

Analysis of the Implementation of the Lamong Bay Reclamation based on the Implementation of UU No. 27 of 2007

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Abstract: Lamong Bay coast is a rich coastal area, this is because there are many fish habitats, marine biota habitats, mangroves, and other fisheries activities. But in 2010 there were reclamation activities by PT. Pelindo III which aims to increase the loading and unloading capacity of container terminals, waterfront city development, and multi-purpose terminals. By implementing UU No. 27 of 2007, the community service paper based on this research will explain the results of the study and evaluation in the implementation of the reclamation in Lamong Bay which will then be socialized to the community so that harmony is created between business permit holders and coastal communities of Lamong Bay.

1 INTRODUCTION

Lamong Bay is one of the strategic areas in Surabaya, East Java. In Lamong Bay, this also includes the Coastal area which has many fish habitats and marine biota. Around this area there are also many mangroves and fishermen. Through the Minister of Transportation's decision No. 4 of 1997 the Central Government issued a policy of granting permits to PT. Pelindo III to carry out beach reclamation or reclamation in the Tanjung Perak Port and Gresik Port working areas in the Lamong Bay area.

In Law No. 27 of 2007 Republic of Indonesia how to regulate activities carried out by people in order to increase the benefits of land resources in terms of environmental and socio-economic point of view by means of drainage, land drainage or drainage. Through PT. Pelindo III activities in the reclamation or reclamation of Teluk Lamong are carried out to increase the loading and unloading capacity and container terminals, waterfront city development, and building multi-purpose terminals. Of course, reclamation activities can be done easily. All aspects must meet the criteria established by the applicable laws and regulations. All types of risks and challenges must have been issued, both those that have been resolved technically and socially by the community.

Thus beyond the risks and challenges arising from the reclamation activities, it is necessary to conduct a study and evaluation in the implementation of the reclamation in the Lamong Bay area. Whether in the implementation of this reclamation activity is in line with the implementation of Law No. 27 of 2007. With the suitability of the procedures carried out starting from the planning process to completion, it is expected to be minimized as early as possible

- The activity of reclamation relates to the provincial Perda on Zonation based upon Act (UU) 26 Tahun 2007 and 27 Tahun 2007 junction UU 1 Tahun 2014
- Were there any Challenges and Obstacles in the Implementation toward Communities in the said areas.

2 THEORETICAL BASIC

2.1 Reclamation

Reclamation is an activity carried out by humans in the context of increasing the benefits of land resources in terms of environmental and socio-economic point of view by means of drainage, drainage or drainage. The reclamation limits set forth

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in this report are reclamations carried out in coastal areas. The coastal area in question encompasses areas where ashore is still affected by marine processes and towards the sea as far as 12 miles. Activities that can be categorized as reclamation include all activities of adding dry land in coastal areas that result in changes in the shape of the morphology and coastal land use.

The reclamation system can be divided into four, namely the pile system, polder system, the combined system of pile and polder and drainage system. The explanation of each system is as follows:

1. Dumping System

Reclamation is done by hoarding coastal waters until the land surface is above the high sea level (high water level).

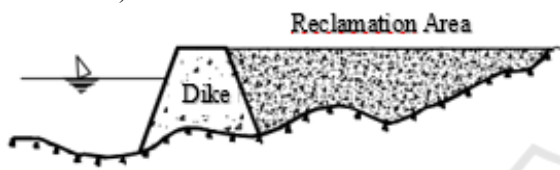


Figure 1: Reclamation of Dumping System.

The advantage of the embankment method is that the reclaimed land is always above sea level so that the facilities to be built on this land are relatively safe from excessive waves or standing water. While the weakness or disadvantage is the relatively large volume of landfill for land development.

2. Polder System

Reclamation is done by draining the waters to be reclaimed by pumping water that is in a watertight embankment to be discharged out of the reclaimed land area.

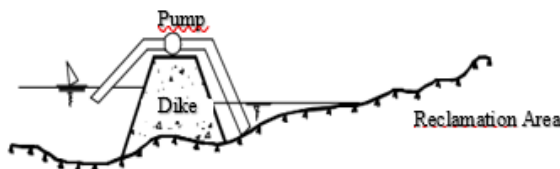


Figure 2: Reclamation of Polder System.

The advantage of reclamation with this system is the relatively small pile material requirements, but the loss is always threatened by standing water either from seawater or from rainwater. Thus the operational and maintenance costs for the drainage system require substantial funds.

3. Combination System between Polders and Piles

Reclamation of this system is a combination of the Polder System and the Dump System, that is after the land is obtained by the pumping method, then the land is buried to a certain height so that the difference in

elevation between the reclamation land and sea level is not large.

