct an in-depth interview with key informants, such as with local elderly representatives; e. Monitoring workers recruitment relevant to qualifications;	The implementation of job and business opportunity on the period of January to March 2020 consist of; • The Project for terminal construction under Package 1 started on October 29th,2018. The number of local people that recruited during the respective period was 152 people or equal to 13.93% in January 2020, of a total of 1.091 workers, 167 people or equal to 18.02% in February, of a total of 927 workers, and 144 people or equal to 15.48% in March 2020, of a total of 930 workers. The percentage of local people that recruited still below 20% due to the activity needs a particular skill to be conducted, even though for non-skill recruited prioritized for people. • The Project for breakwater, seawall, channel dredging under Package 2, started in April 2019. The local number people that were recruited during the respective period was 111 people or equal to 23.82% on January 2020 of total worker about 466 people, 95 people or equal to 20.93% on February of total

				• Conducting; marketing assistance program • Conducting equipment aid program; c. Coordinating with Pusakanagara and Pusakajaya sub-district due to job vacancy information **[a: DGST, CP1, CP2, CP3, CP4, b,c:DGST]**	f. Monitoring of safety work implementation especially in the construction phase; **[c, d: DGST]** **[a, b, e, f: CP1, CP2, CP3, C P4]**	worker about 454 people, 135 people or equal to 21.74% on March of total worker about 621 people. • The project for access road construction under Package 4 started in October 2018. The number of local people that recruited during the respective period; 324 or equal to 27.55% of 1.176 total workers in January 2020, 330 people or equal to 28.21% in February of total 1.170 workers, while number of local worker on March still under preparation. The implementation of the Livelihood Restoration Program on the period of January to March 2020 consists of, Vulnerable Training batch 1 and 2, Stevedoring workforce training batch 3, 4, and 5. Total participants within period was 158 people. • Vulnerable training batch 1 was held on January 21 to 24, 2020, attended by 34 participants consist of 32 male and 2 female. Vulnerable training batch 2 implemented on February 20 to 23, 2020, attended by 34 participants consist of 30 male and 4 female. This training aimed to improve the senior citizen regarding financial management, loan and saving, and household economy activity. • Stevedoring Work Force training-TKBM (Tenaga Kerja Bongkar Muat) batch 3 was held on January 24 to February 02 2020. 30 participants from affected villages attended the training on the third batch and one of them is female. TKBM batch four was held on 14-22 February for 30 participants, and the TKBM batch five was held on 6-15 March 2020 for 30 participants. The training aims to fulfill basic information about wrking in port activities such as; container crane operational, the principal of Stevedoring Work Force, rigging apparatus, hand signal, and lashing container. The participants who pass the training exam will be provided with a certificate, capable of utilizing their abilities for the same purposes.

						 Vulnerable training lecture session Vulnerable training practice session Stevedoring (TKBM) training practice session

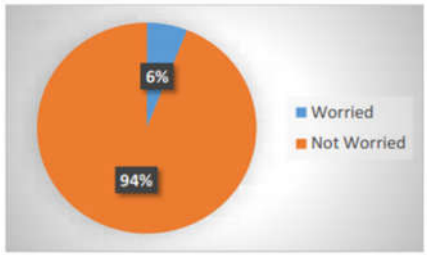
						Stevedoring (TKBM) training practice session
3.	**Heavy equipment and materials mobilization**					
3A	Deterioration of air quality (TSP and emission)	Concentration of SO_2, CO, NO_2, and TSP doesn't exceed air quality standard based on Government regulation No. 41 years 1999 on Air pollutions control.	Heavy equipment and materials mobilization	a. Heavy equipment and material mobilization using construction access road of Patimban seaport which is relatively quiet and away from settlements (non-asphalt pavement); b. Closing the tanks of transporting material vehicle with tarps; c. Transporting the materials to the location using the proper operation vehicle that passed the KIR test (in testing to see if the vehicles are well maintenance); d. Developing of washhouse to clean transporting vehicle wheels before out from project site location; e. If there are materials spills on the passing road from construction materials mobilization, it shall be cleaned as soon as possible; f. Watering the road periodically. **[CP1, CP2, CP3, CP4]**	Conducting air quality laboratory analysis, after which the results are compared with air quality standards based on Government Regulation No. 41 of the year 1999. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and controlled status with a critical level. **[CP4]**	Implementation: Environmental management was implemented to mitigate air quality (TSP and Emission) impacted during heavy equipment and materials mobilization for reporting period January 2020 by CP4 (PTRPW) as following: • Heavy equipment and materials mobilization used Pusakanegara road and transfer by Landing Craft Tank (LCT) to CPM land • Closing the tanks of transporting material vehicle with tarps • Transporting the materials to the location using operation worthy vehicle and passed of KIR test (in order to public vehicles is roadworthy). • Sprinkling the road periodically. • Limiting the speed of vehicles entering and leaving the project area & every vehicle carrying material must use the top cover. Roads were cleaned & sprinkled periodically to reduce dust pollution by road sprinklers, so that dust pollution tends to be under control and limits.

						Heavy equipment and materials mobilization used access road and transferred by LCT to CPM land by sea transportation • There is not Air Quality sampling in this period (January – March 2020) . The next measurement will be conducted on April 2020 (Every 6 months). The Truck of transporting material vehicle were closed with tarps and washing tyre activity to project vehicles. Properly operational labeling for project vehicle by sticker (KIR) from Authority Office

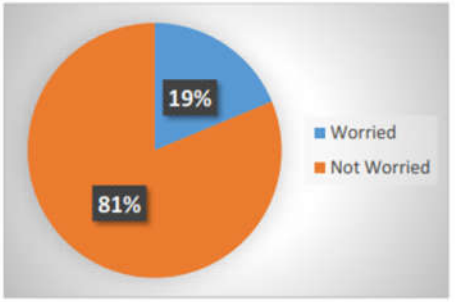
3B	Land traffic disruption	No occurrence of traffic jam as the effect of heavy equipment and materials mobilization	Heavy equipment and materials mobilization	a. Coordinating with transportation institution to install traffic sign around the development of Patimban seaport location under ministerial regulation No.13 year 2014 about the traffic sign; b. Coordinating with police agencies to organize traffic around the Patimban seaport development location; c. Installing sign of construction warning signs in the entry and exit access of Patimban seaport development location; d. Arranging schedule of heavy equipment and materials mobilization not in the vehicle peak hours; e. Coordinating with police officer by putting them in some locations; f. Implementing ANDALLALIN (Assessment Impact of Traffic) recommendation. **[DGST, CP1, CP2, CP3, CP4]**	a. Monitoring traffic condition; b. Identifying the accident number that occurred.	Implementation Package 1: The traffic condition affected by the project was monitored periodically. A vehicle volume survey was conducted once a month. During January to March 2020, no accident and traffic jam related to the project was reported. No occurrence was recorded of traffic jams at Pusakanagara road going to Jobsite confirmed because construction equipment and materials were transported during night time (as requirements). Also, the type/weight of equipment and speed were restricted. Land Traffic Inspection Implementation Package 2: During January to March 2020, no accident and traffic jam related to the project conducted by Package 2 port development project was reported. The regulation was applied to avoid accident and traffic jam; the mobilization was escorted by police, speed limitation which are maximum of 40 km per hour, mobilization schedule, the truck which transport the materials was covered by tarpaulin, signage around the project area, flagman located at entry check point, long vehicle (FUSO) was carried out between 9 pm to 5 am, and trailers was carried out between 12 am to 5 am. Flagman at site office Implementation Package 4: Traffic condition was monitored periodically, implementation within January to February 2020 shown

						that there were 2 traffic accidents were reported and there was no victim. The accident located at the intersection road of road access site location and public road, local people by motorcycle, brushed off the truck (contractor vehicle) caused minor injuries to the motorcycle passengers. The contractor take the victim to the nearest medical facility, with no need specific medical treatment, or no need for hospitalization. To avoid an accident in the intersection road, the contractor applies to install stop bump, portal gate, and flagman. Equipment with appropriate and sufficient signs. Completing with flagman for traffic control. The mitigation measures related to the activity occurred; coordinate with related parties (police), equipped with appropriated and sufficient sign, flagman for traffic control, installation of a speed bump at the intersection at the residential area. Flagman for traffic control (left) and signage (right) See the attachment of land traffic conditions and accident numbers.
3C	Sea traffic disruption	No occurrence of ship collision on the Patimban area	Heavy equipment and materials mobilization	a. Coordinating with UPP (Port Operator Unit) Pamanukan about material transporting route on the sea; b. Coordinating with Tanjung Priok Navigation District about materials transporting sailing line; c. Socializing materials transporting route to the fishermen; d. Organizing material transporting time; e. Implementer contractors opening the communication	a. Monitoring sea traffic condition; b. Identifying the accident number that occurred. **[CP1, CP2, CP3, CP4]**	Sea traffic condition related to the project was monitored periodically. Implementation Package 1: From January to March 2020, no occurrence was recorded of ship collision at Patimban waters. Offshore activities coordinated with Patimban harbor master and necessary permits have secure before the start of works.

				with the ships around the materials transporting route. **[DGST, CP1, CP2, CP3, CP4]**		Material mobilization Implementation Package 2: No significant sea activity was conducted from January to March 2020, no accident has occurred in sea traffic caused by the mobilization of boats for operation of the Package 2 Patimban Port Development Project by Toyo - Adhi - Wakachiku JV. Tugboat Crane barge for sea wall construction activities
3D	Public unrest	No public unrest occurrence.	Heavy equipment and materials mobilization	a. Socializing transporting route of heavy equipment and materials mobilization to the nearest community; b. Socializing the materials transporting route to the fishermen;	a. Measurement of the amount of grievances raised of heavy equipment and materials mobilization activity. The interview survey shall acquire its identification. b. Measurement of the amount of protest and demonstration	Implementation Package 1 Interview with the people around the project site conducted in January 2020, the sample number is determined by purposive sampling for people affected. The respondents select from various backgrounds such as local leaders, people affected, and fishers. Public unrest percentages about heavy equipment and material

				c. Establishing a Grievance Redress Center /Fast Response Team to accommodate and responds to public unrest related to the Patimban Seaport; d. Making community discussion forums with local government to find a solution to problems aroused by the development activity. **[DGST, CP1, CP2, CP3, CP4]**	raised to the representative office. The data shall collect by evidence of related reports to the local government, or to project implementing representatives (secondary data) c. Regarding the information and data that need to be explored deeper, shall conduct an in-depth interview with key informants, such as with local elderly representatives; d. The sampling population is calculated purposively. **[DGST, CP1, CP2, CP3, CP4]**	mobilization seen in the chart below. To maintain the public unrest condition to meet the minimum level for people not to feel worried, the contractors conducted the material and heavy equipment transportation by nighttime to avoid traffic jams, transport the heavy equipment and material accompanied by a patrol escort.  Public unrest percentages about heavy equipment and material mobilization Public unrest interview process Implementation Package 2. Interview with the people around the project site conducted in January 2020, 90 % of respondents were concerned about the mobilization of the project vehicles and heavy vehicles. Meanwhile, there are 10% of respondent not worried about the mobilization of project vehicles. To overcome the concerns that arise, the contractor conducts some mitigations; strict regulations on drivers who carry out project vehicle mobilization with maximum 40 Km/hour, watering the road to reduce the dust, repaired the damage of access road, speed up the completion of the temporary access to minimize the public road intensity. Implementation Package 4.

						Access road development projects already apply disseminated project activities for the nearest community to minimize impact due to the heavy equipment and material mobilization. Also, the contractor recruited local people as flagman, safety administration, assistant safety, and project security team.
4.	**Reclamation and off-shores facility development**					
4A	Deterioration of seawater quality (TSS).	TSS concentration belows environment quality standard based on Kepmen LH (Ministerial Decree of Environmental) No 51 year 2004 Seawater quality standard Appendix I (80 mg/L).	Reclamation activity and off-shore facility development	a. Reclamation activity is conducted in the water area which has been bordered by seawall; b. Minimizing dumping volume as much as possible by adopting the newest technology, such as Cement Pipe Mixing. **[CP1, CP2]**	Conducting seawater quality laboratory analysis, after which the results are compared with the air quality standard quality based on Kepmen LH (Ministerial Decree of Environmental) No. 51 year 2004. Furthermore, monitoring results are converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and controlling status with the critical level. **[CP1]**	Implementation Package 1 • Reclamation activity is done in the waters which has been bordered by seawall . • Minimizing dumping volume as much as possible by adopting the latest technology i.e. Cement Pipe Mixing (CPM) Seawater sampling activity The explanation for seawater quality laboratory analysis, please refer to No. 5A
4B	Fishing ground change.	No report of fishing area disruption and/or decreasing of fishers' production/income	Reclamation activity and off-shore facility development	a. Communicating and socializing with the fishermen community about reclamation and off-shores facility development. b. Making basic Rumpon (artificial fish shelter) according to the Regulation of Marine and fisheries ministry Republic of Indonesia No. 26/Permen-KP/2014 around	a. Collecting data of number of grievances raised by analyzing the results of consultations taken during the survey; b. Monitoring fisheries production and its condition by interview with fishers. **[CP1]**	Implementation Package 1 a. There were no related complaints number based on the contractor's survey. b. Rumpon (artificial fish shelter) was under preparation. Meanwhile, based on community assessment, the majority of the community was asked for gillnet training (Rampus) as a program to restore their livelihood. Therefore, the priority program for the community was Assembling Rampus Net that already conducted for 4 batches

