Social, Economic, Legal, And Cultural Impacts of Land Acquisition For The Construction of The Ngawi- Kartasura Toll Road Segment

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Abstract

The construction of the Ngawi - Kartasura Toll Road Segment, part of the 90.1-kilometer Solo - Ngawi Toll Road project, aims to improve connectivity and economic growth in Java, but also brings complex impacts in the land acquisition process. This process raises various social, economic, legal, and cultural challenges that require a holistic and participatory approach, including impact mitigation strategies, transparency, and integration with comprehensive regional development planning. This research aims to analyze the social, economic, legal, and cultural impacts of the land acquisition process for the construction of the Ngawi - Kartasura Toll Road Segment on affected communities, as well as evaluate the effectiveness of land acquisition policies and implementation in mitigating negative impacts and maximizing development benefits for local communities. This research uses normative legal research methods with statutory and conceptual approaches, focusing on the analysis of primary, secondary, and tertiary legal materials through literature study. The data analysis technique uses qualitative analysis methods with deductive reasoning. The results show that the land acquisition process for the construction of the Ngawi - Kartasura Toll Road Segment has multidimensional impacts on affected communities, including social, economic, legal, and cultural aspects. Although there are comprehensive legal foundations and mechanisms for impact mitigation and benefit optimization, the effectiveness of their implementation still varies in the field. Efforts to mitigate negative impacts and maximize benefits have been made, but still face challenges such as inconsistencies in land data, land speculation, and community resistance. To improve effectiveness, a more holistic and participatory approach is needed, including strengthening community participation, improving data accuracy, strengthening local government capacity, and better integration with regional development planning.

I. Introduction

The development of infrastructure is one of the main priorities in the Indonesian government's efforts to boost economic growth and improve the welfare of the population. One of the infrastructure projects being actively carried out is the construction of the Trans-Java toll road, which aims to connect major cities on the island of Java and enhance inter-regional connectivity. In this context, the construction of the Ngawi - Kartasura Toll Road segment becomes an integral part of the government's efforts to realize the national development vision.

The Ngawi - Kartasura Toll Road segment is part of the Solo - Ngawi Toll Road project, which has a total length of approximately 90.1 kilometers. This segment connects the Ngawi area in East Java with Kartasura in Central Java, passing through several regencies such as Ngawi, Sragen, Karanganyar, and Sukoharjo. The construction of this toll road is expected to improve accessibility, reduce travel time, and drive economic growth in the areas it traverses. However, behind the promised benefits, the construction of this toll road also brings a number of challenges and impacts that need to be thoroughly examined. One crucial aspect of large-scale infrastructure development like this is the land acquisition process. Land acquisition for public purposes, including toll road construction, often brings about various complex social, economic, legal, and cultural issues.(Sumaryoto, 2010)

The primary legal basis governing land acquisition for public purposes in Indonesia is Law Number 2 of 2012 concerning Land Acquisition for Development in the Public Interest. This law regulates the basic principles, procedures, and mechanisms of land acquisition with the aim of balancing national development interests with individual land rights. Article 1, paragraph (2) of Law No. 2 of 2012 defines land acquisition as "the activity of providing land by giving fair and proper compensation to the entitled party." (Muliawan, 2018) In addition, implementing regulations such as Presidential Regulation Number 71 of 2012 concerning the Implementation of Land Procurement for Development in the Public Interest (which has undergone several amendments) and National Land Agency Head Regulation Number 5 of 2012 concerning Technical Guidelines for Land Procurement Implementation, also provide more detailed guidance on the implementation of land procurement in the field.