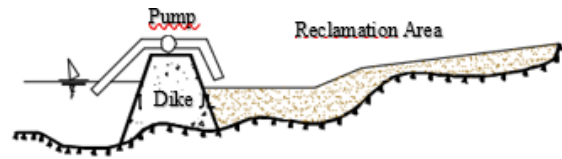


Figure 3: Reclamation of Combination System Polders and Piles.

4. Drainage System

Reclamation of this system is used for coastal areas that are flat and relatively low from the surrounding area but the land surface elevation is still higher than sea level elevation. This area can be a tidal swamp area or swamp area that is not affected by tides.

5. Aspects to be considered in reclamation

Reclamation, pre-reclamation, reclamation and post-reclamation activities must pay attention to several aspects, including physical aspects, ecological aspects, legal aspects, socio-economic aspects, and other supporting aspects.

2.2 UU Number 27 th 2007 concerning Management of Coastal Areas

Following the nature of the Unitary State of the Republic of Indonesia as a state of law, the development of a Management System for Coastal Areas and Small Islands as part of sustainable development with an environmental perspective must be given a clear, firm and comprehensive legal basis to ensure legal certainty. The legal basis was based on Pancasila and the 1945 Constitution of the Republic of Indonesia.

One example of exploitation that can have an impact on society is reclamation activities. In UU No. 27 of 2007, Reclamation of Coastal Areas and Small Islands is carried out to increase the benefits and/or value-added of Coastal Areas and Small Islands in terms of technical, environmental and socio-economic aspects. The implementation of the reclamation as intended is obliged to maintain and pay attention to:

- Sustainability of community life and livelihood.
- The balance between the interests of utilization and the importance of preserving the environmental functions of the Coast and Small Islands.
- Technical requirements for the collection, dredging and stockpiling of materials.

In the implementation and construction of a reclamation project, the scope of the Act consists mainly of five parts, namely planning, licensing, implementation, monitoring and evaluation, and transitional provisions.

2.2 Zoning Regulation

The zoning regulation is a tool for control that regulates the requirements for spatial use and the provisions for its control which are compiled for each block/designation zone (UU No. 26 of 2007 on Spatial Planning), where the block/zone designation as a reference is determined through a detailed plan spatial. This zoning regulation is better known as the popular zoning regulation, where the word zoning refers to the division of the city environment into zones of spatial use wherein each of these zones the control of spatial use is determined or different legal provisions apply (Barnet, 1982).

In the implementation of an area, development is often not in line with the spatial plan that has been prepared and makes both of them a conflicting product. The spatial plan that has been compiled will remain a document while the implementation of development continues to run based on market demand. control system is very necessary and must be prepared carefully in development planning. UU No. 26 of 2007 concerning Spatial Planning explained that the control is part of the spatial planning process that seeks to realize the spatial order. This activity is carried out to ensure that the process of spatial use is following the applicable spatial plan. The Reclamation implementation also should compliance to UU No 27 of 2007 juncto UU No 1 of 2014 in regards environmental and communities who live in the area.

In implementing the laws and regulations, the areas that are supposed to be used as development areas are misused by the community or local institutions. Therefore the zoning of the area that had been determined by the Government was reduced and finally, the addition of the Zoning Development Zone was determined.

Function and purpose of zoning control:

- Function to improve an activity that has lasted a long time but its existence is not following the existing spatial plan.
- Function to prevent development that is not following the references that have been prepared.

The two control functions are directed for two purposes, namely to direct and encourage development under existing legislation and vision and

mission rather than development itself. in connection with the implementation of spatial planning, functions and objectives of this control are carried out based on the spatial plan that has been prepared, where the spatial plan reflects the vision and mission of development to be achieved.

3 RESEARCH METHODOLOGY

- Site visit to conduct interviews with the community to find out whether there are environmental or social changes that occurred after the development of the Lamong Bay reclamation.
- Observation was carried out by visiting the Coastal Around Lamong Bay to collect data by giving interviews as well as questionnaires to the surrounding community as well as observing environmental conditions in the reclamation area.
- Observation data that have been obtained will be analyzed how reclamation involvement is carried out in the Lamong Bay area with the implementation of Law No. 27 of 2007.
- Presentation of the results of the analysis will be submitted to the surrounding community. This activity is carried out in the Village Hall or Pendopo District by providing information on the proper and correct reclamation procedures.

