

Environmental Impact of Semarang-Demak Toll Development

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Abstract. The construction of the Semarang-Demak toll road, is claimed to be able to expedite transportation routes and solve the tidal flood problem. However, some of these development problems are felt to be disturbing to the environment and the community has questioned the analysis of development studies and efforts to deal with the accompanying impacts. The research approach used is a qualitative approach with empirical normative research type. Data collection techniques used are through interviews, observation, documentation, and literature study. The data validity used triangulation techniques and data analysis with descriptive analysis. The result show (1) The environmental feasibility of the Semarang-Demak toll road development in the Amdal document is in accordance with the regulations but there are still some weaknesses in the study (2) There are seven positive impacts and twenty negative impacts (3) its efforts are to be open to reports/complaints and the implementation of management and monitoring.

Keywords: Amdal; Environmental Impact; Toll Development

1 Introduction

The living environment which includes water, oceans, air, natural resources contained in the earth, and living things, are all creations of almighty God. The earth with everything in it and the air on it and the sea, need to be preserved by human beings throughout the world. To utilize natural resources to advance public welfare as mandated in the 1945 Constitution and to achieve life happiness based on Pancasila. Therefore, it is necessary to carry out sustainable development that is environmentally sound, based on an integrated and comprehensive national policy by considering the needs of present and future generations. For this reason, it is deemed necessary to carry out harmonious, harmonious, and balanced environmental management to support the implementation of environmentally sustainable development.

In the framework of environmentally sound development as a conscious effort and wise management of resources, sustainable development to improve welfare and quality of life, it is necessary to maintain harmony between various businesses and/or activities. Therefore, every business and/or activity in fact that has an impact on the environment needs to be analyzed from the start of the planning so that measures to control negative impacts and positive impacts can be prepared as early as possible. Environmental impact analysis is required for the decision-making process regarding business plans and activities that have a major and significant impact on the environment, and we usually see this form of analysis with Amdal.

The construction of the Semarang-Demak toll road is a type of business and/or activity that requires an Amdal. The construction of the Semarang-Demak toll road is claimed by the government that the construction of the Semarang-Demak toll road can expedite transportation routes and solve the problem of tides that cause tidal flooding, where this toll road also functions as a sea wall.

However, it is not a problem in this development that some problems such as changes in the coastline, land subsidence, poor drainage, noise and dust from heavy equipment passing through residential areas and people who question the analysis of the analysis of development and efforts to overcome the impacts that accompany it. The problem be drawn, namely: 1) What is the environmental feasibility of the Semarang-Demak toll road development in the Amdal document? 2) What are the environmental impacts caused by the construction of the Semarang-Demak toll road? 3) How are the efforts made to overcome the environmental impacts arising from constructing the Semarang-Demak toll road?

The objectives of this study are as follows 1) Knowing and analyzing the environmental feasibility of the Semarang-Demak guideline 2) Knowing and analyzing the impacts of analyzing the environment arising from the construction of Semarang-Demak roads 3) Knowing and analyzing what

efforts can be made to overcome the environmental impacts arising from the construction of the Semarang-Demak toll road.

2 Method

The research approach used is a qualitative approach. Qualitative research methods can be defined as a research method based on the philosophy of post positivism/interpretive, used to study natural objects results of qualitative research emphasize generalization.[1] The type of research used is empirical normative, namely the method used in legal research conducted by examining the existing bibliography and based on field studies obtained by making observations in the form of data in the field and data from interviews conducted. Empirical normative legal research is a research that uses normative-empirical legal case studies starting from written positive legal provisions that apply to legal events in society.[2]

Sources of data used are primary data and secondary data. The data technique used is through interviews, observation, documentation, and literature study. The data validity uses triangulation techniques, namely data validity checking techniques that make use of something else. In this study, the authors conducted data validity by comparing the interview data and comparing the results of the interview with the contents of the related documents. The data analysis used is descriptive analysis, the data obtained will be analyzed qualitatively by describing the data generated from field research into a systematic explanation so that it has a form and is obtained from the report. The data analysis stage of the data taken, data reduction, data presentation, and drawing/leveraging. From the results of the analysis, it can be seen inductively how to think which is based on general facts with concluding.