				Patimban waters out of DLKP (Regional Sphere of Interest) and DLKR (working area) Patimban seaport. **[DGST]**		with the number of participants, 176 people in total (as described in LRP training in 2019).
4C	Public unrest.	No public unrest occurrence.	Reclamation activity and off-shore facility development	a. Socializing to the fishermen about Rumpon (artificial fish shelter) installation plan according to the Regulation of Marine and fisheries ministry Republic of Indonesia No. 26/Permen-KP/2014 around Patimban waters out of DLKP (Regional Sphere of Interest) and DLKR (Area Work) Patimban seaport; b. Making Grievance Redress Center/Fast Response team to accommodate and respond to public unrest related to the Patimban Seaport development project; c. Organizing community discussion forums with local governments to solve problems that arise during the development activity. **[DGST, CP1, CP2]**	a. Identification of the number of grievances risen due to reclamation activity b. Identification by interview using a questionnaire (primary data); c. Identification of the number of people protesting and demonstrating against the project implementing representative office shall gain from such cases reported to the local government or the project implementing representative office (secondary data); d. Regarding the information and data that need to be explored deeper, shall conduct an in-depth interview with key informants, such as with local elderly representatives; e. The sampling population is calculated purposively. **[DGST, CP1, CP2, CP3, CP4**	Implementation Package 1 Interview with the people around the project site in January 2020. The sample number is determined by purposive sampling for people affected. The respondents are select from various backgrounds such as local leaders, people affected, and fishers. Public unrest percentage about reclamation and offshore facility development is seen in the chart below.  Public unrest percentages of reclamation activity and offshore facility development To minimize the public unrest due to reclamation activity and offshore facility development, the Contractor socialized to communities, up to date technology that is used such as Cement Pipe Mixing technology and the duration of the activity. Implementation Package 2. Based on the monitoring of results of public unrest due to reclamation and offshore facility development showed that most participants worried about reclamation activities and offshore facilities development. Concerns that occur in the community are caused by several things, namely, disruption of fish living areas affected by port development activities (55%), community concerns about environmental pollution, and increased noise (45%). To overcome the

						fears that arise, the contractor implements some countermeasures; tighten supervision of any construction actions that have potential to cause pollution to the environment, provide the soft skill training (Livelihood Restoration Program) in accordance with the needs and opportunities of employment in the vicinity, prioritizing local workers for any open vacant, facilitating business development from the result of LRP to run well.
5	**Dredging and dumping**					
5A	Deterioration of seawater quality (TSS).	TSS concentration belows environment quality standard based on Kepmen LH (Ministerial Decree of Environmental) No 51 year 2004 Seawater quality standard Appendix I (80 mg/L).	Dredging and dumping.	a. Constructing seawall in the early phase; b. Installing silt protector around the dredging area by grab dredging; c. Disposing dumping materials, not at one spot but dispersing them in dumping area; d. Using proper equipment for dredging and dumping. **[CP1, CP2]**	Conducting TSS measurement, after which the results are compared with the seawater quality standard based on Kepmen LH (Ministerial Decree of Environmental) no. 51 year 2004. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and control status with the critical level. **[CP1**	CP1 Implementation: TSS concentrations during this Quarterly period (January 2020 to March 2020) were below Seawater quality standard (80 mg/l) and relatively consistent with previous periods, except for W1, W2, W4 and W11 where found more than 10 mg/l above the background value at some sampling dates, despite those were still below the standard 80 mg/l. This circumstances caused by domestic wastewater and/or inflow from nearby river, since the salinity level are lower (meaning influenced by fresh water) than at the reference monitoring station and therefore, probably not caused by the construction activities. Mitigation action : a) Installing silt protector around the dredging area by grab dredging Monitoring result: The monitoring result & the comparison with baseline data result can be seen at Figure 2. All TSS concentration measurements at impact sites were slightly higher than the reference site (W12), but were not more than 80 mg/L during dredging activities between 21 December 2020 – 20 January 2020 (see Table 4, Table 5, Figure 6, and Figure 7). In this period, there were some elevated TSS levels observed in the nearshore sites (W1, W3, W5, W2, W4 and W11, especially on 7 January 2020. Even though there were no comparisons to reference were possible on several

						days (24 – 25 December 2019; 28-29 December 2019; 1 – 10 January 2020; and 13 – 16 January 2020), but it is noted that TSS was not observed to exceed 45 mg/L at any sites sampled during these periods. In general, TSS concentrations during this period were relatively consistent with previous periods. TSS concentrations across the study area ranged from 1.53 mg/L to 42.04 mg/L across all sites; the average TSS over the period was 7.90 mg/L with standard deviation (SD) of 6.34 mg/L. Turbidity ranged from 1.24 to 34.10 NTU across all sites; the average turbidity level over the period was 6.44 NTU with SD of 5.13 NTU. TSS and turbidity in surface and bottom layers were similar. TSS and turbidity were generally higher at the impact sites than at the reference site (W12), particularly at the shallower sites closer to shore (e.g., sites W1, W2, W3,W4, W5 and W11), which are naturally influenced by a turbid plume that extends from the shoreline and also expected to be influenced caused by natural and/or non-dredging sources. Success indicator of environmental management and monitoring for sea water quality (TSS) are TSS concentration below environment quality standard based on KepMen LH No. 51 Year 2004 Appendix I (80 mg/L). During this reporting period by CP1 for TSS condition < 80 mg/L for all sampling points and was complied with environmental management and monitoring from Environmental Impacts Assessment for Patimban Seaport Development.

						Sampling location & result can be seen in attachment 1 (Page 33) Figure 1 Disposing dumping materials, were not conducted at one spot but dispersing them in dumping area.
6.	**On-shore facility development**					
6A	Increasing water run-off rate.	No flooding.	On-shore facility development.	a. Making drainage that can drain water run-off; b. Optimizing of RTH (Green Open Space) on the unused land; c. Coordinating with Directorate General of Highways (Direktorat Jenderal Bina Marga) and Irrigation Agency, related to drainage construction in the seaport location. **[DGST]**	Direct monitoring on the state and function of drainage channel and RTH (Green Opened Space). **[DGST]**	DGST Implementation: The activity has not yet started.
6B	Public unrest	No public unrest occurrence	On-shore facility development	a. Develop a new irrigation channel to replace disconnected irrigation channels affected by On-shore facility development; b. Develop underpass/fly over or moving the road on the public access road which is cross with Patimban seaport access road; c. Develop complaint center/fast response team to accommodate and response public unrest to the Patimban Seaport development; d. Develop a community discussion forum with local governments to solve the	a. Monitoring of new irrigation channel as replacement of disconnected irrigation channel; b. Monitoring underpass/flyover on the public access road which is cross with Patimban seaport access road c. Measure of the number of anxiety due to On-shore facility development activity; d. Measurement conducted by interview with questionnaire toolkit (primary data); e. Measure the amount of people protest and demonstration to the initiator representative office taken	The activity has not yet started.

				problem that arose when development activity. **[DGST]**	from local government or office representative (secondary data); f. Regarding the information and data that need to be explored deeper, shall conduct an in-depth interview with key informants, such as with local elderly representatives; g. The sampling population is calculated purposively. **[DGST]**	
Managed other environmental impact						
CONSTRUCTION PHASE						
2.	**Procurement of Labor and Basecamp operation**					
2A	Deterioration of seawater quality.	The worker's domestic waste does not pollute seawater	Procurement of labor and Basecamp operation	Installation of portable toilet and wastewater processing facility such as septic tank and its maintenance **[CP1, CP2, CP3, CP4]**	Confirmation and maintenance of sanitary facility, wastewater management facility. **[CP1, CP2, CP3, CP4]**	Contractors implemented the wastewater management and sanitary system at the job site and workers' accommodation. Maintenances were scheduled periodically (housekeeping). All non-hazardous waste which came from marine activity areas were stored at the jetty or causeway before they were disposed by the licensed waste transporter (3rd Party). Designated bins near the project site and site office area collected by the waste transporter (3rd Party). PTRPW has collaborated with BANK SAMPAH (local provider form Patimban Village) for Industrial waste management. Toilet (Urinoir) Septictank

						 Toilet portable with treatment (Septic-tank) Wastewater Management Check WWTP periodically
2B	Appearance of infectious diseases.	The number of patients and infectious diseases is not increasing related to workers in the construction phase.	Procurement of labor and Basecamp operation	a. Coordinating with related institution and NGO due to HIV/AIDS prevention program, including socialization about sexual infectious diseases prevention; b. Coordinating with related institutions due to the treatment for sexual infectious disease patients, gonorrhea, and syphilis by injection and oral method in the Pusakanegara public health center (Puskesmas). Routine examination (every 3 months) by VCT (Voluntary Counseling and Testing) method; c. Cooperating with Warga Peduli AIDS (WPA) – HIV/AIDS Community	a. Collecting report about implementation of HIV / AIDS prevention program; b. Collecting maintenance report of sanitary facility, wastewater management facility, and garbage dump; c. Identifying the number of patients comparing with data before construction. **[CP1, CP2, CP3, CP4]**	• To encourage the awareness of infectious diseases, the contractors took all due to precautions to ensure health and safety for all workers. To implement the program awareness, the contractor involved local health authorities (Dinas Kesehatan Kabupaten Subang), and professional medical services (PT. Asih Eka Abadi – International SOS. • Small group discussion was conducted 4 times in January 2020 located in employee lodge and vessel for 25 workers (Sukra office site cleaning staff, Crew of Harita Dredger, crew of TB Green Lacoste, Crew of TB Tolak Lapan).

				Concern at the village level to conduct ODHA positive activity (People with HIV / AIDS), such as gathering activity. d. Developing sanitary facility, temporary garbage collection place (TPS), and processing facility **[CP1, CP2, CP3, CP4]**		 HIV AIDS awareness program socialization • In 27 February 2020, Contractor Package 1, 2, and 4 conducted coordination to sincronize the HIV-AIDS implementation program. Including how to improve the Information, Education, and Consultation Communication Campaign (IEC) and door to door approach both for workers and community in Pusakanagara District. Also preparation for screening, diagnosis, and testing.
3.	**Heavy equipment and materials mobilization**					
3A	Road damage	Minimized road damage	Equipment and materials mobilization	a. Choosing the as minimum as possible for transporting equipment and material that exceeds road capacity; b. Material transportation for construction shall be based on road class and driving license; c. Heavy equipment shall meet the requirement of directorate general of land transportation regarding Technical guidelines for the massive vehicle operation on the road (Ministry of Transportation Regulation Number PM 32 Years 2016; d. Rehabilitation of road if there is damage caused by project activity; e. Vehicle using tarpaulin	Monitoring directly of road condition Analysis based on consultant survey **[CP1, CP2, CP3, CP4]**	Package 1: The contractor uses the public road for access to the site is restricted to light construction equipment and transporting during nighttime with limited speed. The road condition showed that no damage caused by the Patimban Port activity (No road damage reported from January to March 2020). Map of road damaged was repaired

				f. Coordinating with Directorate General of Highways (Direktorat Jenderal Bina Marga) and Irrigation Agency of Subang Regency in managing (repairing) if there is Road damage. **[CP1, CP2, CP3, CP4]**		 The Road was fixed by contractor in January 2020 in Kalentambo Village (left : before, right : after road repair) Package 2: The contractor uses the public road for access to the site is restricted to light construction equipment and transporting during night time with limited speed. The road condition showed that no damage caused by the Patimban Port activity (No road damage reported from January to March 2020). Road condition around the port development area Meanwhile, Light Marine Transportation used for the distribution/transportation of material and heavy equipment to avoid road damage. Package 3: The activity has not yet started. Package 4: Road repairs had been implemented.

3B	Increasing noise.	Noise intensity, according to Ministerial decree of environment ministry No. Kep. 48/MENLH/II/1996 .	Equipment and materials mobilization.	a. Heavy equipment and materials mobilization using Patimban seaport construction access road which is relatively quiet and away from settlements; b. Heavy equipment and materials mobilization are not conducted in convoy; c. Vehicle speed setting; d. Using proper vehicle. **[CP1, CP2, CP3, CP4]**	Conducting noise laboratory analysis, the results shall be compared with the noise standard refer to Ministerial Decree of Environmental (Kepmen LH) No. 48 year 1996. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and critical level. **[CP4]**	CP 1 Implementation: The traffic condition affected by the project was monitored periodically. A vehicle volume survey was conducted once a month. CP 2. Implementation: Speed control for project vehicles by flagman & sign Note : Noise measurement does not as part of obligation for CP 1 and CP2 with refer to Vol II Technical Specification of Contract Document for Patimban Port Development Project (I) JICA Loan No.IP-577 CP 3. Implementation: The activity has not yet started CP 4. Implementation: 1. Trucks and tools are maintained periodically; 2. There had been no measurement for Noise & Air Quality in this period (January – March 2020). Noise measurements will be conducted on April 2020 Materials mobilization are covered by tarps and were not conducted in convoy

						• There had been no Noise measurement in this period (January – March 2020) . The next measurements will be conducted on April 2020 (Every 6 months)
4	**Reclamation and Marine Facility Construction (Supplementary Note on Approved AMDAL/EIA)**					
4A	Disturbance of fishing ground.	No disturbances on marine biota (nekton and benthos)	Reclamation and Marine Facility Construction.	N/A	a. Monitoring regarding the complaint received and analyze based on consultant survey; b. Monitoring the fishery condition and productivity by interview the fishermen. **[CP1]**	CP1 Implementation: Necton observation had been conducted on February 2020, but the results still under process. As refer to the Technical Specification that nekton observation activity is conducted 2 times per year in dry and wet season.
5.	**Dredging and Disposal (Supplementary Note on Approved AMDAL)**					
5A	Disturbance of Marine Life (Nekton and Benthos)	Sediment quality is not deteriorate	Dumping activity	N/A	a. Monitoring of dredging material sediment quality before dumping b. Bathymetry survey in dumping location **[CP1]**	CP1 Implementation: There had been no measurement in this period (January 2020 – March 2020). The sediment measurement were conducted in Oct 2019 (one time in a year during contruction stage).
6.	**On-shore facility development**					
6A	Deterioration of air quality (TSP and emission)	Concentration of SO_2, CO, NO_2, and TSP doesn't exceed air quality standard based on Government regulation No. 41 year of 1999 on Air pollutions control	On-shore facility development	a. Maintenance of trucks and equipment to keep them. In good condition; b. Using loading sheets whenever transporting construction materials (if necessary); c. Providing guardrail from iron sheeting with a minimum height of 2.5 meters (if necessary). **[DGST, CP3, CP4]**	Conducting air quality laboratory analysis, after which the results shall be compared with the air standard quality based on PP No. 41 year of 1999. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and control status with a critical level. **[CP4]**	DGST Implementation: No Data Record CP 3. Implementation: The activity has not yet started CP 4. Implementation: (Project access road development) a)There had been no Air Quality sampling in this period (January – March 2020) . The next measurements will be conducted on April 2020 (Every 6 months). Road cleaning due to materials spilled from access road development

						b) Maintenance of trucks to keep them in good condition with the Vehicle feasibility check (Label for properly vehicle
6B	Increasing noise.	Noise level is below environment quality standard based on Ministerial Decree of Environmental (Kepmen LH) No 48 Year 1996 about Noise level standard.	On-shore facility development.	a. Implementing regularly maintenance of trucks and equipments to keep them in good conditions to be operated; b. Avoiding construction activity that causes noise at night, such as mounting pile. **[DGST, CP3, CP4]**	Conducting noise parameter laboratory analysis, the results shall be compared with the standard noise quality based on Ministerial Decree of Environmental (Kepmen LH) No. 48 year 1996. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and critical level. **[CP4]**	CP 4 Implementation: 1. Regular maintenance of trucks and equipment to keep them in good condition. 2. There had been no Noise measurement in this period (January – March 2020) . The next measurements will be conducted on April 2020 (Every 6 months)
6C	Deterioration of seawater quality	Seawater quality is not deteriorated drastically because of project activity.	On-shore facility construction	Reducing or regulating wastewater discharge volume produced by former fishpond location during landfill process. **[DGST, CP3, CP4]**	Conducting sampling of seawater, after which the results are compared with Ministerial Decree of Environmental (Kepmen LH) No. 51 year of 2004. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and control status with a critical level. **[CP1]**	CP1 Implementation: Seawater sampling & measurements are conducted during the construction phase as refer to the Tech. Spec and AMDAL doc for the locations of sampling point and time periods. Data trend time to time can be seen at figure 2. TSS sea water measurement with turbidity meter CP1 implemented the waste management and sanitary system at the Jobsite and workers' accommodation. Wastewater (Domestic source) Management : Bio-Septic tank