In the context of the Ngawi - Kartasura Toll Road Segment development, the land

procurement process involves thousands of land plots and affects the lives of thousands of families along the toll road corridor. The social impacts arising from this process are very diverse and complex. Firstly, the relocation of residents from land affected by the project often results in drastic changes in their lifestyles and livelihoods. Many farmers lose agricultural land that they have cultivated for years, while small business owners may have to relocate or even close their businesses.(Revayanti, 2020)

The changes in the social structure of the community are also inevitable. Communities that have been established for years may have to be dispersed due to relocation. This can result in the loss of social capital that has been built, such as kinship relations, mutual cooperation, and other social networks. Furthermore, the land acquisition process also has the potential to cause social conflicts, both between the community and the government, as well as among community members themselves, especially related to issues of compensation and relocation.(Abdullah, 2013)

From an economic perspective, the impact of land acquisition for the construction of the Ngawi - Kartasura Toll Road is twofold. On one hand, the construction of the toll road is expected to stimulate regional economic growth through improved connectivity and transportation efficiency. This can open up new investment opportunities, increase land values around the toll road corridor, and create new jobs both during the construction process and after the toll road becomes operational.(Ahmad, 2022) However, on the other hand, the land acquisition process can also cause economic shocks for the communities directly affected. The loss of productive land, especially for farmers, can result in the loss of their main source of income. Although compensation is provided, often the compensation received does not match the long-term economic value of the relinquished land. Additionally, the change in land use from agricultural land to road infrastructure can impact local food security and the overall economic patterns of the community.(Rahmadani, 2022)

The legal aspects of land acquisition for the Ngawi - Kartasura Toll Road also raise various issues that need to be studied in depth. Although Law No. 2 of 2012 and its implementing regulations have provided a comprehensive legal framework, field implementation often faces challenges. One of the main issues is related to determining the "appropriate and fair" compensation value as mandated by the law.(Shofi et al., 2022)

Article 33 of Law No. 2 of 2012 states that the assessment of the amount of compensation is carried out on a per-plot basis, which includes: land, the space above and below the land, buildings, plants, objects related to the land, and/or other assessable losses. However, in practice, there are often differences in perception between the government and landowners regarding what constitutes "appropriate and fair" value. This can lead to prolonged legal disputes and hinder the development process.(Subekti, 2016) In addition, another legal issue that often arises is related to land ownership status. Many people in rural areas do not have official land certificates, even though they have occupied and cultivated the land for years. This situation can complicate the process of land acquisition and determining the parties entitled to compensation. Article 21 of Law No. 2 of 2012 does stipulate that land acquisition for public interest is carried out by providing appropriate and fair compensation, but its implementation remains a significant challenge.(Lempoy, 2017)

Cultural aspects are also crucial in the context of land acquisition for the Ngawi - Kartasura Toll Road development. The Javanese people, particularly in the regions of Ngawi, Sragen, Karanganyar, and Sukoharjo, have a strong cultural connection to the land. Land is not only viewed as an economic asset but also holds profound spiritual and cultural value. The concept of "ancestral land" or "heritage land" is highly respected in Javanese culture, and the relinquishment of such land can lead to significant psychological and cultural shocks.(Khasanah et al., 2017)

Furthermore, the construction of toll roads also has the potential to alter the local cultural landscape. Historical sites, ancestral graves, or places considered sacred might have to be relocated or even lost. Although Article 5 of Law No. 2 of 2012 states that land acquisition for public interest must consider a balance between development interests and community interests, in practice, cultural aspects often receive inadequate attention in the planning and execution of projects.

Changes in the physical landscape due to toll road construction can also impact local cultural practices. For example, agricultural rituals related to planting and harvesting cycles might be disrupted due to the loss of farmland. Similarly, patterns of social and cultural interaction between villages that might be interrupted by toll road construction can result in changes in local cultural dynamics.(Sumaryoto, 2010) In a broader context, the development

of the Ngawi - Kartasura Toll Road should also be viewed as part of a larger socio-cultural transformation in Java. Modernization and infrastructure development often bring new values that can clash with traditional values. For example, the concepts of efficiency and mobility that underpin the construction of the toll road may conflict with the concepts of balance and harmony with nature upheld by traditional Javanese communities.(Khasanah et al., 2017)

Given the complexity of the impacts involved, the land acquisition process for the Ngawi - Kartasura Toll Road requires a holistic and participatory approach. Article 2 of Law No. 2 of 2012 states that land acquisition for public purposes must be carried out based on the principles of: humanity, justice, utility, certainty, transparency, agreement, participation, welfare, sustainability, and harmony. These principles must be genuinely implemented at every stage of the process, from planning through execution and post-construction.(Winarda et al., 2021)