3 Result and Discussion

3.1 Environmental Feasibility of Semarang-Demak Toll Road Development in the Amdal Document

The construction of the Semarang - Demak Toll Road is said to be environmentally feasible to be built in according to Amdal which has its own Environmental Impact Analysis (AMDAL) document consisting of the Terms of Reference for Environmental Impact Analysis (KA-ANDAL), Environmental Impact Analysis (ANDAL), Environmental Management Plans and Environmental Monitoring Plans (RKL-RPL) which are part of a feasibility study to carry out a business and/or activity plan, on the other hand, are requirements that must be met in order to obtain a permit to carry out and / or activities. Based on this analysis, it is known more clearly and importantly on the environment, both negative and positive impacts that will arise from a business and / or activity to be prepared to overcome negative effects and develop positive effects.[3]

The regulations regarding Amdal themselves have been regulated by Law of the Republic of Indonesia Number 32 of 2009 concerning Environmental Protection and Management as well as other derivative regulations such as:

1. Republic of Indonesia Government Regulation Number 27 of 2012 concerning Environmental Permits
2. Regulation of the state minister for the Environment Number 7 of 2010 concerning Competency Certification for the Preparation of Environmental Impact Analysis Documents and Requirements for Competency Training Institutions for Preparation of Environmental Impact Analysis Documents
3. Regulation of the state minister for the Environment Number 5 of 2012 concerning Types of Business Plans and / or Activities that Require Environmental Impact Analysis.
4. Regulation of the state minister for the Environment Number 16 of 2012 concerning Guidelines for the Preparation of Environmental Documents
5. Regulation of the state minister for the Environment Number 17 of 2012 concerning Guidelines for Community Involvement in the Process of Environmental Impact Analysis and Environmental Permits
6. Regulation of the state minister for the Environment Number 8 of 2013 concerning Procedures for Reviewing and Examining Environmental Documents and Issuance of Environmental Permits

A business plan and / or activity must be accompanied by Amdal document because Amdal itself is a study of the significant impact of a planned business and / or activity on the environment which is required for the decision-making process regarding business and / or activity.

What is reviewed in the Amdal document are (1) the complexity of the business plan and / or activity; (2) The impact of the planned business and / or activity on the environment; (3) The sensitivity of the location of the planned business and / or activity; and / or (4) The condition of the carrying capacity and carrying capacity of the environment at the location of the planned business and / or activity. Based on Article 22 paragraph 2 of Law of the Republic of Indonesia Number 32 of 2009, the criteria that must be met is the number of people who will impact the business plan and / or activity, the extent of the distribution of the impact, namely the intensity and impact of the ongoing impact, the number of other environmental components that will impact, the cumulative nature of the impact, reversibility or irreversibility of the impact, and other criteria in accordance with the development of science and technology.

The construction of the Semarang-Demak toll road which is integrated with a sea wall is a type of business plan and / or activity that is mandatory based on Amdal based on Regulation of the State Minister for the Environment Number 5 of 2012 concerning Types of Business Plans and/or Activities that Require an Environmental Impact Analysis. For the type of activity in the field of road infrastructure and transportation, the Semarang-Demak Toll Road development plan must have an Environmental Impact Analysis.

As stated in KA-ANDAL, it is written that the Semarang - Demak toll road construction activity is carried out by the Toll Road Regulatory Agency (BPJT). Initiating the Ministry of Public Works and Public Housing with the help of a consulting company PT Dianzani Utama Konsultan.