						The wastewater generated from the Project activities, particularly from the domestic activities of the workers from the toilet, was treated by septic tanks biotech. The wastewater to be treated by the bio septic tank enters in the first section, then was filtered and flowed into the second section. In the second section the wastewater was decomposed by bacteria and flow into the third section to be further decomposed. The rest of the decomposition from the third section flows out into the drainage after going through a disinfectant tube that disinfects the wastewater safely for the environment. Hazard-waste (Industrial source) Management : **Used oil waste (Hazardous Waste Disposal) Handling** Industrial hazardous wastewater generated during project activities under the scope of work include: used oil, contaminated water and fuel, used paint, aerosol, thinner etc. Regular hazardous waste disposal schedule is managed by HSE Department for working area and collaborated with GA Department for accommodation area (Sukra and Tamansari). Hazardous waste generated from whole project activity are stored at temporary hazardous waste storage in laydown area before it is collected, transported and disposed by the licensed waste transporter (3rd Party) licensed from Ministry of Environment and Forestry. PTRPW collarborated with PT. Gumelar Nyomot Lestari (local provider form Subang District) for industrial hazardous waste, meanwhile for office and accommodation

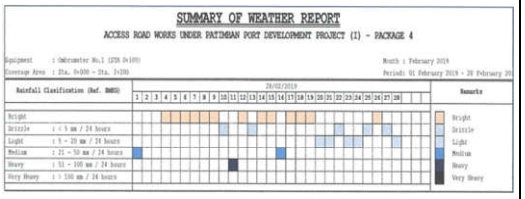
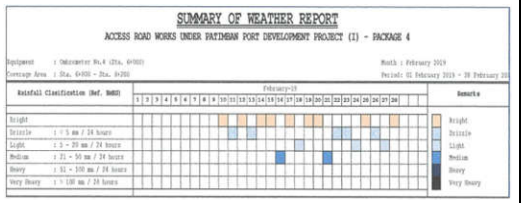
						hazardous waste (cartridge, lamp, air conditioner, etc.) were disposed back to the vendor and vendor will dispose them through collection by the licensed hazardous waste collector (3rd Party) licensed from Ministry of Environment and Forestry. During reporting this period (January 2020), PTRPW has transferred hazardous waste from project site with ± 1 trips and total volume reaching ± 6,130.3 kg include used oil and contaminated rags. Photographs documentation of hazardous waste disposal during this month presented below. Hazards waste handling by verified third party
6D	Disruption of terrestrial fauna (bird)	Presence of habitats for terrestrial fauna	On-shore facility development	a. Providing new habitat (such as plant mangrove) for terrestrial fauna and maintain that habitat; b. Workers are not allowed to disturb terrestrial fauna around activity locations. **[a; DGST, b; CP1, CP2, CP3, CP4]**	a. Reporting of the newly created habitat; b. Direct monitoring in the fields. **[DGST]**	The activity has not yet started

6E	Disruption of terrestrial flora	Presence of habitats for terrestrial flora	On-shore facility development	a. Providing new habitat (such as planting mangroves) for terrestrial flora and maintain that habitat b. Workers are not allowed to disturb terrestrial flora around the activity locations. **[a; DGST, b; CP1, CP2, CP3, CP4]**	Reporting of the newly created habitat. **[DGST]**	The activity has not yet started
7.	**Access road development**					
7A	Deterioration of air quality (TSP and emission)	Concentration of SO_2, CO, NO_2, and TSP doesn't exceed air quality standard based on Government regulations No. 41 years 1999 on Air pollutions control	Access road development activity	a. Implementing regularly maintenance of trucks and equipments to keep them in a good conditions to be operated. b. Using loading sheets on truck that bring construction materials (if necessary); c. Developing guardrail made of iron sheeting with a minimum height of 2.5 meters (if necessary). **[CP3, CP4]**	Conducting air quality laboratory analysis, in which the results shall be compared with the air standard quality based on Government Regulation No. 41 years 1999. Furthermore, monitoring results are converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and controlled status with a critical level. **[CP4]**	CP 3. Implementation: The activity has not yet started CP 4. Implementation: 1. There had been no Air Quality measurement in this period (January – March 2020) . The next measurements will be conducted on April 2020 (Every 6 months) 2. Roads were sprinkled regularly to reduce dust pollution. Dust pollution is been under control by speed limit signs shown at access roads to the project site, to regulate project vehicles.
7B	Increasing of noise	To maintain noise level below environment quality standard based on Ministerial Decree of Environment (Kepmen LH) No 48 year of 1996 about Noise level standard	Access road development activity	a. Maintenance of trucks and equipment to keep them in good condition; b. Avoiding construction activity that cause noise at night. **[CP3, CP4]**	Conducting noise parameter laboratory analysis, the results shall be compared with the standard noise quality based on Ministerial Decree of Environment (Kepmen LH) No. 48 year 1996. Furthermore, monitoring results shall be converted into average values and compared from time to time (data trend) to see the tendency of environment quality change and critical level. **[CP4]**	CP 3. Implementation: The activity has not yet started CP 4. Implementation: 1. Trucks and equipment were maintained periodically. 2. There had been no Air Quality measurement in this period (January – March 2020) . The next measurements will be conducted on April 2020 (Every 6 months)

7C	Deterioration of surface water quality	To Maintain surface water quality below environment quality standard based on Government Regulation No. 82 year 2001 on Water quality management and Water pollution control	Access road development	Prevention to reduce the turbidity of water bodies such as by installation of drainage channel or emergency retention pond during the construction process **[CP3, CP4]**	Monitoring TSS concentration, using turbidity meter **[CP4]**	CP 3. Implementation: The activity has not yet started CP 4. Implementation: Surface water sampling have been conducted in weekly period for TSS parameter at : - SW-1 where located on the tributary of Cipunegara River.at the area STA 0+000; - SW-2 where located on the Mataram small river.at the area STA 2+700; - SW-3 where located on the drainage channel from pond area at the STA 7+000. 2+700; Surface water sampling at SW1/STA 0+000 • According to Government Regulation No. 82 of 2001 concerning water quality management and water pollution control, the threshold concentration of the TSS is 400 mg / L for class IV water criteria, where designated water can be used to irrigate plantations and / or other designated ones that require water quality equal to use. Table 7. Weekly Monitoring Surface Water Quality in TSS

Date	Unit	Standard as refer PP RI No.82/2001	Sampling monitoring points		
			SW-1 STA 0+000	SW-2 STA 2+700	SW-3 STA 7+000
22/10/2018 – Base line	mg/l	400	122	11.8	385.8
05/01/2020	mg/l	400	128.7	24.5	21.6
13/01/2020	mg/l	400	104.8	29.9	21.6
20/01/2020	mg/l	400	197.9	26.4	30.4
27/01/2020	mg/l	400	368.2	18.6	50.3
03/02/2020	mg/l	400	133.8	17.3	23
10/02/2020	mg/l	400	132.4	40.7	22.5
17/02/2020	mg/l	400	413.3	83.8	104.7
24/02/2020	mg/l	400	89.3	215.7	65.7

						 • From the measurement result table and graph above (as well as expressed in Table 7 and Figure 4), it is known that from 3 measurement points of surface water quality, namely SW-1, SW-2 and SW-3, overall of all measurement points are not exceeded than threshold value for TSS concentration as 400 mg / L, except at SW-1 on 17 Feb 2020 where TSS concentration was slightly above the standard as 413,3 mg/l. This was influenced by the high amount of rainfall, which caused so much mud carried by the river. Runoff water originating from outside the project area adds and affects the quality of surface water throughout the project, especially the level of Total Suspended Solid (TSS). Furthermore, monitoring points at SW-1 and SW-3 tend to increase TSS values which are high because other runoff water sources are obtained from outside the area throughout the project.Note:Note

						• Weather report in February : STA 0+000 – STA 2+200 & STA 6+000 – 8+200   From the graph above shows rainfall data at project area in February is very little, heavy rain (heavy 51-100 mm/24 hours) only occurs a day on 11 February. In the several days, a rain gouge (Ombrometer) was damaged so that no data was achieved. • March 2020 results for surface water TSS are unable to perform due to still under process.
7D	Increasing of water run-off rate	Excessive run-off does not occur	Access road development	Installation of drainage channel or emergency retention pond during construction process **[CP3, CP4]**	Direct monitoring in the fields **[CP4]**	CP 3. Implementation: The activity has not yet started CP 4. Implementation: 1. Created drainage channels during the construction process

						2. Improvement the existing drainage channel on project site
7E	Public unrest	No public unrest occurrence	Access road development	1. Installing a bridge or other facilities to be able to cross to the access road; 2. Installing fences along access road to secure safety and to prevent accidents of people or livestock; 3. Establishment of Grievance Redress Center /Fast Response Team to accommodate and respond to public unrest related to the Patimban Seaport Development Project; **[CP3, CP4]**	a. Identification of the number of grievances raised due to access road operation activity; b. Identification by interview process using questionnaire (primary data) c. Identification of number protesting and demonstrating people against the project implementing representative office shall be achieved from related reports to local governments or to project implementing representative office (secondary data). d. Regarding the information and data that need to be explored deeper, shall conduct an in-depth interview with key informants, such as with local elderly representatives; e. Sample amount determined by purposive, based on research purposes and taken by characteristics known community. **[DGST, CP4]**	Handling complaints and problems due to access road development is still in progress. Until March 2020, the contractor already repairs 94 houses impacted by access road development were located at 45 houses in Pusakaratu Village, 12 houses in Kotasari Village, and 37 houses located in Gempol Village. House repair activity by contractor in Kotasari Village House repair activity by contractor in Pusakaratu Village

Note: DGST ; Directorate General of Sea Transportation, Ministry of Transportation Republic of Indonesia
CP1; Contractor of Package-1
CP2; Contractor of Package-2
CP3; Contractor of Package-3
CP4; Contractor of Package-4

II. Details on Natural Environment

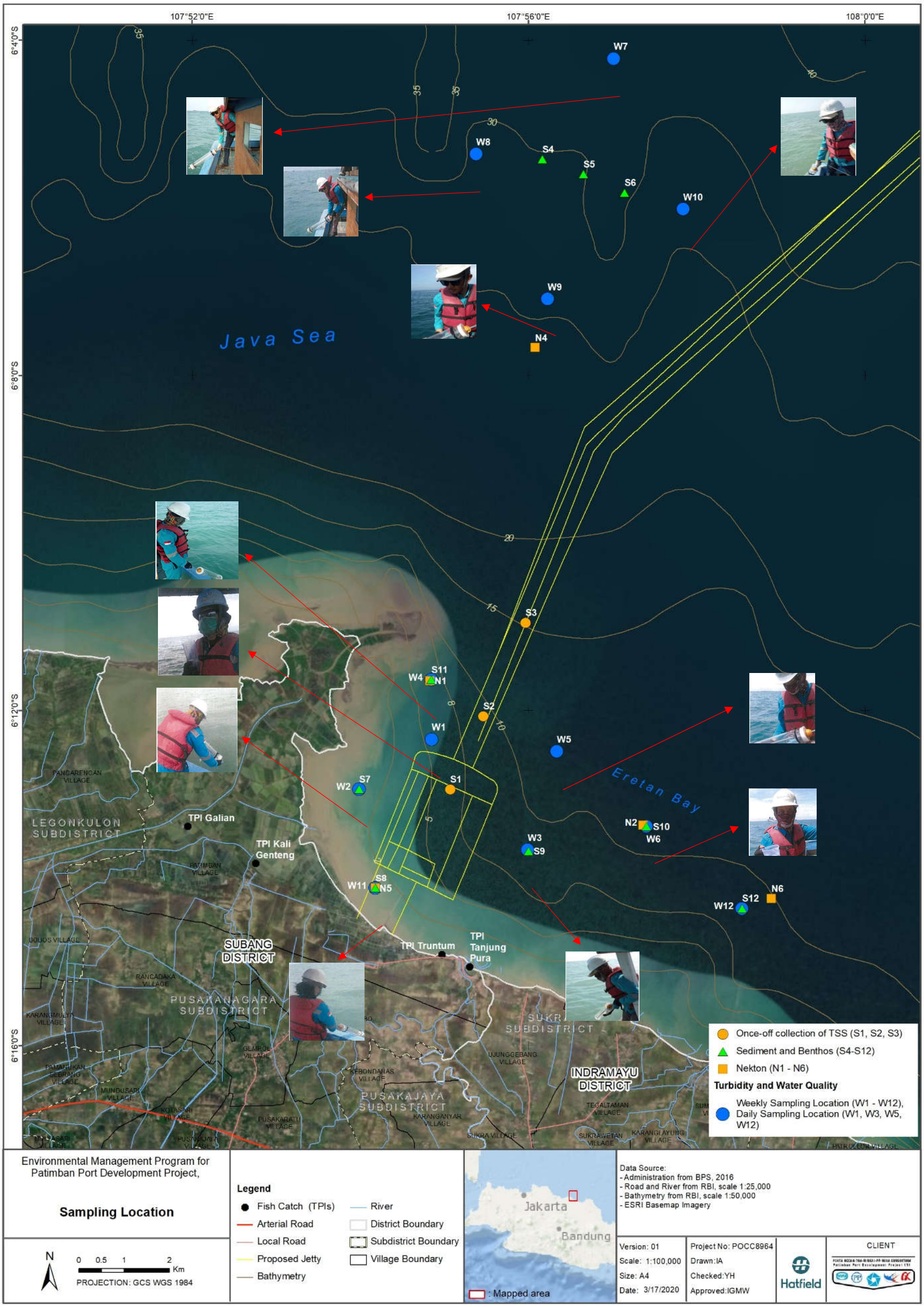
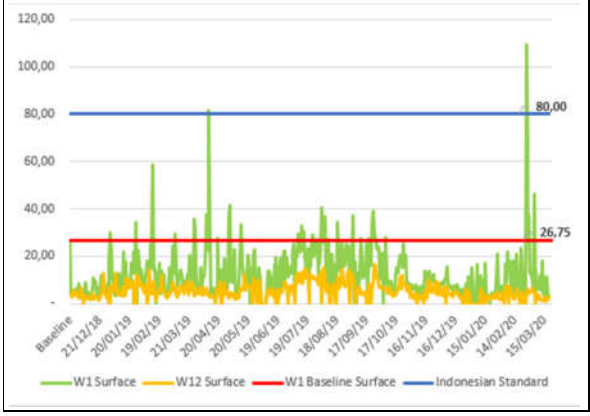
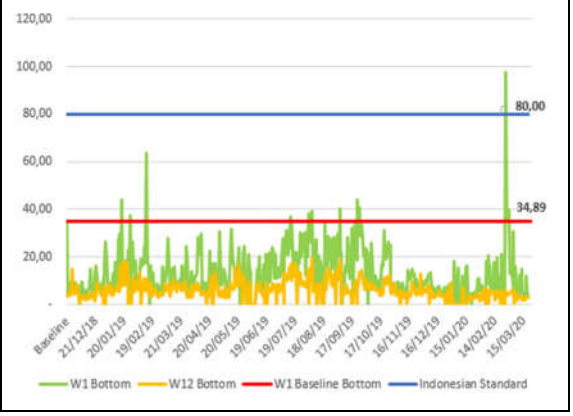