4 RESULTS OF COMMUNITY SERVICE

In 2010, Pelindo III built this terminal to improve port competitiveness. The construction of this project is one of the infrastructure developments included in the Master Plan for the Acceleration and Expansion of Indonesian Economic Development or commonly abbreviated as MP3EI because Tanjung Perak Harbor is currently overcapacity. So it takes another place as an new areas to solution. Furthermore, the Teluk Lamong Terminal is expected to be the gateway to the economy of the eastern Indonesia region and to become an alternative anchorage for logistic service users and businesses.

The construction of this terminal is planned with sufficient depth so that large ships can come to carry out loading and unloading activities. This terminal is specifically for dry bulk and container loads. But in practice, the operation of this terminal is also

earmarked by liquid bulk loads due to the lack of accommodation received.

The Teluk Lamong Terminal will go through several phases of development:

a. Phase I

It took place between 2010 - 2014. During this phase, the placement and construction of major infrastructure were carried out such as the jetty (domestic/international), stacking fields, and interchange land. Besides, procurement of loading and unloading equipment such as ship to shore (STS), ship unloader and automated stacking crane (ASC) is also carried out.

b. Phase II

This phase took place in 2014-2016. The development entered the process of increasing the number of loading and unloading equipment, expansion of the stockpile area, construction of a dry bulk dock area along with with a stacking field and the construction of a power plant area.

c. Phase III

Phase III will be carried out in 2016 – 2023. In this phase, additional distribution area construction and consolidation of container depots will be made using monorails. Besides, there are additional port facilities such as Container Crane, Ship Unloader, Automated Stacking Crane, etc.

d. Phase IV

Phase IV is planned to be carried out in 2023 – 2030. At this stage it is planned to expand the location of the pier and the stacking field and increase the port equipment facilities.

The following is the reclamation of the Lamong Bay reclamation layout (layout details are attached) and the condition of the Lamong Bay real estate when viewed from Google Earth.

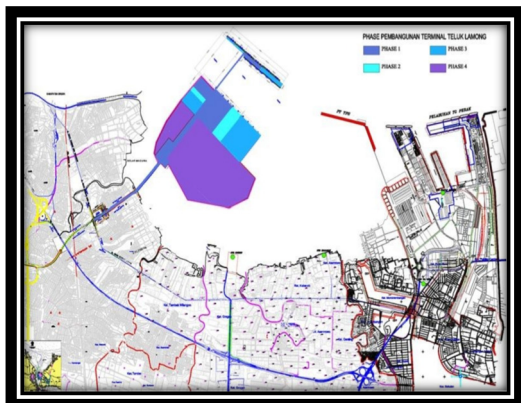


Figure 4: Stage Design Layout at Lamong Bay Terminal.



Figure 5: Real Condition at Lamong Bay Terminal.

The implementation of the Lamong Bay reclamation has been running for 9 years starting from 2010 which consists of several phases that have been described previously. At present the implementation of development has reached the 3rd stage and is planned to be finished until 2023. If it is seen from the use of the coastal area it seems that the reclamation phase that has been carried out from the first stage does not cause significant problems. The same thing applies in the second stage. This is the basis of that in Perda No. 1 Year 2018 Teluk Lamong Port is the Area of Utilization of Umum namely the Port. The following is the attachment to Perda No. 1 of 2018 which confirmed that the Lamong Bay was allowed as a port facility.

Table 1: Location of Lamong Bay Zoning Coordinates.

Location		Coordinate	
Districts	Object Name	Long (x)	Lat (y)
Kab. Gresik	Teluk Lamong Port	112.66938489900	-7.20450628100



Figure 6: Port Coordinates According to Perda Zoning No. 1 of 2018.

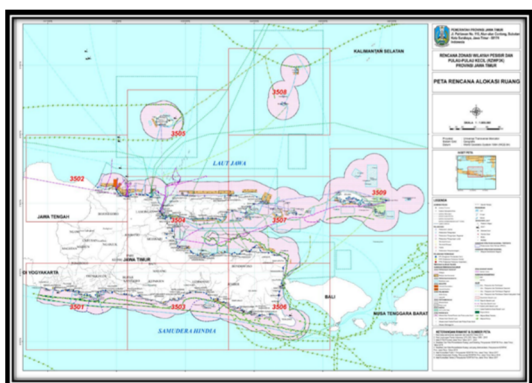


Figure 7: Zoning Plan for Coastal Areas and Small Islands RZWP-3K East Java Province 2018-2038.