Initior Identity

Initiator Name : Badan Pengatur Jalan Tol Kementerian PUPR
 Address : Gedung Bina Marga Lantai 2-3 Jl. Patimura
 No. 20 Kebayoran Baru Jakarta Selatan
 Person In Charge : Herry Trisaputra Zuna
 Position : Head of BPJT

Identity of Amdal Composers

Company Name : PT. Dianzani Utama Konsultan
 Number LPJP Amdal : 0007/LPJ/AMDAL-1/LRK/KLHK
 Berlaku 4 Agustus 2016 s.d. 3 Agustus 2019
 Address : Jl. Fatmawati No. 39, Kel. Cipete Utara,
 Kebayoran Baru Jakarta Selatan
 Person In Charge : Drs. Purwo Rukminto
 Position : President Director

Table 1. The Composition of The Amdal Drafting Team

No	Name	Position and Field in the Team	Ijazah and Certificates
A. Drafting Team			
1.	Ir. Nugroho Widhi Santoso	Leader	a. Sertifikat Kompetensi Penyusun Amdal KTPA No. Reg. LHK.642.00015 2017 b. Sertifikat AMDAL A c. Sertifikat AMDAL B d. TOT Pengelolaan Lingkungan Hidup dan Sosial Bidang Jalan
2.	Dr. Dra. Fauziah Hernawati M.Si	Member	a. Kompetensi Penyusun Amdal KTPA No.001360/SKPA-P1/LSK-INTAKINDO/V/2015 b. Sertifikat AMDAL A c. Sertifikat AMDAL B
3.	Sahrul Hamzah, S.Si, M.K.K.K	Member	a. Sertifikat Kompetensi Penyusun Amdal KTPA No. Reg. LHK.564.00030.2017 b. Sertifikat AMDAL A c. Sertifikat AMDAL B

4.	Dra. Mufhzah	Member	a. Sertifikat Kompetensi Ketua Tim AMDAL No.001549/SKPA-P2.LSK-INTAKINDO/X/2015 dan Nomor Registrasi Kompetensi: K.003.10.09.10.000066 b. Sertifikat AMDAL B
5.	Setiani Dwi Kristami SKM, M.Kes	Member	a. Sertifikat Kompetensi ATPA No. Reg. LHK.642.00086 2017
B. Experts			
1.	Ir. Nugroho Widhi Santoso	Highway Expert	a. Sarjana Teknik Sipil Transportasi b. Sertifikat Ahli Teknik Jalan – Madya
2.	Dr. Dra. Fauziah Hernawati M.Si	Social, Economic, and Cultural Expert	a. Sarjana Ekonomi b. Magister Ilmu Lingkungan c. Doktor Pendidikan Kependudukan dan Lingkungan Hidup
3.	Sahrul Hamzah, S.Si, M.K.K.K	Physicist	a. Sarjana Kimia b. Magister Keselamatan dan Kesehatan Kerja
4.	Dra. Muflizah	Biologist	a. Sarjana Biologi
5.	Setiani Dwi Kristami SKM, M.kos	Public Health Expert	a. S1 Kesehatan Masyarakat b. S2 Kesehatan Lingkungan
6.	Joko Triyono, ST, MT	Hydro Oceanografi Expert	a. Sarjana Teknik Kelautan b. Magister Teknik Sipil c. Sertifikat Keahlian Ahli Sumber Daya Air Madya

Environmental feasibility of infeasibility is carried out based on Regulation of the Minister of Environment Number 8 of 2013 concerning Procedures for Assessment and Examination of Environmental Documents and Issuance of Environmental Permits. Environmental feasibility assessment of a business with activity plan is based on the results of an analysis of significant impacts, selection of the best alternative, and analysis as a basis for management, including a plan for environmental management and a plan for environmental monitoring.