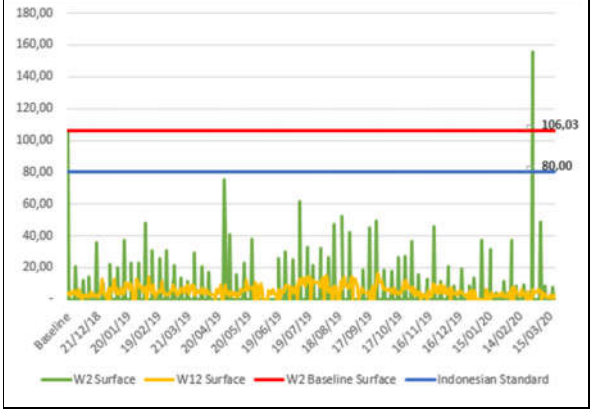
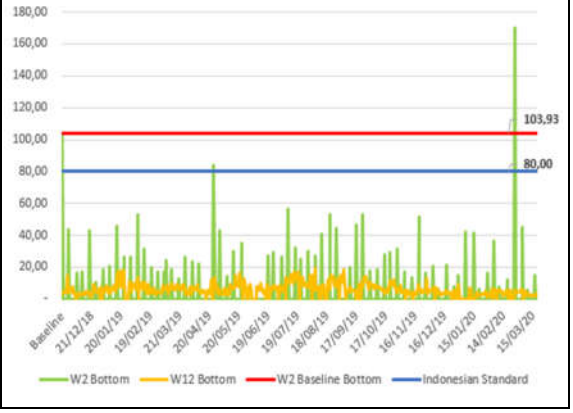
Figure 1. Water Quality Sampling Location

2.1. TSS Sea Water

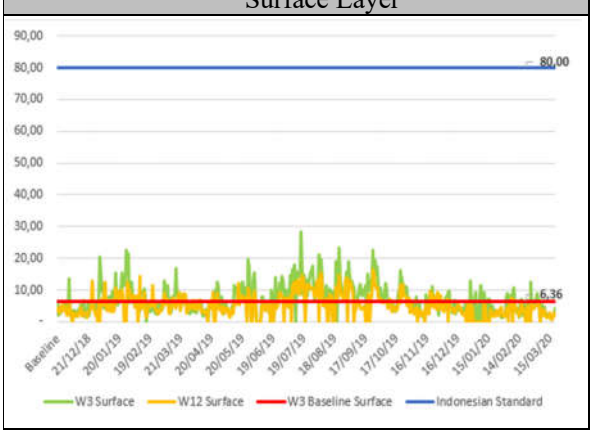
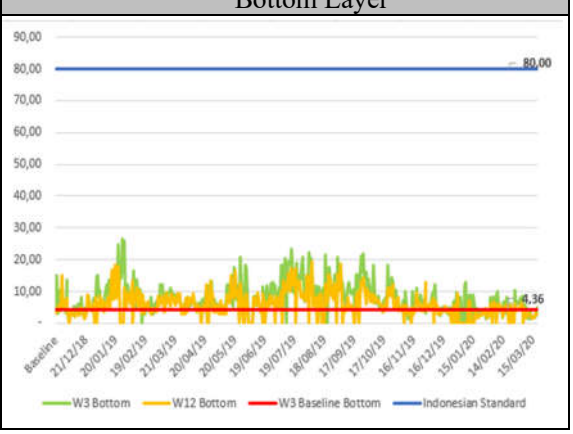
Measurement point W1

Surface Layer	Bottom Layer
	

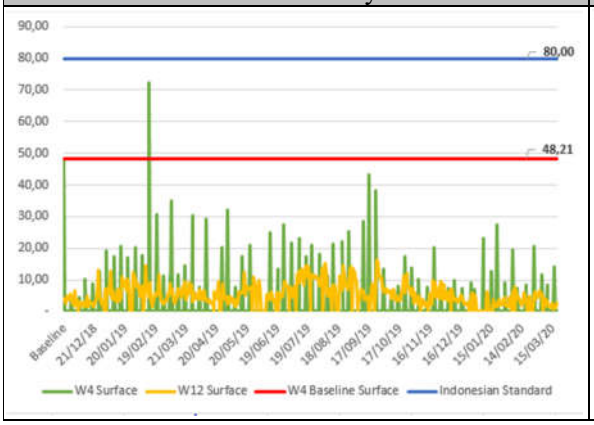
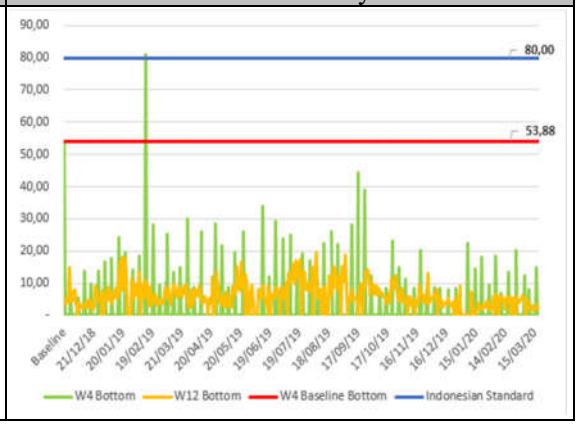
Measurement point W2

Surface Layer	Bottom Layer
	

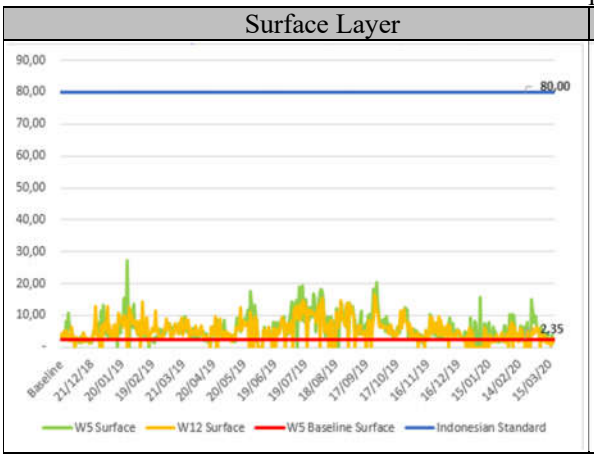
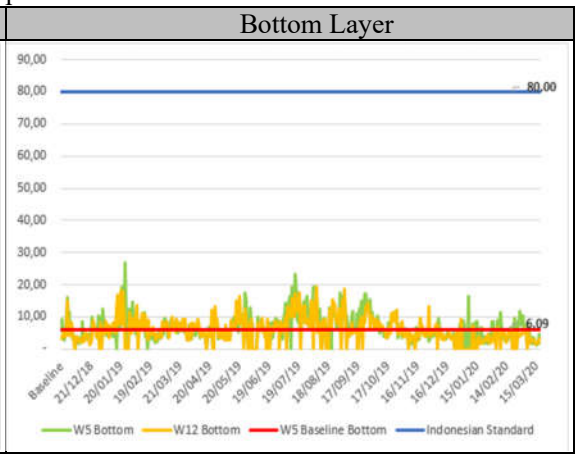
Measurement point W3

Surface Layer	Bottom Layer
	

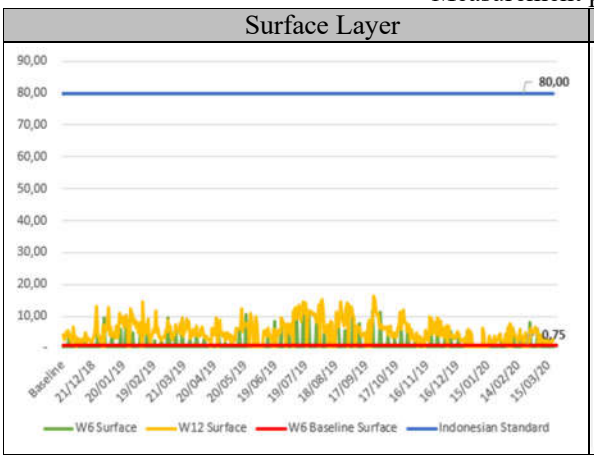
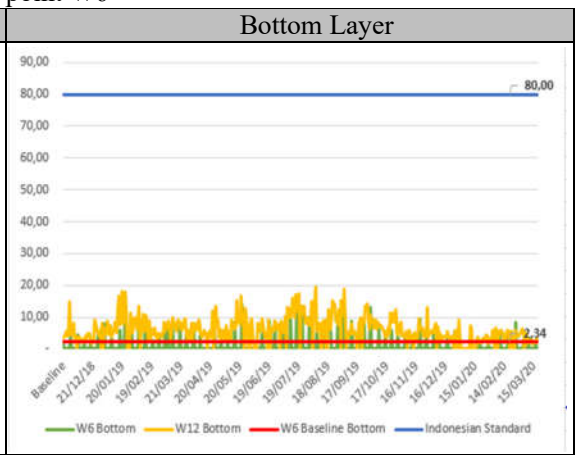
Measurement point W4

Surface Layer	Bottom Layer
	

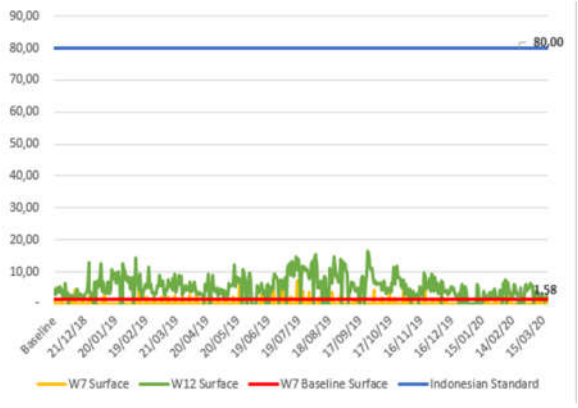
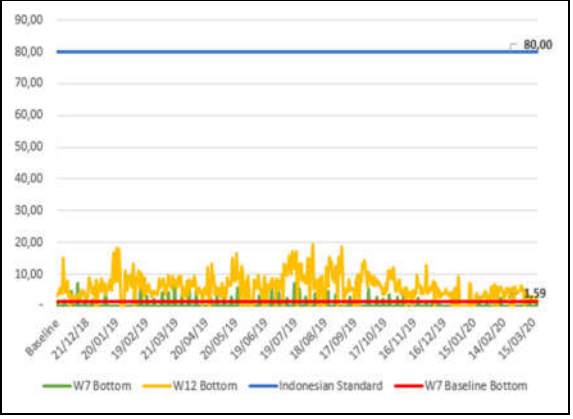
Measurement point W5

Surface Layer	Bottom Layer
	

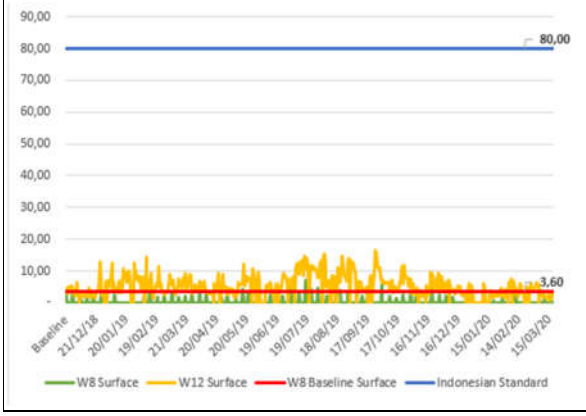
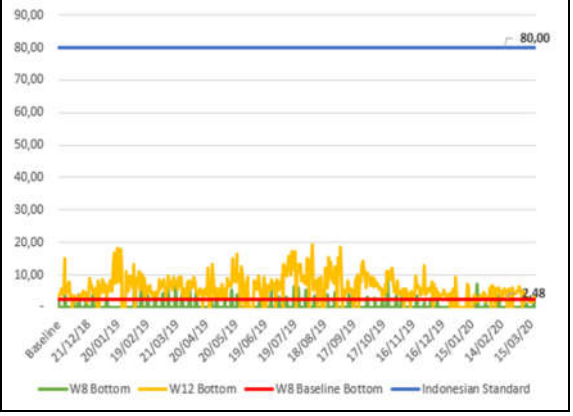
Measurement point W6