Now, It can be understood that the implementation of the Lamong Bay reclamation in phase 1 (2010-2014) and phase 2 (2014-2016) has been completed, and phase 3 (2016-2023) which is still running until now can be categorized according to the zonation stipulated, namely Zone of Public Use Port Area. However, socialization in its implementation needs to be communicated to districts, sub-districts, and even the general public so that the meeting point and integration between agencies can be achieved

In carrying out the construction of Among Bay reclamation must be escorted both by the government or community intense. In this case, the party that has the authority in the implementation of the Lamong Bay Reclamation is the Provincial Government. The authority of the Lamong Bay reclamation development is not the property of the Government of the city of Surabaya or the Government of the city of Gresik as a city directly affected by the reclamation activity. But in Pergub No. 1 of 2018 regulates that coastal areas are assets of the province. (Note: UU No. 23 of 2014 concerning Regional Government). So that licensing to revocation of licenses is also the authority of the provincial government with various considerations from relevant agencies, namely:

- Provincial Government
- City / Regency Government
- BAPPEDA
- Transportation Agency
- Maritime and Fisheries Service
- Environmental Agency, etc.

The thing to know is that there are people who feel less fortunate in the implementation of the Lamong Bay Reclamation. Indeed reclamation can momentarily have an impact on the livelihoods of surrounding communities but that does not mean eliminating their livelihoods.

The main purpose of this project development is that in the future it will greatly affect the community, especially the nation’s next generation. This development can help accommodation and distribution of goods to facilitate economic flows that occur. But what needs to be underlined is that the management of this activity must be right on target so that the main targets and objectives can be achieved as well as communication between related agencies.

In practice, the application of UU No. 27 of 2007 in conjunction with UU No. 1 of 2014 is the implementation of the integrated coastal area management concept. ICZM (Integrated Coastal Zone Management), which provides formulations/suggestions in management procedures that contain integration between the center and the regions, between provinces and districts and then between agencies. By prioritizing sitting together and maintaining communication between related agencies, it is hoped that harmony between agencies is maintained.

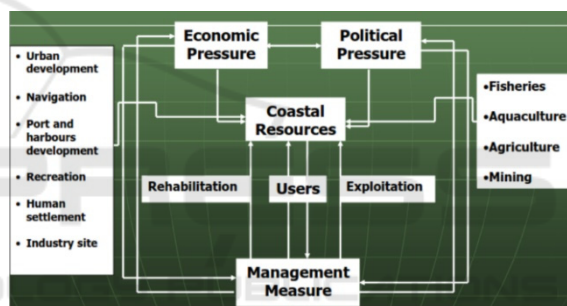


Figure 8: Integration and Integrated Management of Coastal and Marine Region.



Figure 9: Cohesiveness of ICZM (Integrated Coastal Zone Management).

For fishermen both fish and salt, the municipal government and Maritime and Fisheries Service, also continue to try to become facilitators in the sustainability of the communities in the coastal areas. Workable solutions include:

- Transfer of the concept of community livelihood in some areas towards coastal ecotourism.
- Transfer of fisheries and fishponds that have been displaced by reclamation activities.
- Absorption of community labor directly affected by the reclamation of Lamong Bay.

5 CONCLUSIONS

The conclusion of this community service are:

- Teluk Lamong has been carried out in 4 phases starting from 2010 and planned to be completed until 2030 under PELINDO III's needs as a means of distribution of containers and dry bulk loads. Implementation of UU No. 27 of 2007 is to issue zoning plans for coastal areas and small islands as outlined in UU No. 26 of 2007 through the PERDA of East Java Province No. 1 of 2018. the implementation of lamong bay reclamation is following the specified zoning, namely the Port General Use Area. However, socialization in the application needs to be communicated.
- In practice, the application of UU No. 27 of 2007 in conjunction with UU No. 1 of 2014 is the implementation of the integrated coastal area management concept. ICZM (Integrated Coastal Zone Management) provides formulations/suggestions in management procedures that contain integration between the center and the regions, between provinces and districts and then between agencies. by prioritizing sitting together and maintaining communication between relevant agencies. thus, harmony between agencies is expected to be maintained.
- It is hoped that communication between relevant stakeholders can make development sustainable. The main objective of the development of this project is that in the future it will have a big impact on the community, especially the nation's next generation. This project can help the accommodation and distribution of goods to facilitate economic flows that occur. But what needs to be underlined is that the management of these activities must be right on target so that the main targets and objectives can be achieved. The local government and related agencies will also continue to develop the potential that exists in the area around the Lamong Bay reclamation.

6 SUGGESTIONS

In the reclamation procedure which began in 2010 and the plan until 2030, it turns out that there are some residents who need assistance, one of which is the placement of workers, this can be overcome through increased communication between agencies so that it can provide positive results. Further studies are expected to be able to determine the potential of coastal areas in the reclamation area so as to overcome these problems.

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