Table 2. Environmental Eligibility Criteria

No.	Criteria
1.	Spatial planning according to statutory provisions;
2.	Policies in the field of protection and management of the environment and natural resources (PPLH & PSDA) which are regulated in regulations;
3.	Defense interests;
4.	Careful estimation of the magnitude and nature of the impact of the biogenetic chemical, social, economic, cultural, spatial planning and public health aspects at the pre-construction, construction, operation and post-operation stages of the business and / or activity;
5.	The results of a holistic evaluation of all significant impacts as a whole that are interrelated and influence each other so that it is known that the considerations of the significant impacts that are positive and those that are negative are known;
6.	The ability of the initiator and / or related parties who are responsible for overcoming significant negative impacts that will arise from the planned business and / or activity using technological, social and institutional approaches;
7.	emic view;
8.	key species; ecological importance; economic importance; scientific importance.
9.	The business plan and / or activity will not cause disturbance to existing businesses and / or activities around the planned business location and / or activity;

10.	The carrying capacity and carrying capacity of the environment are not exceeded from the location of the planned business and / or activity, in the event that there is a calculation of the carrying capacity and carrying capacity of the environment in question.
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From the results of the research that the author has obtained based on data collection techniques, it is proven that there are weaknesses in community involvement in the process of drafting Amdal where there are community groups who feel they are not represented and question the people who attend public consultations as community leaders and do not include environmental watchdog organizations public consultation.

Whereas in the Regulation of the state minister for the Environment Number 17 of 2012 concerning Guidelines for Community Involvement in the Process of Environmental Impact Analysis and Environmental Permits, it is stated that the Initiator includes the community, which includes; (1) affected communities, (2) community observers of the environment, and (3) communities affected by all forms of decisions in the Amdal process.

This is certainly contrary to ethical theory as a theory of legal objectives. The Ethical theory emphasizes the moral-ethical nuances of law for both individuals and society. It is in this theory that justice is emphasized as the goal of the law. This is because the content of the law is determined by ethical beliefs about what is fair and what is not. Of course, if there is a problem of feeling injustice in community interactions in the preparation of Amdal, this does not reflect the justice that exists in the ethical theory of legal objectives.

The unfulfilled coverage of the people involved in preparing of the Amdal document is closely related to the egocentric theory of egocentric environmental theory based on the need for individuals to focus on what actions feel good for them. Egocentric claims that what is good for the individual is good for society and emphasizes the individual or private group that stands alone separately like "social atoms".

If you look at the existing analysis in the Amdal, environmental feasibility, it can be concluded that although the negative impacts that occur are more than the positive impacts, all negative impacts occur can be overcome with available technology and at lower costs than taking advantage of the positive impacts. In addition, it has been considered that the business plan and / or construction activities of the sea wall and Semarang - Demak toll road that:

1. In accordance with the RTRW of Semarang City 2011-2031 (Semarang City Regional Regulation Number 3 of 2011 concerning the Regional Spatial Plan or RTRW of Semarang City for the Period of 2011-2031). RTRW of Demak Regency 2012-2032 (Demak Regency Regulation Number 08 of 2012 concerning Regional Spatial Planning or RTRW of Demak Regency for the Period of 2012-2032);
2. In accordance with the policies in the environmental sector of the City of Semarang in 2009-2029 (Regional Regulation of the City of Semarang Number 3 of 2010 concerning Regional Spatial Planning and RTRW of Demak Regency for the Period of 2012-2032);
3. Not at the location of the suspension of permits in the form of primary forest areas in protected forests according to the Indicative Map for Delays in Issuance of New Permits for Forest Utilization, Use of Forest Areas and Changes in Forest Areas and Areas for Other Use (Revision XI), Sheet 1608 Semarang, Attachment to Decree of the Minister of Environment Life and Forestry of the Republic of Indonesia Number SK.6347 / MenLHK-PKTL / IPSDH / PLA.1 / 11/2016 dated 21 November 2016;
4. An accurate and in-depth forecast has been made of the significant impacts that will occur;
5. A holistic evaluation has been carried out of the environmental impacts that will occur;
6. The ability of the initiator in overcoming the negative impacts that will occur as stated in the statement letter of the ability to implement the RKL and RPL;
7. Does not interfere with social values and views of the community, especially regarding the behavior and culture of local wisdom that is upheld by the community;
8. The plan to build a sea wall and toll road Semarang - Demak does not interfere with the ecological entity, particularly for cultivated crops such as rice, secondary crops and vegetables and mangrove forest plants;
9. Do not interfere with other activities in the vicinity and even support the implementation of other activities such as housing, agriculture, industry, ponds, marine tourism and defense and security;

10. The carrying capacity of the environment have not been exceeded in the area of Genuk District, Semarang City and Sayung District, Karang Tengah District, Demak District and Kadilangu District, Demak Regency. In addition, there are not many other activities that pollute the environment so that the carrying capacity and carrying capacity of the environment is still quite large. The construction of the sea wall and the Semarang - Demak toll road will not exceed the environment's carrying capacity and carrying capacity.