Surface Layer	Bottom Layer
	

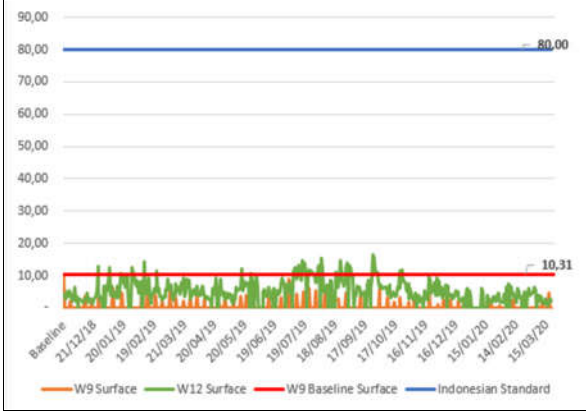
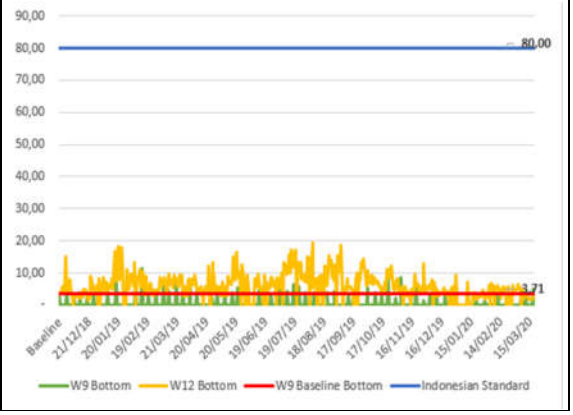
Measurement point W7

Surface Layer	Bottom Layer
	

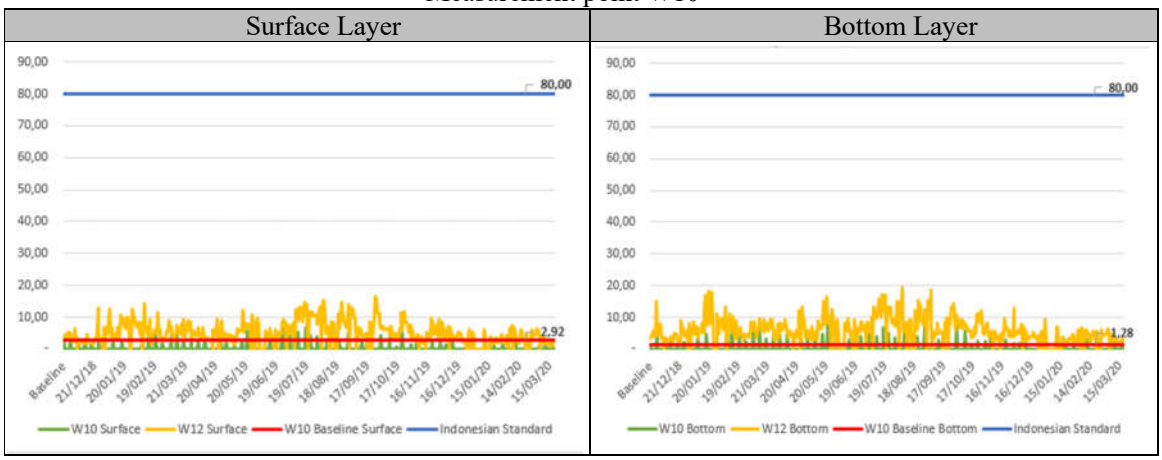
Measurement point W8

Surface Layer	Bottom Layer
	

Measurement point W9

Surface Layer	Bottom Layer
	

Measurement point W10



Measurement point W11

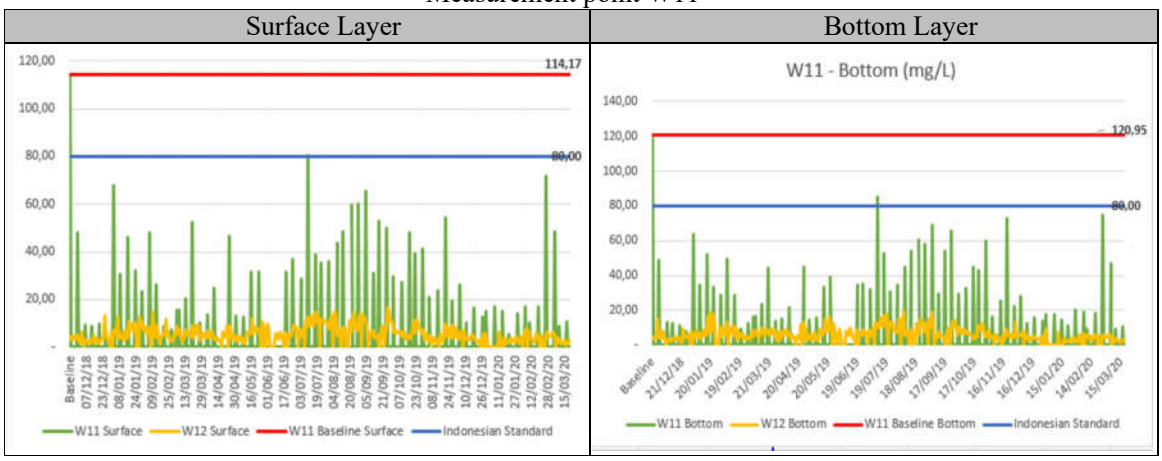


Figure 2. Graph Period: Oct 2018 (Baseline Measurement result) to Feb 2020 (Monthly Monitoring result)

Table 3. Daily Monitoring for TSS results at Bottom & Surface-layer (21 Des 2019 -20 Jan, 2020)

Date		*TSS (mg/l)*											
		W12	*W1*	*W3*	*W5*	*W2*	*W4*	*W6*	*W7*	*W8*	*W9*	*W10*	*W11*
21-Des-19	BL	3.14	4.76	2.88	4.36	-	-	-	-	-	-	-	-
	SL	2.40	4.60	3.44	3.33	-	-	-	-	-	-	-	-
22- Des -19	BL	3.69	4.86	5.01	3.03	-	-	-	-	-	-	-	-
	SL	2.16	3.96	3.21	3.18	-	-	-	-	-	-	-	-
23- Des -19	BL	4.22	7.26	4.69	4.89	-	-	-	-	-	-	-	-
	SL	3.16	6.12	5.33	4.87	-	-	-	-	-	-	-	-
24- Des -19	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
25- Des -19	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
26- Des -19	BL	4.92	7.72	6.51	4.91	7.89	8.54	5.42	-	-	-	-	14.06
	SL	4.43	6.24	6.26	4.43	8.27	9.27	5.09	-	-	-	-	12.7
27- Des -19	BL	5.76	7.50	7.27	4.55	-	-	-	-	-	-	-	-
	SL	5.93	8.26	6.31	4.86	-	-	-	-	-	-	-	-
28- Des -19	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
29- Des -19	BL	-	8.47	9.49	7.74	-	-	-	-	-	-	-	-
	SL	-	11.45	13.07	9.39	-	-	-	-	-	-	-	-
30- Des -19	BL	9.20	8.36	7.95	6.12	15.04	7.46	5.31	-	-	-	-	17.88
	SL	5.26	7.40	7.32	4.40	13.32	6.82	3.67	-	-	-	-	15.04
31- Des -19	BL	3.99	7.68	6.08	4.54	-	-	-	-	-	-	-	-
	SL	4.02	7.50	4.23	3.95	-	-	-	-	-	-	-	-
01-Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
02- Jan-20	BL	-	18.00	7.89	8.82	-	-	-	-	-	-	-	-
	SL	-	15.16	6.71	8.16	-	-	-	-	-	-	-	-
03- Jan-20	BL	-	10.73	8.40	7.41	-	-	-	-	-	-	-	-
	SL	-	9.30	9.21	7.08	-	-	-	-	-	-	-	-
04- Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
05- Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
06- Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
07- Jan-20	BL	-	15.29	11.90	16.27	42.04	22.56	-	-	-	-	-	18.00
	SL	-	16.40	9.02	15.66	37.11	23.06	-	-	-	-	-	16.77
08- Jan-20	BL	-	-	12.95	-	-	-	-	-	-	-	-	-
	SL	-	-	11.50	-	-	-	-	-	-	-	-	-

Date		TSS (mg/l)											
		W12	W1	W3	W5	W2	W4	W6	W7	W8	W9	W10	W11
09- Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
10- Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
11- Jan-20	BL	7.29	12.09	8.70	7.99	-	-	-	-	-	-	-	-
	SL	6.18	11.82	9.15	7.46	-	-	-	-	-	-	-	-
12- Jan-20	BL	6.32	9.17	9.00	6.92	-	-	-	-	-	-	-	-
	SL	4.88	7.84	5.56	6.30	-	-	-	-	-	-	-	-
13- Jan-20	BL	-	11.56	8.14	-	-	-	-	-	-	-	-	-
	SL	-	9.85	6.94	-	-	-	-	-	-	-	-	-
14- Jan-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
15- Jan-20	BL	-	15.78	8.88	8.51	41.30	14.42	-	-	-	-	-	14.18
	SL	-	13.81	7.08	6.00	31.81	12.58	-	-	-	-	-	15.16
16- Jan-20	BL	-	16.15	6.99	6.99	-	-	-	-	-	-	-	-
	SL	-	17.01	7.15	7.93	-	-	-	-	-	-	-	-
17- Jan-20	BL	3.21	4.01	3.77	4.29	-	-	-	-	-	-	-	-
	SL	3.87	4.29	3.18	3.29	-	-	-	-	-	-	-	-
18- Jan-20	BL	3.83	2.93	3.12	3.12	-	-	-	-	-	-	-	-
	SL	3.03	3.02	4.38	1.66	-	-	-	-	-	-	-	-
19- Jan-20	BL	1.86	4.28	4.73	2.71	-	-	-	-	-	-	-	-
	SL	1.79	3.19	5.07	1.70	-	-	-	-	-	-	-	-
20- Jan-20	BL	1.90	-	2.43	6.68	-	-	1.95	3.00	-	1.84	3.01	
	SL	2.15	-	3.24	6.34	-	-	2.50	1.53	-	2.34	1.95	

Source : Contractor Environmental Monitoring Report, January 2020

Note :

- During this monitoring period (21 December 2019 – 20 January 2020), there were not TSS surface layer measurements at the impacted sites was less than 10 mg/L above the reference site, particularly at the shallower sites closer to shore (e.g., sites W1, W2, W4, and W11).
- Given site W1, site W2, site W4, and W11 were near naturally turbid areas, and 1.92 km, 1.40 km, 3.02 km and 413 m from the construction activities (CDM & CPM Construction Activities). The high turbidity value in those sites were possibly influenced by naturally occurring turbid plumes that extend from the shoreline (particularly after rain events).
- W12 is a reference site, BL = Bottom Layer & SL = Surface Layer

>10 and <= 20 mg/L above reference site

> 20 above reference site and < 80 mg/L

>= 80 mg/L

Table 4. Daily Monitoring for TSS results at Bottom & Surface-layer (21 Jan - 20 Feb 2020)

Date		*TSS (mg/l)*											
		W12	*W1*	*W3*	*W5*	*W2*	*W4*	*W6*	*W7*	*W8*	*W9*	*W10*	*W11*
21-Jan-20	BL	2.12	4.86	2.66	3.43	6.30	18.12	-	-	-	-	-	11.00
	SL	1.79	3.22	1.81	2.66	4.22	27.37	27.37	-	-	-	-	5.31
22- Jan-20	BL	2.91	4.69	3.88	3.77	-	-	-	-	-	-	-	-
	SL	3.13	4.54	3.40	4.89	-	-	-	-	-	-	-	-
23- Jan-20	BL	2.42	3.83	3.87	1.80	-	-	-	-	-	-	-	-
	SL	3.75	3.38	2.60	2.66	-	-	-	-	-	-	-	-
24- Jan-20	BL	3.51	2.85	3.82	3.45	-	-	-	-	-	-	-	-
	SL	2.10	3.12	3.23	1.78	-	-	-	-	-	-	-	-
25- Jan-20	BL	3.33	5.79	3.43	3.91	-	-	-	-	-	-	-	-
	SL	2.49	2.84	3.21	1.79	-	-	-	-	-	-	-	-
26- Jan-20	BL	2.85	3.55	3.82	1.57	-	-	-	-	-	-	-	-
	SL	2.28	3.32	2.98	1.86	-	-	-	-	-	-	-	-
27- Jan-20	BL	4.60	10.37	3.19	2.71	-	-	-	-	-	-	-	-
	SL	3.98	10.87	2.40	2.76	-	-	-	-	-	-	-	-
28- Jan-20	BL	4.29	11.19	1.52	3.44	-	-	-	-	-	-	-	-
	SL	4.51	20.84	1.52	2.52	-	-	-	-	-	-	-	-
29- Jan-20	BL	1.66	5.52	1.78	3.97	16.52	9.42	1.49	1.15	1.39	1.76	1.69	19.97
	SL	2.22	4.85	1.57	3.16	11.36	9.19	2.01	1.45	1.38	0.81	2.19	14.30
30- Jan-20	BL	2.72	6.60	1.97	3.33	-	-	-	-	-	-	-	-
	SL	1.92	5.13	1.41	2.55	-	-	-	-	-	-	-	-
31- Jan-20	BL	3.29	8.37	3.72	8.67	-	-	-	-	-	-	-	-
	SL	1.63	7.40	2.53	6.71	-	-	-	-	-	-	-	-
1-Feb-20	BL	2.37	7.80	3.75	8.54	-	-	-	-	-	-	-	-
	SL	1.76	7.20	2.12	6.77	-	-	-	-	-	-	-	-
2- Feb-20	BL	6.00	3.83	7.87	4.81	-	-	-	-	-	-	-	-
	SL	4.39	4.55	7.85	5.59	-	-	-	-	-	-	-	-
3- Feb-20	BL	3.35	6.63	8.24	5.86	-	-	-	-	-	-	-	-
	SL	2.77	5.31	8.96	3.99	-	-	-	-	-	-	-	-
4- Feb-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
5- Feb-20	BL	6.67	18.00	6.72	8.94	36.37	18.37	6.10	-	-	-	-	-
	SL	6.45	16.52	8.21	10.37	37.48	19.48	6.29	-	-	-	-	-
6- Feb-20	BL	4.85	8.79	8.37	6.62	-	-	-	-	-	-	-	18.86
	SL	6.12	8.91	8.15	5.82	-	-	-	-	-	-	-	16.89
7- Feb-20	BL	5.95	20.59	5.51	8.19	-	-	-	-	-	-	-	-
	SL	7.69	21.82	4.83	8.38	-	-	-	-	-	-	-	-
8- Feb-20	BL	-	13.07	8.53	11.40	-	-	-	-	-	-	-	-
	SL		14.18	8.83	10.38	-	-	-	-	-	-	-	-
9- Feb-20	BL	5.68	16.89	10.20	6.46	-	-	-	-	-	-	-	-
	SL	6.79	17.88	10.89	9.68	-	-	-	-	-	-	-	-
10- Feb-20	BL	4.86	6.47	6.07	4.78	8.03	6.82	4.71	-	-	-	-	9.55
	SL	4.96	6.69	6.18	5.25	8.26	7.39	5.50	-	-	-	-	10.25