Given the complexity of the impacts involved, the land acquisition process for the Ngawi - Kartasura Toll Road requires a holistic and participatory approach. Article 2 of Law No. 2 of 2012 states that land acquisition for public purposes must be carried out based on the principles of: humanity, justice, utility, certainty, openness, agreement, participation, welfare, sustainability, and harmony. These principles must be thoroughly implemented at every stage of the process, from planning to execution and post-construction.(Nayoan & Prasetyo, 2020) Furthermore, strategies to mitigate social, economic, and cultural impacts need to be designed and implemented comprehensively. This could include economic empowerment programs for affected communities, fairer and more sustainable compensation schemes, and efforts to preserve cultural heritage. Article 36 of Law No. 2 of 2012 does regulate forms of compensation, which can include money, replacement land, resettlement, stock ownership, or other forms agreed upon by both parties. However, the implementation of these options needs to be carefully planned to truly restore or even improve the well-being of the affected communities.(Masruroh et al., 2022)

Transparency and accountability throughout the land acquisition process are also critical factors. The public must have access to complete and accurate information regarding development plans, the land acquisition process, and their rights. Article 55 of Law No. 2 of

2012 requires parties needing land to conduct monitoring and evaluation of the control, ownership, use, and utilization of the acquired land. The results of this monitoring and evaluation must be reported to land institutions and be accessible to the public.(Muliawan, 2018) In a broader context, the development of the Ngawi - Kartasura Toll Road should be viewed as part of a comprehensive regional development strategy. The integration of infrastructure development with spatial planning and local economic development is crucial. This aligns with the spirit of Law No. 26 of 2007 on Spatial Planning, which emphasizes the importance of harmonizing various interests in spatial utilization.(Anisah et al., 2018)

Furthermore, the long-term impact evaluation of toll road construction on regional development patterns, population distribution, and regional economic structure needs to be conducted periodically. This is important to ensure that the benefits of infrastructure development are truly experienced by the broader community and not just advantageous to certain groups.(Sumaryoto, 2010) Considering the various aspects mentioned above, an in-depth study of the social, economic, legal, and cultural impacts of land acquisition for the construction of the Ngawi - Kartasura Toll Road is very relevant and important. Therefore, the author is interested in conducting research titled "The Social, Economic, Legal, and Cultural Impacts of Land Acquisition for the Construction of the Ngawi - Kartasura Toll Road." The problem formulation in this study is as follows:

1. What are the social, economic, legal, and cultural impacts resulting from the land acquisition process for the Ngawi - Kartasura Toll Road development on the directly affected communities?
2. To what extent are the policies and implementation of land acquisition effective in mitigating negative impacts and maximizing the benefits of the Ngawi - Kartasura Toll Road development for the local community?

II. Research Method

This research uses a normative legal research method, which is a library or doctrinal legal research. This method is chosen because the research focuses on the study of legal principles, legal systematics, the degree of legal synchronization, legal history, and legal comparisons related to land acquisition for public interest, specifically in the context of the

Ngawi - Kartasura Toll Road development. The research employs two main approaches: the statutory approach and the conceptual approach. The statutory approach involves reviewing all laws and regulations related to the legal issue being addressed, particularly regarding land acquisition for public interest. This includes Law Number 2 of 2012 on Land Acquisition for Public Development, along with its implementing regulations such as Presidential Regulation Number 71 of 2012 and its amendments. This approach is crucial for understanding the hierarchy and consistency of regulations related to land acquisition.

Meanwhile, the conceptual approach is used to understand the legal concepts relevant to this research, such as the concept of public interest, land rights, fair and just compensation, and the concept of sustainable development. This approach allows the researcher to analyze how these concepts are interpreted and applied in the context of land acquisition for the Ngawi - Kartasura Toll Road development. The legal sources used in this research consist of primary, secondary, and tertiary legal materials. Primary legal materials include relevant legislation such as the 1945 Constitution, Law No. 2 of 2012, Presidential Regulation No. 71 of 2012 and its amendments, as well as related regional regulations. Secondary legal materials include textbooks, legal journals, scientific articles, legal research findings, and comments on court decisions related to land acquisition issues. Tertiary legal materials include legal dictionaries, legal encyclopedias, and other sources that assist in understanding primary and secondary legal materials.