However, there are several shortcomings that researchers get from this Amdal, namely:

Weakness I: The analysis is not detailed, the analysis is narrow, it is not really able to explain the crisis that occurred for an area as large as Semarang-Demak as a National Strategic Project.

Weakness II: Public consultation does not involve critical community groups. From the attendance list, it is known that there is the presence of the affected community because there is an individual's name who says he is a Community Leader, while environmental organizations are not found in the two attendance lists that are included in the Public Consultation Minutes document attached to the Amdal document.

Weakness III: In the section on potential changes in ocean currents, land subsidence and historical tidal flooding in Semarang are not really analyzed. The environmental permit that has been issued by the Governor of Central Java (SK No 660.1 / 32 of 2018) and the ANDAL document, from the ecology and water management sector found several things that could potentially develop into risks if this project was implemented. This potential risk can be seen when what is stated in the ANDAL is confronted with what has been anxious for experts.

Weakness IV: Will lose the livelihood of shrimp farmers. ANDAL provides DPH in the economic, social and cultural fields. However, it does not reveal the potential loss of community livelihoods in the project area. The case of the village of Morosari Sayung can help explain this problem. The village of Morosari Sayung is one of the destinations for anglers who want to release their bait around the Sayung River or on residents' FADs or on a rock breaker. Seawater is used by several farmers to catch white shrimp. These ponds are directly connected to sea water which has inundated several ponds in the Morosari area. The community builds swing nets on the ponds to catch white prawns. The anglers use white shrimp as bait for their fishing rods. The sea wall will separate the people's ponds in Morosari village from the open sea. The white shrimp habitat will be disturbed.

Weakness V: Does not explain in detail the loss of community access to the beach. Accessibility is only estimated at the pre-construction and construction stages, whereas there is no analysis of community accessibility to the coastal border area at the post-construction stage, there is no analysis of community accessibility to the coastal border area. The beach border is a space that can be accessed by the public to pass the beach and enjoy the beauty of the beach, it cannot be closed. This sea wall has the potential to block community access through the coast. It can have an impact on traditional and small fishermen whose livelihoods are highly dependent on the coastal area.

Weakness VI: Does not explain in detail the source of the fill material. The ANDAL (I-27) states that 4,161,688 m³ of backfill material is required for embankments, road bodies and road shoulders and as much as 124,184 m³ for road space (Rumija), or a total of 4,285,872 m³. This matter will be handed over to party III, by taking backfill materials from Pabelan, Bawen, Semarang, Kaliwungu, Kendal, and Toroh, Grobogan districts. If the volume of 1 (one) haul truck is 5 m³, it means that more than 800 thousand trucks of backfill material are needed. The need for fill material like this is now a big problem in project construction. For example, reclamation in Jakarta Bay by collecting sand material in Serang, Banten, has caused anger from fishermen groups because of the damage to the fishing area and the displacement of around 500 hectares of their fish ponds due to changes in ocean currents due to dredging of sand material.[4]

3.2 Environmental Impact of Semarang-Demak Toll Road Development

The construction of the Semarang - Demak toll road itself, which is a business plan and / or activity that has been reviewed with Amdal, certainly has a positive and negative impact on the environment, if we look at the objectives of the Semarang - Demak toll road construction, namely, to build toll road facilities and infrastructure. Is to improve land transportation services (toll roads) and tackle tidal flooding in coastal areas. The direct benefit is to provide an alternative toll road that will smoothen traffic flow and with the building of a sea wall which is very helpful in overcoming tidal flooding in the coastal areas of Semarang City and Demak Regency. The indirect benefit is to improve the economy of Semarang City and Demak Regency and its surroundings and increase the value and function of land protected by sea walls.