Date		TSS (mg/l)											
		W12	*W1*	*W3*	*W5*	*W2*	*W4*	*W6*	*W7*	*W8*	*W9*	*W10*	*W11*
11- Feb-20	BL	5.93	11.21	4.09	3.45	-	-	-	2.52	3.49	3.65	3.32	-
	SL	4.64	10.80	3.66	3.19	-	-	-	2.10	3.22	2.58	2.52	-
12- Feb-20	BL	4.69	4.80	4.29	4.97	-	-	-	-	-	-	-	-
	SL	3.61	3.53	2.96	2.74	-	-	-	-	-	-	-	-
13- Feb-20	BL	5.10	17.88	4.61	2.86	-	-	-	-	-	-	-	-
	SL	2.88	18.12	4.18	3.79	-	-	-	-	-	-	-	-
14- Feb-20	BL	2.05	5.18	1.60	2.35	-	-	-	-	-	-	-	-
	SL	1.90	4.78	1.29	2.15	-	-	-	-	-	-	-	-
15- Feb-20	BL	3.00	5.72	6.92	2.63	-	-	-	-	-	-	-	-
	SL	2.70	4.73	5.45	2.27	-	-	-	-	-	-	-	-
16- Feb-20	BL	3.82	19.48	4.70	4.27	-	-	-	-	-	-	-	-
	SL	6.09	20.84	7.30	6.67	-	-	-	-	-	-	-	-
17- Feb-20	BL	5.81	6.55	3.32	3.62	-	-	-	-	-	-	-	-
	SL	5.19	6.34	2.12	3.40	-	-	-	-	-	-	-	-
18- Feb-20	BL	4.49	11.86	8.36	6.30	11.89	13.56	3.24	-	-	-	-	18.12
	SL	3.17	11.72	3.33	5.59	9.25	8.31	2.21	-	-	-	-	16.77
19- Feb-20	BL	5.47	11.49	5.81	6.60	-	-	-	-	-	-	-	-
	SL	3.71	11.29	5.22	6.39	-	-	-	-	-	-	-	-
20- Feb-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-

Source : Contractor Environmental Monitoring Report, February 2020

Note :

- In this monitoring period (21 Jan 2020 – 20 Feb 2020), the TSS concentrations met the Indonesian standard according to MoE Decree No. 51/2004. However, there were 6 days which the impacted sites were more than 10 mg/ than reference site values, particularly, at the shallower sites closer to shore (e.g., sites W1, W2, W4, and W11). It recorded the shallower sites closer to shore were occasionally higher than 20 mg/L above the reference site in this monitoring period.
- Given site W1, site W2, site W4, and W11 were near naturally turbid areas, and 1.92 km, 1.40 km, 3.02 km and 413 m from the construction activities (CDM & CPM Construction Activities). The high turbidity value in those sites were possibly influenced by naturally occurring turbid plumes that extend from the shoreline (particularly after rain events).
- W12 is a reference site, BL = Bottom Layer & SL = Surface Layer

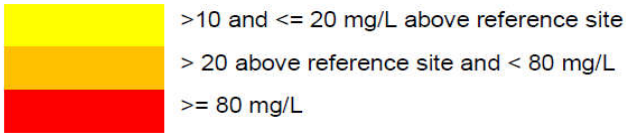


Table 5. Daily Monitoring for TSS results at Bottom & Surface-layer (21 Feb 2020 - 20 March 2020)

Date		*TSS (mg/l)*											
		W12	*W1*	*W3*	*W5*	*W2*	*W4*	*W6*	*W7*	*W8*	*W9*	*W10*	*W11*
21-Feb-20	BL	-	20.84	-	-	-	-	-	-	-	-	-	-
	SL	-	23.18	-	-	-	-	-	-	-	-	-	-
22- Feb-20	BL	5.57	12.33	6.12	9.80	-	-	-	-	-	-	-	-
	SL	4.92	15.41	6.97	7.92	-	-	-	-	-	-	-	-
23- Feb-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
24- Feb-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
25- Feb-20	BL	-	-	-	-	-	-	-	-	-	-	-	-
	SL	-	-	-	-	-	-	-	-	-	-	-	-
26- Feb-20	BL	5.91	97.65	10.49	8.58	170.14	20.10	8.27	-	-	-	-	74.71
	SL	5.04	109.36	12.58	15.04	155.35	20.71	8.24	-	-	-	-	71.88
27- Feb-20	BL	4.01	34.77	5.56	7.50	-	-	-	-	-	-	-	-
	SL	6.18	66.95	5.79	11.42		-	-	-	-	-	-	-
28- Feb-20	BL	4.43	36.00	6.12	11.76	-	-	-	-	-	-	-	-
	SL	4.09	36.86	6.67	12.07	-	-	-	-	-	-	-	-
29- Feb-20	BL	4.25	39.70	6.97	7.52	-	-	-	-	-	-	-	-
	SL	4.33	37.48	6.08	7.98	-	-	-	-	-	-	-	-
1-Mar-20	BL	4.92	12.70	6.62	10.42	-	-	-	-	-	-	-	-
	SL	4.71	12.58	5.63	10.02	-	-	-	-	-	-	-	-
2- Mar-20	BL	5.13	14.06	7.51	10.47	-	-	-	-	-	-	-	-
	SL	5.07	13.44	6.71	9.62	-	-	-	-	-	-	-	-
3- Mar-20	BL	6.40	12.24	8.27	5.54	-	-	-	-	-	-	-	-
	SL	6.56	10.80	8.86	5.15	-	-	-	-	-	-	-	-
4- Mar-20	BL	5.02	7.82	6.69	5.22	-	-	-	-	-	-	-	-
	SL	5.22	5.03	7.45	5.65	-	-	-	-	-	-	-	-
5- Mar-20	BL	5.54	30.70	8.68	5.72	45.00	12.33	4.91	-	-	-	-	46.73
	SL	5.55	46.23	6.88	4.62	48.82	11.79	6.08	-	-	-	-	48.58
6- Mar-20	BL	-	-	-	-	-	-	-	1.47	1.16	3.07	1.74	-
	SL	-	-	-	-	-	-	-	1.34	0.89	1.37	1.86	-
7- Mar-20	BL	4.64	15.90	5.39	8.26	-	-	-	-	-	-	-	-
	SL	3.96	14.79	3.95	6.44	-	-	-	-	-	-	-	-
8- Mar-20	BL	4.80	6.49	5.63	4.20	-	-	-	-	-	-	-	-
	SL	4.07	6.09	5.34	3.90	-	-	-	-	-	-	-	-
9- Mar-20	BL	1.74	7.29	2.96	4.96	-	-	-	-	-	-	-	-
	SL	1.97	6.85	2.03	4.85	-	-	-	-	-	-	-	-
10- Mar-20	BL	3.19	3.74	4.57	3.18	5.49	7.90	2.27	-	-	-	-	9.46
	SL	3.58	6.25	4.75	4.22	8.83	8.31	2.40					8.52
11- Mar-20	BL	3.12	12.33	1.52	3.65	-	-	-	1.64	1.20	2.06	1.87	-
	SL	2.28	11.97	1.73	3.28	-	-	-	1.53	1.57	1.78	1.66	-

Date		TSS (mg/l)											
		W12	W1	W3	W5	W2	W4	W6	W7	W8	W9	W10	W11
12- Mar-20	BL	2.81	5.75	4.41	1.60	-	-	-	-	-	-	-	-
	SL	1.49	5.49	1.27	1.82	-	-	-	-	-	-	-	-
13- Mar-20	BL	2.88	14.79	3.44	3.46	-	-	-	-	-	-	-	-
	SL	1.48	17.88	2.39	4.55	-	-	-	-	-	-	-	-
14- Mar-20	BL	1.68	4.59	1.42	1.96	-	-	-	-	-	-	-	-
	SL	1.36	3.85	1.29	1.49	-	-	-	-	-	-	-	-
15- Mar-20	BL	1.94	4.48	2.03	1.26	-	-	-	-	-	-	-	-
	SL	2.85	11.05	2.10	1.74	-	-	-	-	-	-	-	-
16- Mar-20	BL	1.90	2.39	1.80	1.41	-	-	-	-	-	-	-	-
	SL	1.05	1.84	1.20	1.23	-	-	-	-	-	-	-	-
17- Mar-20	BL	1.91	2.13	1.73	1.57	5.46	15.04	2.03	-	-	-	-	10.41
	SL	0.80	1.62	1.50	0.65	7.90	14.18	1.62	-	-	-	-	10.92
18- Mar-20	BL	3.25	11.87	2.16	4.49	-	-	-	1.89	2.06	4.91	2.39	-
	SL	1.38	11.17	1.80	3.97	-	-	-	1.31	0.89	4.72	1.32	-
19- Mar-20	BL	2.85	4.41	3.38	2.05	-	-	-	-	-	-	-	-
	SL	2.75	2.66	2.23	1.85	-	-	-	-	-	-	-	-
20- Mar-20	BL	2.80	3.77	5.08	2.68	-	-	-	-	-	-	-	-
	SL	2.26	3.34	4.29	1.63	-	-	-	-	-	-	-	-

Source : Contractor Environmental Monitoring Report, March 2020

Note :

>10 and <= 20 mg/L above reference site

> 20 above reference site and < 80 mg/L

>= 80 mg/L

Condition in Around of W1 & W2 Sampling location (Natural plume due to Cipunagara river flood on Feb 26th, 2020). High results TSS at W1 and W2 on February 2020 were considered that impacted from flood condition on Cipumegara River where carrying sediment from upstream flow.

Figure 3. Flood on Cipunegara River into the shoreline

Cipunegara River Flood

Note :

: Around of W1 & W2 sampling points

Table 6. Overview Result of TSS

Parameter	Monitoring Point		Base line value Oct 2018	Observed value (Avg.)	Observed value (Min-Max)		Standard	Number of station above std.	Number of observation
					Min	Max			
TSS (mg/L)	W12	Bottom	3.34	4.1	1.7	9.2	**80 mg**/L	0	65
		Surface	4.18	3.6	0.8	7.7		0	65
	W1	Bottom	34.89	11.8	2.1	**97.7**		1	74
		Surface	26.75	12.5	1.6	**109.4**		1	74
	W3	Bottom	4.36	5.5	1.4	13.0		0	74
		Surface	6.36	5.1	1.3	13.1		0	74
	W5	Bottom	6.09	5.4	1.3	16.3		0	72
		Surface	2.35	5.2	1.7	15.7		0	72
	W2	Bottom	**103.93**	32.4	5.5	**170.1**		1	15
		Surface	**106.03**	29.4	4.2	**155.4**		1	15
	W4	Bottom	53.88	13.4	6.8	22.6		0	15
		Surface	48.21	13.7	6.8	27.4		0	15
	W6	Bottom	2.34	4.2	1.5	8.3		0	15
		Surface	0.75	6.1	1.6	27.4		0	15
	W7	Bottom	1.59	1.9	1.2	3.0		0	13
		Surface	1.58	1.5	1.3	2.1		0	13
	W8	Bottom	2.48	1.9	1.2	3.5		0	13
		Surface	3.60	1.6	0.9	3.2		0	13
	W9	Bottom	3.71	2.9	1.8	4.9		0	13
		Surface	10.31	2.3	0.8	4.7		0	13
	W10	Bottom	1.28	2.3	1.7	3.3		0	13
		Surface	2.92	1.9	1.3	2.5		0	13
	W11	Bottom	**120.95**	21.8	9.5	74.7		0	14
		Surface	**114.17**	20.2	5.3	71.9		0	14

Source : Contractor Environmental Monitoring Report, January 2020, February 2020 and March 2020

2.2. TSS Surface Water

Table 7. Weekly Monitoring Surface Water Quality in TSS Parameter

Date	Unit	Standard as refer PP RI No.82/2001	Sampling monitoring points		
			SW-1 STA 0+000	SW-2 STA 2+700	SW-3 STA 7+000
22/10/2018 – Base line	**mg/l**	**400**	**122**	**11.8**	**385.8**
05/01/2020	mg/l	400	128.7	24.5	21.6
13/01/2020	mg/l	400	104.8	29.9	21.6
20/01/2020	mg/l	400	197.9	26.4	30.4
27/01/2020	mg/l	400	368.2	18.6	50.3
03/02/2020	mg/l	400	133.8	17.3	23
10/02/2020	mg/l	400	132.4	40.7	22.5
17/02/2020	mg/l	400	**413.3**	83.8	104.7
24/02/2020	mg/l	400	89.3	215.7	65.7

Source : Contractor Environmental Monitoring Report, January 2020, February 2020 and March 2020