The data collection technique used in this research is literature review or document study. This technique involves collecting, studying, and analyzing legal materials relevant to the research. This process includes reviewing regulations, books, legal journals, and other sources related to land acquisition for public interest, particularly in the context of toll road development. Additionally, the researcher will collect official documents related to the land acquisition process for the Ngawi - Kartasura Toll Road, such as planning documents, implementation reports, and impact evaluations, as long as these documents are publicly accessible. For data analysis techniques, this research uses qualitative analysis methods with deductive reasoning. Qualitative analysis involves interpreting and evaluating the collected legal materials. This process includes a systematic examination of the content of regulations, legal concepts, and relevant theories related to land acquisition for public interest. Deductive

reasoning is used to draw conclusions from general principles found in regulations and legal doctrines, then apply them to the specific case of land acquisition for the Ngawi - Kartasura Toll Road.

During the analysis process, the researcher will perform several stages. First, identifying and categorizing the legal issues arising in the land acquisition process. Second, analyzing how existing regulations address these issues. Third, evaluating the consistency between regulations and their implementation on the ground, especially in the context of the Ngawi - Kartasura Toll Road development. Fourth, analyzing the social, economic, and cultural impacts of the land acquisition process based on the existing legal framework. Finally, formulating recommendations for policy improvement and implementation of land acquisition based on research findings. Through these approaches and analysis methods, the research is expected to provide a comprehensive understanding of the legal aspects of the social, economic, and cultural impacts of land acquisition for the Ngawi - Kartasura Toll Road development. The results of this analysis will help identify weaknesses or gaps in the existing legal framework and provide recommendations for improving land acquisition policies and practices in the future.

III. Results and Discussion

Social, Economic, Legal, and Cultural Impacts Arising from the Land Acquisition Process for the Ngawi - Kartasura Toll Road Construction on Communities Directly Affected

Social Impact

The land acquisition process for the development of the Ngawi - Kartasura Toll Road has had significant social impacts on the directly affected communities. One of the main impacts is the change in the social structure of the community due to the displacement of residents. Many people have had to leave their homes and the environments they have lived in for years. This has led to the disruption of long-established social bonds between residents. (Sumaryoto, 2010)

The relocation of residents also has the potential to cause social conflicts, both at the original location and the new location. At the original location, there can be conflicts between

residents who agree and those who disagree with the land acquisition. Meanwhile, at the new location, relocated residents must adapt to a new environment and community that may have different socio-cultural characteristics. This adaptation process is not always smooth and has the potential to cause social friction.(Astri, 2011) Additionally, the construction of highways also changes the patterns of social interaction within communities. Highways that cut through residential areas can sever access and mobility between villages or neighborhoods that were previously connected. This makes it difficult for residents to interact with relatives or acquaintances living on the other side of the highway. This impact is especially felt by vulnerable groups such as the elderly and people with disabilities who have mobility limitations.(Sumaryoto, 2010)

On the other hand, the construction of toll roads also opens up opportunities for the formation of new social structures. For example, new business groups might emerge around toll road access points, creating job opportunities and new social interactions. However, this also has the potential to create social gaps between groups of people who can take advantage of the new economic opportunities and those who cannot. These social changes need to be managed well, referring to Law Number 2 of 2012 on Land Acquisition for Public Interest Development. Article 1, paragraph 10 of this law states that compensation is "fair and reasonable compensation to the entitled party in the land acquisition process." The government needs to ensure that compensation is not only material but also considers social aspects, so that the community can rebuild its social structure in the new location.