The objectives and benefits of the Semarang-Demak toll road development above are a description of how the development is based on the greatest happiness as possible as utility theory for legal purposes, in line with Roscoe Pound's opinion, which emphasizes law is a tool of social engineering, which means legal objectives, namely tools for building society.[5] Utility theory emphasizes the purpose of the law that the greatest happiness the greatest number.

If connected with environmental theory, the homocentric theory or ethics of utilitarianism is closely related. This theory leads to the depletion of various natural resources on the pretext of the interests and good of society.[6]

The researcher also summarizes based on the results of the research that it was found that the positive impacts of the Semarang - Demak toll road construction were found, namely:

1. Availability of toll road alternatives;
2. Building a sea wall helps to cope with tidal flooding;
3. Improve the economy of Demak Regency and its surroundings;
4. Increase the value and function of land;
5. At the pre-construction stage there was a positive community perception of the project (in terms of land acquisition);
6. At the construction stage there is an increase in job opportunities, an increase in business opportunities and an increase in community income;
7. At the operational stage, there is an increase in the performance of existing roads, reducing congestion on the Pantura national road and reducing travel time from Semarang to Demak.

While the negative impacts are:

1. Decrease in ambient air quality;
2. Increased noise;
3. Increased vibration;
4. Land subsidence subsidence;
5. Decreasing surface water quality;
6. Decreasing sea water quality;
7. Generate the potential for large gutter;
8. Changes in current and wave patterns;
9. Changes in abrasion and sedimentation;
10. Decreasing population of terrestrial flora and fauna;
11. Disruption of aquatic life;
12. The disruption of the mangrove ecosystem;
13. Disruption of traffic and damage to existing roads;
14. Disruption of pond fishery business;
15. Disruption of local protected areas;
16. The disruption of public health and comfort;
17. There is a potential for large-scale industrial expansion which will worsen the environmental conditions of the coastal areas;
18. Loss of community access to the beach;
19. The source of fill material will create new environmental problems;
20. Continue to cause and exacerbate tidal flooding, especially in areas that are not covered.

Based on the research data that has been collected, it is found that the construction of the Semarang - Demak toll road has had more negative impacts than positive impacts. This is certainly a separate note for the various stakeholders involved in how to overcome the negative impacts and further optimize the long-term positive impacts in accordance with the applicable RKL-RPL.

3.3. Efforts to Address the Environmental Impact of Semarang - Demak Toll Road Development

Based on the research data that has been collected, it is found that the construction of the Semarang - Demak toll road has more negative impacts than positive impacts. This is of course an important factor for the various stakeholders involved in efforts to cope with and overcome the negative impacts and to further optimize the positive impacts that occur both in the short and long term. Seeing the negative is more than the positive impact on the environment and the policy to seek the impact caused by the author can relate it to the theory of anthropocentrism.

Environmental theory, namely anthropocentrism, which views humans as the center of the universal system, humans and their perceived interests determine the ecosystem structure and policies that are taken in the environment, either directly or indirectly. The highest value is people and their interests. Only

humans have value and get attention. Everything else in this universe will only receive value and attention to the extent to which it supports and interest's humans.

Furthermore, in this effort, the government, in this case the Environment and Forestry Service of Central Java Province, is open to receiving reports/complaints either by filling in the report/complaint form available on dlhk.provjateng.go.id and/or can make a direct complaint. In a study, efforts have been made to overcome these environmental impacts, namely by referring to the Environmental Management Plan and Environmental Monitoring Plan (RKL-RPL).

RKL itself aims to compile and implement alternatives to the development of positive impacts from a business or activity plan, to compile and implement alternatives to prevent and mitigate negative impacts. The Usefulness of RKL for initiators, as a guide in the implementation of environmental management. For related agencies, this is to determine the level of concern of the initiator in handling the environment in accordance with statutory regulations. For the community, this is to determine the efforts that the initiator will make in managing and mitigating the impacts that may arise.