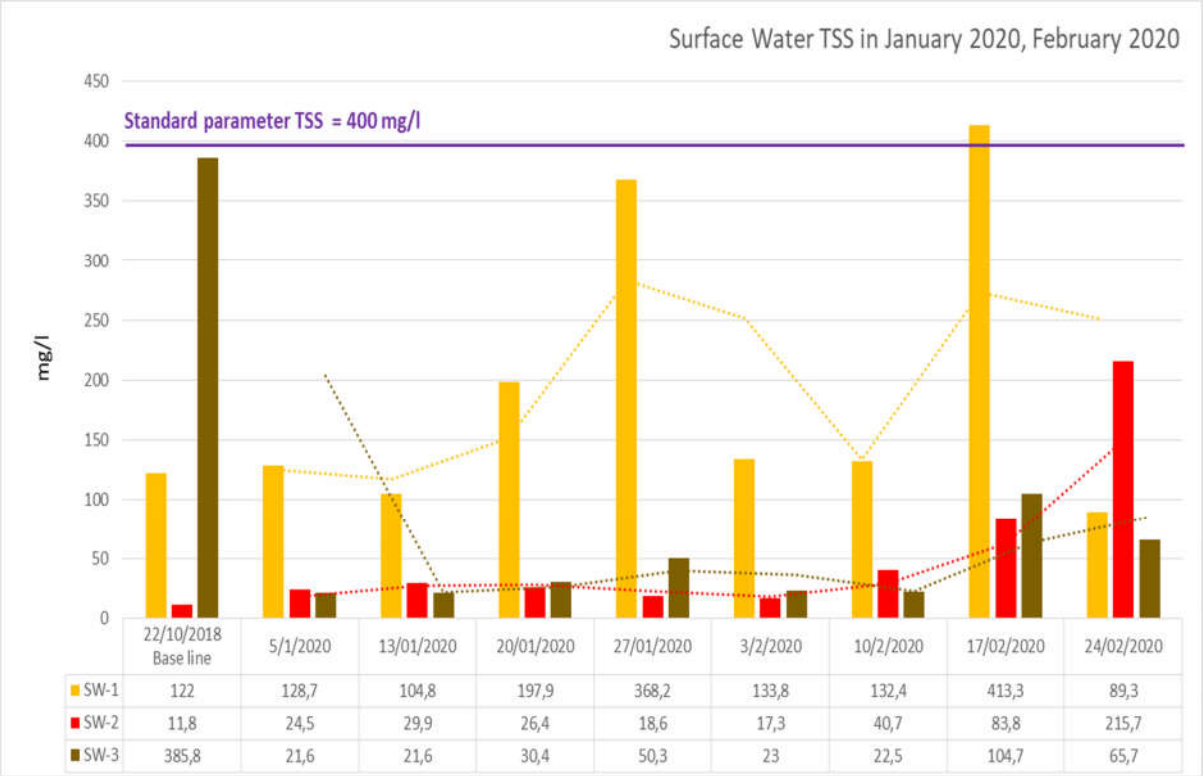


Figure 4. Surface Water TSS on January 2020 and February 2020

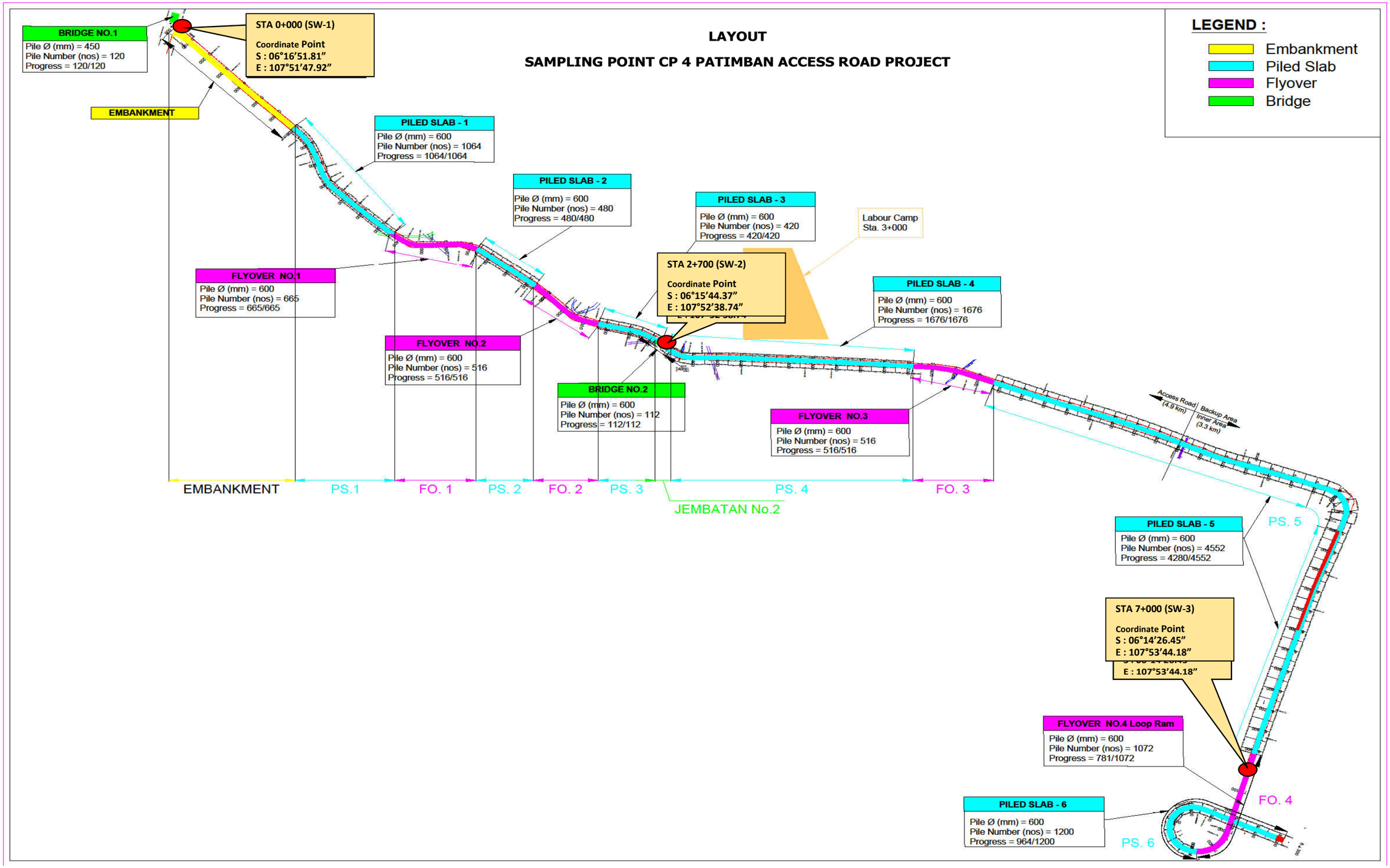


Figure 5. Surface Water Sampling Map

2.3.Domestic Solid Waste

Regular domestic solid waste disposal schedule is managed by HSE Department for working area and collaborated with GA Department for accommodation area (Sukra and Tamansari). Domestic solid waste coming from marine and office activity stored at the jetty or causeway are disposed by the licensed waste transporter (3rd Party). PTRPW has collaborated with BANK SAMPAH (local provider form Patimban Village) for Domestic and Industrial waste management disposal coming from marine and office activity, meanwhile for accommodation area collaborated with Environmental Agency of Indramayu.

During this reporting period (January 2020), regular domestic waste disposal for project site was accomplished with 8 trips and waste volume produced ± 2,070 kg, meanwhile for accommodations (Sukra and Tamansari) was accomplished with 7 trips and waste volume produced ± 470 kg. Total volume of domestic waste produced on January 2020 period are 2,540 kg.

During this reporting period (February 2020), regular domestic waste disposal for project site accomplished with 15 trips, meanwhile for accommodations (Sukra and Tamansari) accomplished with 9 trips and the total volume of domestic waste produced on February 2020 period are ± 5.575 kg.

Based on monitoring in February 2020, waste management has been running normally, Toyo - Adhi - Wakachiku is working with the Subang Regency Environmental Agency to transport waste from the base camp and temporary offices. Apart from that at this time the activity at the patimban site office has begun to be active, so as to prevent environmental damage due to the activities of the workers so now has been provided a temporary garbage shelter that is scattered in several locations in the patimban site office area, for picking up trash carried out by the Subang Regency Environmental Office every 2 times a week.

Figure 6. Domestics Solid-Waste Management

Figure 7. Waste Segregation by Contractor's Officer

2.4. Fishery Production

Fishery production in this period based on January 2020 data which compare to the base line data as follow.

Table 8. Fishery Production in Comparation With Base line

Local names	*Species*	Unit rate catch	Location					Total rate catch		STATUS
			TPI Trunutn & K. Ganteng		Galian area		Tanjung Pura			
			Base line	Jan-20	Base line	Jan-20	Jan-20	Base line	Jan-20	
Rebon	*Aceles sp*	Kg/day	87					87		(-)
Rucah	*Atherina forskali*	Kg/day	125					125		(-)
Ekor kuning	*Caesio cuning*	Kg/day	3	40				3	40	↑
Gabus	*Chana striata*	Kg/day			7,5			7,5		(-)
Pari	*Dsyatis sp*	Kg/day	3	9				3	9	↑
Bilis	*Engraulidae sp*	Kg/day	11	64				11	64	↑
Teri	*Engraulis sp*	Kg/day	10	200		10		10	210	↑
Tongkol	*Euthynus affinis*	Kg/day	3	5		10		3	15	↑
Kurau	*Filimanus hexanema*	Kg/day	3		10,5			13,5		(-)
Kakap putih	*Lates calcalifer*	Kg/day	3					3		(-)
Petek	*Leognathus equlus*	Kg/day	131	100			30	131	130	↓
Udang vannamei	*Siganus sp*	Kg/day	5		17,5			22,5		(-)
Cumi-cumi	*Loligo sp*	Kg/day	54	82		10		54	92	↑
Kakap merah	*Lutjanus campechanus*	Kg/day	3		22,5			25,5		(-)
Udang api	*Matapeneaus monocero*	Kg/day			803			803		(-)
Belut	*Monopterus albus*	Kg/day			4,5			4,5		(-)
Blanak	*Moolgarda seheli*	Kg/day	7	40	100			107	40	↓
Kurisi	*Nemipterus japonicus*	Kg/day	3					3		(-)
Tiga waja	*Otolithes ruber*	Kg/day	32	10		5		32	15	↓
Udang rempah	*Paneaus merguiensis*	Kg/day	6		60			66		(-)
Udang windu	*Paneaus monodon*	Kg/day			7			7		(-)
Tenggiri	*Scomberomorus sp*	Kg/day	6		2			8		(-)
Kuniran	*Upeneus mollucensis*	Kg/day	8	50				8	50	↑
Kembung	*Rastreliger sp*	Kg/day	8	50		10		8	60	↑
Cucut	*Rhizoprionodon*	Kg/day		15					15	(+)
Kepiting/rajungan	*Portunus pelagicus*	Kg/day		12		20			32	(+)
Kuro/senangin	*Eleutheronema tetradac*	Kg/day		5			10		15	(+)
Simping	*Placuna sp*	Kg/day		20					20	(+)
Sotong	*Sepia sp*	Kg/day		20		10			30	(+)
Udang Jerbung	*Fenneropeneaus mergui*	Kg/day				20			20	(+)
Udang putih	*Peneaeus merguiensis*	Kg/day		25		30	20		75	(+)
Udang rebon	*Acetes*	Kg/day		100					100	(+)

Source : Contractor Environmental Monitoring Report, January 2020

Note :

= Increasingly status production on January 2020 data from base line data production

= Decreasingly status on January 2020 data from base line data production

(+) = Available species on January 2020 data but not in Base line data production

(-) = Available species from base line data production but not in January 2020 data

Based on the aforementioned Table 8, its shown that were found :

- 24 species from the base line data production;
- 19 species from January 2020 data production;
- 11 species available from January 2020 data production as well as the base line data production which comprises 8 species were increasingly and 3 species were decreasingly in production;
- 13 species from the base line data production were not available on January 2020 data production;
- 8 species from January 2020 data were not available previously in base line data production.

III. Details on Social Environment

3.1 Monitoring for the LARAP

Table 9. Progress of Compensation Payment and Land Vacation

1. Access road construction

Village / Items	Patimban	Gempol	Kalentambo	Kotasari	Pusakajaya	Pusakaratu	Total
(1) Payment of Compensation (unit: household)							
Total PAHs	0	51	16	9	0	20	96
Progress in the period	0	0	0	0	0	0	0
Accumulated total*	0	50	16	8	0	18	92
Remaining PAHs	0	1	0	1	0	2	4
Percentage of completion	0	98.04	100	88.89	0	90	95.83
(2) Land Vacation (unit: plot)							
Total Plots	0	66	23	12	0	20	121
Progress in the period	0	0	0	0	0	0	0
Accumulated total*	0	65	23	11	0	18	117
Remaining PAHs	0	1	0	1	0	2	4
Percentage of completion	0	98,48	100,00%	91,67	0	90,00	96,69

Note : "Accumulated total*" show the accumulated total since the land acquisition and relocation started

Source : Directorate General of Sea Transportation, 2020

2. Backup area

Village / Items	Patimban	Gempol	Kalentambo	Kotasari	Pusakajaya	Pusakaratu	Total
(1) Payment of Compensation (unit: household)							
Total PAHs	253	0	0	0	0	0	253
Progress in the period	15	0	0	0	0	0	15
Accumulated total*	170	0	0	0	0	0	170
Remaining PAHs	83	0	0	0	0	0	83
Percentage of completion	67,19	0	0	0	0	0	67,19
(2) Land Vacation (unit: plot)							
Total Plots	423	0	0	0	0	0	423

Items \ Village	Patimban	Gempol	Kalentambo	Kotasari	Pusakajaya	Pusakaratu	Total
Progress in the period	21	0	0	0	0	0	21
Accumulated total*	303	0	0	0	0	0	303
Remaining PAHs	120	0	0	0	0	0	120
Percentage of completion	71,63%	0	0	0	0	0	71,63%

Note : "Accumulated total*" show the accumulated total since the land acquisition and relocation started

Source : Directorate General of Sea Transportation, 2020

Table 10. Record of Funds Land Acquisition

No	Allocated Funds		Record of Disbursement		
	Fiscal Year	Amount (IDR)	Completion Payment of Plots	Completion Payment of Land (m^2)	Amount (IDR)
1	FY 2017	500.000.000.000	399	1.839.091	486.446.219.342
2	FY 2019	400.000.000.000	21	107.793	33.742.943.774
TOTAL		900.000.000.000	420	1.946.884	520.189.163.116

Source : Directorate General of Sea Transportation, 2020

Table 11. Progress of the Relocation

Items \ Village	Patimban	Gempol	Kalentambo	Kotasari	Pusakajaya	Pusakaratu	Total
(1) PAHs who need to be resettled as resident (unit: household)							
Total PAHs	0	0	0	0	0	0	0
Progress in the period	0	0	0	0	0	0	0
Accumulated total*	0	0	0	0	0	0	0
Remaining PAHs	0	0	0	0	0	0	0
Percentage of completion	0	0	0	0	0	0	0
(2) PAHs who do not need relocation due to land acquisition and/or relocation of non-resident structure (unit: household)							
Total PAHs	253	51	16	9	0	20	349
Progress in the period	15	0	0	0	0	0	15
Accumulated total*	170	50	16	8	0	18	262
Remaining PAHs	83	1	0	1	0	2	87

Village / Items	Patimban	Gempol	Kalentambo	Kotasari	Pusakajaya	Pusakaratu	Total
Percentage of completion	67,19	98,04	100,00	88,89	0	90,00	75,07

Note : "Accumulated total*" show the accumulated total since the land acquisition and relocation started

Source : Directorate General of Sea Transportation, 2020

Table 12. Record of Livelihood Restoration Program (LRP) Period of January to March 2020