Economic Impact

From an economic perspective, the development of the Ngawi - Kartasura Toll Road has a dual impact on the affected communities. On one hand, many residents are losing their primary sources of income, especially those who depend on agricultural land or businesses located in the areas affected by land acquisition. This can lead to decreased income and even unemployment for some residents if not managed properly.(Noor et al., 2017) On the other hand, the construction of toll roads also opens up new economic opportunities. The value of land around toll road access generally increases, which can benefit landowners in the area. Additionally, new business opportunities emerge, such as restaurants, gas stations, or rest areas along the toll road, which can absorb local labor.(Sumaryoto, 2010)

The main challenge is ensuring that affected communities have the capacity to take advantage of these new economic opportunities. Economic empowerment programs and skills training are needed so that citizens can switch professions or start new businesses. This is in line with Article 33 of Law No. 2 of 2012, which states that "The determination of the amount of compensation is carried out by the Appraiser based on the results of the Compensation Assessment..." where one of the components is "other losses that can be assessed."(Asri & Komar, 2016)

The government also needs to consider the long-term economic sustainability of the affected communities. Providing cash compensation alone is not sufficient if it is not accompanied by financial management support and future planning. Without proper guidance, there is a risk that the compensation funds will be depleted quickly without providing long-term benefits to the recipients. The indirect economic impacts of highway construction should also be considered. For example, changes in traffic flow can affect businesses along the old route that used to be heavily traveled. Local governments need to prepare strategies to help businesses adapt to these changes, such as through area revitalization programs or the development of new tourist destinations.(Sumaryoto, 2010)

Legal Impact

From a legal perspective, the land acquisition process for the Ngawi - Kartasura Toll Road development must adhere to several regulations. Law No. 2 of 2012 concerning Land Acquisition for Public Interest Development serves as the primary framework for this process. This law regulates various aspects, from planning, preparation, implementation, to the delivery of the land acquisition results.(Arif, 2016) One significant legal impact is the change in land ownership status. Many citizens who previously had ownership rights to the land must relinquish their rights to the state. This process of relinquishing rights must be carried out according to the applicable legal procedures to avoid disputes in the future. Article 41 of Law No. 2 of 2012 states that "Compensation is given to the Entitled Party based on the valuation results determined in deliberations... and/or decisions of the district court/Supreme Court." (Rejekiningsih, 2016)

However, in practice, legal disputes often arise regarding the amount of compensation or land ownership status. This can prolong the land acquisition process and create legal

uncertainty for affected communities. Therefore, an effective and fair dispute resolution mechanism is needed, as regulated in Article 38 of Law No. 2 of 2012."(Masturi, 2018) Additionally, the construction of toll roads also impacts changes in regional spatial planning. Local governments need to adjust the Regional Spatial Plan (RTRW) to accommodate the presence of the toll roads and their effects on land use patterns in the surrounding areas. This must be done in accordance with Law Number 26 of 2007 concerning Spatial Planning".(Sumaryoto, 2010) Another legal aspect to consider is the protection of the rights of indigenous or traditional communities that may be affected by the construction of toll roads. Law No. 39 of 1999 on Human Rights and various international conventions ratified by Indonesia guarantee the protection of indigenous communities' rights to their land and natural resources.(Rato, 2021)

Cultural Impact

The construction of the Ngawi - Kartasura Toll Road also has a significant impact on the cultural aspects of the affected communities. The relocation of residents due to land acquisition has the potential to threaten the preservation of local traditions and cultural practices. Many traditional rituals or cultural activities tied to specific locations may no longer be able to be carried out because of the changes in the landscape caused by the toll road development.(Khasanah et al., 2017) Additionally, the development of modern infrastructure such as highways can accelerate the process of modernization and changes in people's lifestyles. This has the potential to erode traditional values and local wisdom that have been passed down through generations. For example, social interaction patterns that were previously communal and characterized by mutual cooperation may shift towards a more individualistic approach..(Sumaryoto, 2010)