RPL aims to monitor environmental parameters or components that will be affected by significant impacts, test the ability of alternative impact management measures, create an early warning system in case of unexpected environmental changes and create a coordination mechanism between the parties involved. Meanwhile, the use of RPL is to determine the effectiveness of the environmental management system that has been carried out by the initiator, to determine the environmental conditions at any given period which can be used as a basis for determining further management actions and as feedback material in improving environmental management that has been implemented.

Socially, the people who live in Demak, the researchers get data that they tend to be enthusiastic. The public's perception of the Semarang-Demak toll road construction is very good, while the people who live on the coast of North Semarang, the researchers get data that they tend to worry about the construction of the Semarang - Demak toll road it has a negative impact on their environment due to an analysis which states that changes in ocean currents due to the toll road which is turned into a sea wall will submerge their areas that are outside the curve of the sea wall.

It is undeniable that many people do not know how to seek their impacts, especially the negative ones. This is motivated by the lack of information obtained by the community, especially coastal communities such as fishermen, who admit that not all people are aware of the Semarang - Demak toll road construction and the lack of public sensitivity to find out information about the construction of the Semarang-Demak toll road which is integrated with the sea wall.

To overcome the problems that occurred in the community, the Kendal-Semarang-Demak Coastal Coalition (KPKSD) was formed, which was formed as a group of shared learning spaces consisting of fishermen from Kendal-Semarang-Demak as well as academics and NGOs in an effort to address the toll road project. Semarang-Demak Sea wall. With the existence of a study room with the KPKSD, of course this is a forum for the affected community to learn to understand the conditions resulting from the construction of the Semarang-Demak toll road. Make a provide reports/complaints about what they feel as directly affected parties to be analyzed together and report back to the Government with scientifically based reports

4 Conclusions

Based on the results of the research and discussion above, the following conclusions can be drawn: The environmental feasibility of developing the Semarang-Demak toll road in the Amdal is in accordance with the guidelines for drafting the Amdal that apply from Law of the Republic of Indonesia Number 32 of 2009, Government Regulation of the Republic of Indonesia Number 27 of 2012, Regulation of the Minister of Environment Number 7 of 2010, Regulation of the Minister of State Environment Number 5 of 2012, Regulation of the State Minister for the Environment Number 16 of 2012, Regulation of the Minister of Environment Number 17 of 2012, Regulation of the Minister of Environment Number 8 of 2013 and has answered the criteria for environmental feasibility but there are still weaknesses, namely (i) analysis not detailed, narrow analysis, not really able to explain the crisis that occurred for an area as large as Semarang-Demak as a National Strategic Project (ii) public consultation did not involve critical community groups (iii) on the potential for changes in ocean currents, land subsidence and flood history rob in Semarang not really analyzed (iv) the loss of the livelihoods of shrimp farmers (v) does not explain in detail the loss of community access to the beach (vi) does not explain the source of the fill material in detail. The environmental impact of the Semarang-Demak toll road construction found seven positive impacts and twenty negative impacts. With the finding that there are more negative impacts than positive impacts, the government must deal with potential negative impacts with existing technology and optimize existing positive impacts so that the goals and benefits can be achieved. To overcome the environmental

impact of the Semarang-Demak toll road construction, the affected community must learn to understand the conditions resulting from the construction of the Semarang-Demak toll road and provide reports / complaints about what they feel as directly affected parties to be analyzed together and report back to the government with scientifically based reports, in this case, there has been an invitation from the Kendal-Semarang-Demak Coastal Coalition (KPKSD) which was formed as a joint study space addressing the construction of the Semarang-Demak toll road and the government, in this case the Environment and Forestry Service of Central Java Province, is open to receiving reports / complaint either by filling out the report / complaint form available on dlhk.prov Jateng.go.id and / or you can make a direct complaint. In a study, efforts have been made to overcome these environmental impacts by referring to the Environmental Management Plan and Environmental Monitoring Plan (RKL-RPL).

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