Implementation date	Program name	Number of participants		
		Male	Female	Total
21-24 January	Vulnerable Training Batch 1	32	2	34
24 January – 2 February	Stevedoring Workforce Training Batch 3	29	1	30
14 – 22 February	Stevedoring Workforce Training Batch 4	30	0	30
20 – 23 February	Vulnerable Training Batch 2	30	4	34
6 – 15 March	Stevedoring Workforce Training Batch 5	30	0	30
Total Participants		**151**	**7**	**158**

Source Source : Livelihood Restoration Program Report, 2020

Table 13. Livelihood Restoration Program (LRP) Implementation (Period of March 2019 – March 2020)

Program name	Number of participants		
	Total	Male	Female
Basic Safety Training	359	359	0
TKBM (Stevedoring and Workforce)	150	149	1
Forklift Operational Training	175	175	0
Rampus Net Assembling Training	176	176	0
Security Training	46	46	0
Cleaning Service Training	62	42	20
Welding Training	77	77	0
Culinary enteroprenourship -1	40	0	40
Vulnerable Training	68	62	6
Total Participants	**1153**	**1086**	**67**

Source : Livelihood Restoration Program Report, 2020

Table 14. Records of Funds and Disbursement for Livelihood Restoration Program (LRP)

Allocated funds			Record of disbursement		
Amount (IDR.)	Allocated organization	Purpose of use	Date	Amount (IDR.)	Disbursement for
13.009.122.110	DGST to Consultant PKG-8	LRP implementation	Jan-20	83.721.550	Vulnerable training batch 1
				60.300.000	Experts
				43.652.224	Non-personnel cost
			Feb-20	179.200.000	TKBM batch 3
				179.200.000	TKBM batch 4
				92.571.550	Vulnerable training batch 2
				60.300.000	Experts
				60.219.600	Non-personnel
			Mar-20	179.200.000	TKBM batch 3
				60.300.000	Expert
				102.874.060	Non-personnel
			Total	1.101.538.984	

Source : Livelihood Restoration Program Report, 2020

Table 15. Comparison of The Income and Living Standard Before and After The Land Acquisition / Project Implementation

Sample households		Income (Rp.)		Change of living standard
Type of PAPs	Number of sample households	Before	After	
		Min :	Min :	
		Max :	Max :	
		Ave :	Ave :	
		(Date :)	(Date :)	

Source : External Monitoring

3.2 Number of Local Workers

Table 16. Number of Local worker Terminal Construction (Construction Package 1)

No	Location (Village)	Monitoring Period			Total*
		2020			
		Jan	Feb	March	
1	Patimban	105	120	106	**1.517**
2	Gempol	4	8	3	**126**
3	Kalentambo	25	22	20	**246**
4	Kotasari	3	3	2	**52**
5	Pusakaratu	10	9	9	**102**
6	Pusakajaya	5	5	4	**37**
TOTAL		**152**	**167**	**144**	**2.080**

*since construction started

Source : Contractor Environmental Monitoring Report, 2020

Table 17. Number of Local worker Breakwater, Seawall, and Channel Dredging Works (Construction Package 2)

No	Location (Village)	Monitoring Period			Total*
		2020			
		Jan	Feb	Mar	
1	Patimban	21	15	81	**268**
2	Gempol	17	11	2	**74**
3	Kalentambo	35	27	18	**114**
4	Kotasari	1	1	1	**9**
5	Pusakaratu	16	20	7	**59**
6	Pusakajaya	-	-	5	**7**
TOTAL + other area**		**111**	**95**	**135**	**862**

*since construction started

** other area outside affected village within same sub-district (Pusakanagara sub-district)

Source : Contractor Environmental Monitoring Report, 2020

Table 18. Number of local Workers for Access Road (Construction Package 4)

No	Location (Village)	Monitoring Period		Total*
		2020		
		Jan	Feb	
1	Patimban	40	38	**300**
2	Gempol	88	91	**867**
3	Kalentambo	46	46	**468**
4	Kotasari	46	48	**727**
5	Pusakaratu	94	97	**946**
6	Pusakajaya	10	10	**127**
TOTAL		**324**	**330**	**3.435**

*since construction started

Source : Contractor Environmental Monitoring Report, 2020

3.3 Accident, Public Unrest, and Grievance Redress

Table 19. Land Traffic Condition and Accident Number

No	Sampling Location	Monitoring Period						Total	
		Jan		Feb		Mar			
		TJ	AN	TJ	AN	TJ	AN	TJ	AN
1	Pantura road	0	0	0	0	0	0	0	0
2	Patimban seaport access road	0	0	0	0	0	0	0	0
3	Crossing of Pantura road	0	0	0	0	0	0	0	0
4	Crossing of Patimban seaport access road	0	0	0	0	0	0	0	0

Note:
TJ : Traffic Jam AN : Accident Number (0): Zero accident / No traffic jam
Source : Contractor Environmental Monitoring Report, 2020

Table 20. Sea Traffic Condition

No	Type of Ship	Monitoring period (Number of ship)			Total*
		Jan	Feb	Mar	
1	Pilling barge	1	2	2	29
2	Anchor boat	1	1	1	41
3	CDM Vessel	1	1	0	46
4	Semi-submersible vessel	0	0	0	4
5	Pneumatic conveying barge	0	0	0	9
6	Cement supply vessel	1	1	1	16
7	Improved soil placing barge	0	0	0	9
8	Cement transportation vessel	0	0	0	26
9	Cement feeder carrier	3	3	3	57
10	Grab dredger	0	0	0	39
11	Hopper barge	4	4	5	56
12	SP Hopper Barge	3	3	0	19
13	Flat barge	5	4	6	71
14	Crane barge	1	4	4	43
15	Tug boat	7	7	7	162
16	Crew boat	0	0	0	69
17	Work boat	3	3	3	42
18	Excavator Barge	0	0	0	10
19	Fracturing Barge	1	1	1	13
20	Stone Barge	0	0	0	3
21	CPM	1	1	1	7
22	Multi Purpose Vessel	1	1	2	8
23	Placing Barge	1	1	0	6
24	Rescue boat	1	1	1	13
25	SPOB	3	3	4	21
26	Bunker Vessel	1	1	0	9
27	Multi Cat	1	1	0	5
28	Passenger Boat	8	8	8	48

No	Type of Ship	Monitoring period (Number of ship)			Total*
		Jan	Feb	Mar	
29	Anchor Barge	1	0	0	2
30	Dredger	2	2	1	7
31	Patrol Boat	2	2	2	8
32	Placing Barge	0	0	1	2
33	LCT Vessel	1	1	1	3
Total		**54**	**56**	**54**	**903**

*since construction started
Source : Contractor Environmental Monitoring Report, 2020

Table 21. Sea Traffic Condition and Accident Number

No	Location	Monitoring period						Total	
		Jan		Feb		Mar			
		STC	AN	STC	AN	STC	AN	STC	AN
1	Patimban Beach	Smooth	0	Smooth	0	Smooth	0	Smooth	0

Note:
STC : Sea traffic condition AN : Accident Number
Source : Contractor Environmental Monitoring Report, 2020

Table 22. Public Unrest, Protest and Demonstration

No	Location	Monitoring Period									Total		
		Jan			Feb			Mar					
		PUN	PRO	DEM	PUN	PRO	DEM	PUN	PRO	DEM	PUN	PRO	DEM
1	Around Patimban port development project	0	0	0	0	0	0	0	0	0	0	0	0

Note:
PUN : Pucblic Unrest PRO : Protest DEM : Demonstration
Source : Contractor Environmental Monitoring Report, 2020

Table 23. Record of Grievance Redress Related Environmental and Social Issue

Grievance No.	**1**
(1) Date of grievance received	04 November 2019
(2) Complaint	Patimban Village due to the TKBM Cooperative, training programs, and local enterpriser
(3) Contents of grievance	a) Publish the recommendation of the creation of TKBM Patimban Sejahtera Cooperative. b) Evaluate educational and training programs for affected people to be prioritized employment in port. b) Empower the local (Pusakanagara) enterprise to

Grievance No.	1
	support the development and operational Patimban Port.
(4) Way of collecting grievance	The complainants and Harbormaster and Port Authority Office (KSOP) Class II Patimban, and related parties directly arranged a meeting to identify the demanding and find solutions on the same date of the demonstration.
(5) Solution/unresolved issues	a) Regarding the TKBM Patimban Sejahtera cooperative recommendation, Harbormaster and Port Authority Office (KSOP) Class II Patimban explains that the recommendation to TKBM Patimban Sejahtera cannot be issued since the port status is still in the development stage, and the recommendation shall be released after the operator who operates the Patimban Port is selected. Also, to calm the situation, KSOP Class II Patimban guaranteed that it would not issue any TKBM recommendation within the construction period. b) The Livelihood Restoration Program (LRP) team since 2018 has already assessed and built the training program based on peoples affecteds requests. Also, the programs were prepared under the supervision of related government agencies such as Manpower agency, Cooperative agency, and Fishery agency. Then, the established various programs were chosen by the participants themselves. In early 2019, some of the participants wanted to change the training program that had been chosen, and there were another program proposals from the communities. Consider the situations, the LRP team conducted further assessment and finalized the program compositions, and then also started the implementation. The LRP team will make additional adjustments on the program if necessary depending on the situation c) Regarding involve the local enterprise for Patimban Port development, DGST and the Consultant encourage the contractors to involve the local enterprise as long as their capability meets the requirement. Until March 2020, there are 47 agreements with local enterprises to support contractor's needs, such as; catering, general supplier, office stationery, water supply

Grievance No.	1
	for the vessel, waste management, transportation, and bamboo supplier.
(6) Date of grievance resolved	TKBM Patimban Sejahtera Cooperative recommendation is waiting until the port ready to operate, while the other demanding already resolved on 4 November 2020.
(7) Remarks	
Grievance No.	
(1) Date of grievance received	
(2) Complaint	
(3) Contents of grievance	
(4) Way of collecting grievance	
(5) Solution/unresolved issues	
(6) Date of grievance resolved	
(7) Remarks	

Source : Consultant Environmental Monitoring Report, 2020

Table 24. Form for Record of Grievance Redress Related Land Acquisition and Resssetlemet

Grievance No.	1
(1) Date of grievance received	03 October 2018
(2) Complaint	Nearest community (house) regarding work pile activity
(3) Contents of grievance	Cracked house due to work pile construction
(4) Way of collecting grievance	Meeting with the stakeholders (local government, community representative, Ministry of Public Works representatives, and contractors to mitigate and find the solution.
(5) Solution/unresolved issues	a) Meeting with the stakeholders (local government, community representative, Ministry of Public Works representatives and contractors to mitigate and find the solution b) Contractors identification-related the house condition that impacted by the work pile activity c) House repairment base on the contractors' identification results d) Until March 2020, the total house that has been repaired is 94 houses located; 45 houses in Ciawitali hamlet – Pusakaratu Village, 37 houses in Gempol Village, and 12 houses in Kotasari village.
(6) Date of grievance resolved	The house repairment is ongoing following the road access construction.
(7) Remarks	

Grievance No.	
(1) Date of grievance received	
(2) Complaint	
(3) Contents of grievance	
(4) Way of collecting grievance	
(5) Solution/unresolved issues	
(6) Date of grievance resolved	
(7) Remarks	
Grievance No.	
(8) Date of grievance received	
(9) Complaint	
(10) Contents of grievance	
(11) Way of collecting grievance	
(12) Solution/unresolved issues	
(13) Date of grievance resolved	
(14) Remarks	

Source : Consultant Environmental Monitoring Report, 2020

Table 25. Implementation Problems and Solutions (if any)

Record of problems		Record of solutions	
Date	Problems	Date	Solutions

Source : Consultant Environmental Monitoring Report, 2020

Figure 8. Complainants Form

Lampiran-1

Nomor Seri *(Penggunaan Resmi)*:

Formulir Pengumpulan Keluhan Proyek Pembangunan Pelabuhan Patimban

KANTOR KESYAHBANDARAN DAN OTORITAS PELABUHAN KELAS II PATIMBAN
DIREKTORAT JENDERAL PERHUBUNGAN LAUT, KEMENTERIAN PERHUBUNGAN
Jalan Raya Utama Pelabuhan Patimban, Subang, Jawa Barat - 41259
FAX: 0260 522709
Email: ksop-patimban@dephub.go.id

Informasi Pemohon

Nama:	KTP:
Desa:	HP:

Latar belakang dan masalah

Persoalan: ☐Aset yang Terkena Dampak ☐Kompensasi ☐Program Pemulihan Mata Pencaharian ☐Pekerjaan Konstruksi ☐Lain-lain ( )

Permintaan/Saran/Pertanyaan

Tanggal Pengiriman:		Tanggal Pengakuan:
Nama Pemohon:	Saksi*:	Nama Penerima:
Tandatangan:	Tandatangan:	Tandatangan:

* Camat atau Kepala Desa sebagai saksi

Lampiran-2

	Formulir Pelacakan Pengaduan Proyek Pembangunan Pelabuhan Patimban	Nomor Seri:

Informasi Keluhan

Nama Pengadu:	Desa:
Ringkasan Pengaduan:	

Catatan Penanganan Pengaduan

Hari	Tindakan yang diambil untuk menyelesaikan keluhan (investigasi dll)	Hasil /tindakan lebih lanjut yang harus dilakukan	Orang yang bertanggung-jawab
	Menerima Keluhan melalui _____		

Solusi akhir

Tanggal	Solusi	Laporan Keluhan	Publikasi dan Solusi	Orang yang bertanggung-jawab
		Tanggal Laporan:_____ Metode: ☐ Bicara langsung ☐Melalui kepala desa / camat ☐Lain-lain ( )	Tanggal Publikasi:_____ Metode: ☐Papan Desa ☐Others ( )	

Lampiran-3

Nomor Seri:

Hasil Publikasi Penanganan Keluhan untuk Proyek Pembangunan Pelabuhan Patimban

KANTOR KESYAHBANDARAN DAN OTORITAS PELABUHAN KELAS II PATIMBAN
DIREKTORAT JENDERAL PERHUBUNGAN LAUT, KEMENTERIAN PERHUBUNGAN
Jalan Raya Utama Pelabuhan Patimban, Subang, Jawa Barat - 41259
FAX: 0260 522709
Email: ksop-patimban@dephub.go.id

Informasi Pemohon

Nama:	Desa:
Tanggal Pengajuan:	

Ringkasan Keluhan

Respon/Solusi/Hasil Investigasi

Tanggal Publikasi:

Nama Orang yang Bertanggung-Jawab:

Tandatangan:

Source : Directorate General of Sea Transportation, 2020