On the other hand, the construction of highways can also open up new opportunities for the development and promotion of local culture. Improved accessibility can make it easier for tourists to visit cultural sites along the highway route, which in turn can encourage efforts to preserve and revitalize local culture.(Fatkhullah & Mulyani, 2024) In this context, it is important to pay attention to Law Number 5 of 2017 concerning the Advancement of Culture. Article 5 of this law states that "The purpose of the Advancement of Culture is to: a. develop the noble values of the nation's culture; b. enrich cultural diversity; c. strengthen the national

identity; d. reinforce national unity; e. educate the nation's life; f. enhance the nation's image; g. realize a civil society; h. improve the people's welfare; i. preserve the nation's cultural heritage; and j. influence the direction of the world's civilization...". Based on the law, the government and toll road developers need to conduct a thorough study of the cultural impacts of the development and create programs for the preservation and development of local culture as part of impact mitigation. For example, this could involve documenting cultural practices that are at risk of disappearing, or establishing new cultural facilities in the new settlement areas for relocated residents.(Sumaryoto, 2010)

The construction of the Ngawi - Kartasura Toll Road has a multidimensional impact on the directly affected communities. Socially, there is a change in the structure and patterns of community interactions that need to be managed carefully. Economically, although there is a potential loss of livelihoods, new economic opportunities also arise that need to be optimized. Legally, compliance with existing regulations and fair handling of potential disputes are required. Meanwhile, culturally, serious efforts are needed to preserve local values and cultural practices amidst the changes. To effectively manage these impacts, several recommendations to consider include:(Febriyana, 2020)

1. Conduct comprehensive social mapping and impact studies before starting the land acquisition process, involving active participation from affected communities.
2. Develop long-term social assistance programs for affected communities, including relocation aid, adaptation to new environments, and the restoration of social networks.
3. Prepare economic empowerment and skills training programs to help communities adapt to economic changes, including opportunities for new businesses around the toll road.
4. Ensure a transparent, fair compensation process that considers not only the economic value of the land but also the social and cultural impacts of land acquisition.
5. Provide legal assistance and effective dispute resolution mechanisms for affected communities.
6. Develop programs for the preservation and development of local culture as part of cultural impact mitigation, including documenting endangered cultural practices.

7. Adjust the spatial planning (RTRW) by considering the long-term impacts of toll road development on land use patterns and regional development.
8. Ensure the existence of regular monitoring and evaluation mechanisms for the social, economic, and cultural conditions of affected communities post-toll road construction.
9. Optimize the role of local governments and community organizations in the planning, implementation, and post-construction phases of the toll road to ensure that local aspirations and interests are accommodated.
10. Develop benefit-sharing schemes from the operation of the toll road for the development and welfare of communities along the toll route.

With a holistic approach centered on community interests, it is hoped that the negative impacts of the Ngawi - Kartasura Toll Road development can be minimized, while its positive benefits can be optimized for the welfare of the local community and regional development as a whole.

Effectiveness of Policies and Implementation of Land Procurement in Mitigating Negative Impacts and Maximizing the Benefits of the Ngawi - Kartasura Toll Road Development for Local Communities

To answer questions regarding the effectiveness of the policy and implementation of land acquisition in the development of the Ngawi - Kartasura Toll Road segment, we need to analyze various aspects, including the legal basis, implementation process, impact on the community, and the mitigation efforts undertaken.

Legal Basis for Land Acquisition

The procurement of land for public purposes, including toll road construction, is regulated by various laws and regulations. Law Number 2 of 2012 concerning Land Procurement for Development for Public Purposes serves as the main foundation for land procurement implementation in Indonesia. This law regulates the fundamental principles of land procurement, including humanitarian principles, justice, usefulness, certainty, openness, agreement, participation, welfare, sustainability, and harmony.(Faizrosadi et al., 2020) Additionally, Presidential Regulation Number 71 of 2012 concerning the Implementation of Land Acquisition for Public Interest, which has undergone several changes, provides technical guidelines for land acquisition. This regulation outlines the stages of land acquisition, from

planning, preparation, implementation, to the delivery of results.(Muliawan, 2018) In the context of the development of the Ngawi - Kartasura Toll Road segment, land acquisition policies must also take into account local regulations, both at the Central Java provincial level and in the districts traversed by the project.

Land Acquisition Implementation Process

The implementation of land acquisition for the Ngawi - Kartasura Toll Road segment involves a series of complex stages. The first stage is planning, where the agency requiring the land prepares planning documents that include the purpose and objectives of the development, compliance with the Spatial Planning Plan, estimated land value, and potential social impacts.(Winarda et al., 2021)

The second stage is preparation, which includes notifying the public about the construction plan, initial location data collection, and public consultation. Public consultation is a crucial stage where the government and the community can discuss the construction plan and its impact. The third stage is implementation, which involves inventory and identification of land ownership, possession, use, and utilization. At this stage, an independent appraiser conducts damage assessments and negotiations for compensation with the entitled parties. The final stage is the delivery of results, where the agency requiring the land receives the results of the land procurement and can begin construction.

Policy Effectiveness in Mitigating Negative Impacts

The effectiveness of land acquisition policies in mitigating negative impacts can be seen from several aspects:

1. Transparency and Community Participation

   Law Number 2 of 2012 emphasizes the importance of transparency and community participation in land procurement processes. The mandatory public consultation during the preparation phase provides an opportunity for the community to express their aspirations and concerns. However, the effectiveness of these public consultations greatly depends on their implementation on the ground. When done well, public consultations can minimize conflicts and resistance from the community towards projects.(Butar et al., 2023)
2. Determination of Fair Compensation

One crucial aspect of mitigating negative impacts is the establishment of fair compensation. The law stipulates that compensation assessments must be conducted by independent appraisers to ensure objectivity. Compensation covers not only the land value but also buildings, crops, and other items related to the land. The effectiveness of this policy depends on the accuracy of the assessment and its alignment with the real conditions on the ground.(K. Harjono, 2023)

3. Protection of Vulnerable Groups

   The land acquisition policy must also consider vulnerable groups such as the poor, the elderly, or persons with disabilities. Presidential Regulation Number 62 of 2018 on the Management of Social Impacts in the Provision of Land for National Development provides a basis for addressing social impacts, including relocation and livelihood recovery.

4. Dispute resolution

   Law Number 2 of 2012 regulates the mechanism for dispute resolution through the court in the event of disagreements in the land procurement process. The effectiveness of this policy depends on the accessibility and speed of the judicial process.(Situmorang & Nugroho, 2022)

Efforts to Maximize Development Benefits

In addition to mitigating negative impacts, land acquisition policies should also be directed towards maximizing the benefits of development for the local community. Several aspects need to be considered:(Muliawan, 2018)

1. Local Workforce Absorption

   The construction of the Ngawi - Kartasura Toll Road segment has the potential to absorb local labor, both during the construction and operational phases. Policies that encourage the use of local labor can help boost the local economy.

2. Local Business Development

   The presence of the toll road can open up new business opportunities for local communities, such as rest areas, gas stations, or food businesses. Policies supporting the development of SMEs around the toll road corridor can maximize economic benefits for the community.

3. Accessibility Improvement

   The toll road can enhance accessibility to the areas it passes through. Policies ensuring adequate access from the toll road to local economic centers can help in equitable development.

4. Corporate Social Responsibility (CSR) Program

   Policies encouraging the implementation of CSR programs by the toll road developers can provide additional benefits to the community, such as the development of public facilities or community empowerment programs.GG

Challenges and Obstacles in Implementation

Although the legal framework and policies are in place, the implementation of land acquisition for the Ngawi - Kartasura Toll Road segment still faces various challenges:(Wibowo et al., 2021)

1. Land Data Discrepancies

   A classic issue often faced in land acquisition is the discrepancy between formal data and the actual land ownership conditions on the ground. This can lead to conflicts and slow down the land acquisition process.

2. Land Speculation

   Information about plans for toll road construction can trigger land speculation, causing an abnormal increase in land prices. This can complicate the process of determining fair compensation.

3. Community Resistance

   Even with public consultation mechanisms in place, community resistance to land acquisition may still occur, especially if there is distrust in the process or dissatisfaction with the compensation value.

4. Local Government Capacity

   The implementation of land acquisition policies heavily relies on the capacity of local governments to manage this complex process. Limitations in human resources and budget can affect the effectiveness of implementation.

Evaluation of Effectiveness and Recommendations

Based on the analysis above, it can be concluded that the effectiveness of the policies

and implementation of land acquisition for the Ngawi - Kartasura Toll Road development still requires improvement in several aspects:

1. Strengthening Community Participation

   Although there are public consultation mechanisms in place, their implementation needs to be reinforced to ensure active community participation in decision-making. The use of information and communication technology can help broaden reach and improve the effectiveness of public consultations.
2. Improving Land Data Accuracy

   Systematic efforts are needed to improve the accuracy and currency of land data. Cooperation between the National Land Agency (BPN) and local governments needs to be strengthened to conduct comprehensive data collection and mapping before the land acquisition process begins.
3. Strengthening Dispute Resolution Mechanisms

   More effective and efficient dispute resolution mechanisms need to be developed, including the use of alternative dispute resolution methods such as mediation or arbitration.
4. Enhancing Local Government Capacity

   Capacity-building programs for local government officials involved in land acquisition need to be strengthened, particularly in legal aspects, property valuation, and conflict management.
5. Integration with Regional Development Planning

   Land acquisition policies for toll roads need to be integrated with regional development planning in a more comprehensive manner. This is to ensure that toll road development benefits not only road users but also supports the overall economic development of the region.
6. Strengthening Livelihood Recovery Programs

   Livelihood recovery programs for communities affected by land acquisition need to be strengthened and monitored over the long term. This includes skills training, business capital assistance, and business mentoring.
7. Transparency and Accountability

Transparency needs to be improved at every stage of the land acquisition process, including in the determination of compensation values and the use of funds. Using publicly accessible information systems can enhance accountability in the land acquisition process.

8. Regular Evaluation and Policy Improvement

   Regular evaluation mechanisms are needed for the implementation of land acquisition policies, involving various stakeholders including affected communities. The results of these evaluations should be used to improve policies and practices on the ground.

The policy and implementation of land acquisition for the Ngawi - Kartasura Toll Road development have a strong legal foundation and a fairly comprehensive mechanism to mitigate negative impacts and maximize benefits for the local community. However, its effectiveness still depends on the execution on the ground, which often faces various challenges. To improve effectiveness, a more holistic and participatory approach is needed in the land acquisition policy implementation. This includes strengthening community participation, improving data accuracy, enhancing the capacity of local governments, and better integration with regional development planning. Furthermore, it is essential to emphasize that land acquisition for toll road construction is not only about obtaining land but also about ensuring sustainable and inclusive development. Therefore, the policy and its implementation should continually be evaluated and refined to ensure that infrastructure development, such as the Ngawi - Kartasura Toll Road, truly provides maximum benefits to the local community and supports overall regional development.

IV. Conclusion

The land acquisition process for the construction of the Ngawi - Kartasura Toll Road has multidimensional impacts on the directly affected communities. Socially, there are changes in community structure and interaction patterns due to population displacement and the disruption of long-established social bonds. Economically, while many residents lose their primary sources of livelihood, the toll road construction also opens new economic opportunities around access roads. Legally, there are changes in land ownership status and potential disputes related to compensation, requiring management according to applicable

regulations. Culturally, this development threatens the preservation of local traditions and cultural practices but can also offer new opportunities for the development and promotion of local culture. Managing these impacts requires a comprehensive and community-centered approach to minimize negative effects and optimize positive benefits for the affected communities' well-being.

The effectiveness of the land acquisition policy and implementation for the Ngawi - Kartasura Toll Road shows mixed results. Although there is a strong legal foundation and comprehensive mechanisms to mitigate negative impacts and maximize benefits, effectiveness still depends on field implementation, which often faces challenges. Efforts to mitigate negative impacts, such as transparency, community participation, fair compensation determination, and protection of vulnerable groups, have been made but still face obstacles like land data inconsistencies, land speculation, and community resistance. Meanwhile, efforts to maximize development benefits through local labor absorption, local business development, increased accessibility, and CSR programs show positive potential. However, to enhance overall effectiveness, a more holistic and participatory approach is needed, including strengthening community participation, improving data accuracy, enhancing local government capacity, and better integration with regional development planning.

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