

New Road Trace Transfer Management in Central Halmahera, North Maluku Province

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New Road Trace Transfer Management in Central Halmahera, North Maluku Province

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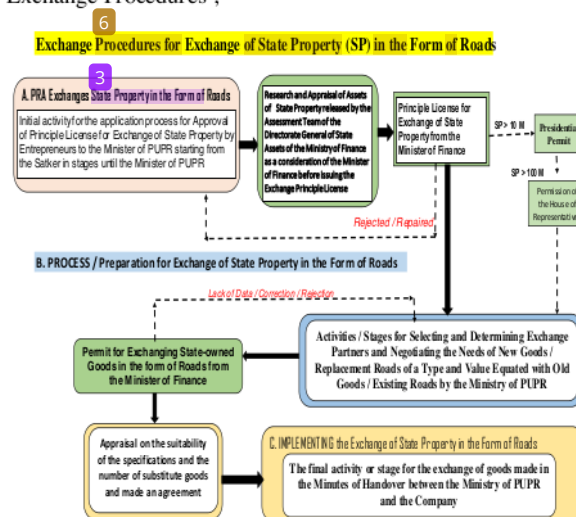
Abstract— One of the problems faced in almost all regions in Indonesia, even in the big cities in developing countries, is road engineering, which is the transfer of old roads to new roads due to the impact of a Megaproject Development. This study conducted an analysis related to the Management of the New Road Trace Transfer in Central Halmahera Regency, North Maluku Province by the Industrial Development Company with a focus on construction management research. This research method uses a qualitative descriptive approach that starts with a literature study from various journals, studies the rules and documents of procedures and procedures for the exchange of goods in the form of road assets, the real conditions of the implementation of the exchange of over the road alignment in Central Halmahera, studying the planning documents and the DED of New Road Development by the Company, and conduct analysis related to construction management carried out in the management of the exchange of the road alignment. The results showed that the Industrial Development Company had built a Basic Metal Industrial Zone that affected the State Property Assets in the form of part of the national road sections of 3,991 km affected and used for the construction of the project, therefore the company had built a new road along the 3,727 km den on the Company's land and costs which include; Land for Roads, Road Construction, Bridge Construction and Water Drainage (drainage) as a substitute road as well as making road engineering in the form of transfer of road tracts, and have carried out the process of exchanging new road tracts with existing roads, but constrained and obstructed cannot be completed, because not in accordance with Government Regulation Number 27 of 2014 and Regulation of the Minister of Finance No.111/PMK.06/2016, and is constrained by Replacement Goods in the form of a New Road that has not yet been completely finished. therefore this paper specifically aims to identify violations and incompatibility of procedures and mechanisms for the exchange of track over the roads that have been carried out and identify the results of physical works and the value of new road assets, as well as make evaluations and recommendations for the implementation of the exchange of track over roads, this is to provide understanding the procedures and procedures for the exchange of transfer of the correct road alignment and regulations to be a solution to the settlement of the exchange of new road tracts with the existing road in Central Halmahera.

Index Term-- Transfer, Exchange, Road.

I. INTRODUCTION

One of the problems faced in almost all regions in Indonesia

and even in other countries is road engineering or the transfer of old roads to new ones. Possible cause is that due to the old road used by the construction of mega projects as happened in the Weda-Sagea Road Section in Central Halmahera, North Maluku Province, the road along the 3,991 Km due to the Development of the Metal Base Industrial Zone in Eastern Indonesia by PT. Indonesia Weda Bay Industrial Park (IWIP), resulted in the road being used and utilized for Industrial Estates, so that a new 3,727 Km road was built as a substitute road as well as a change in road alignment, and followed up with a process of changing roads, where the Weda-Sagea national road is is an Asset of State Property, the process of exchange of goods must be carried out between the Developer Company and the Government, namely the Ministry of Public Works and Public Housing, the process must be carried out according to procedures and mechanisms based on the regulation of management of State Property (BMN) that is technically regulated in Regulation of the Minister of Finance No.111 / PMK.06 / 2016 concerning the Transfer of State Property [1] which consists of 3 parts stages of activities, namely a) Pre-Exchanging BMN in the form of Roads; b) Preparation for BMN Exchange in the form of Roads; and c) Implementation of BMN Swap Exchange in the form of Roads, which can be described in the Flow Chart of BMN Swap Exchange Procedures ;



Picture 1. Flow Chart of Exchange Procedures Exchange of state property

The Road Swap does not only occur in North Maluku Province, but also occurs in several other regions in Indonesia such as in the Cilacap Region of Central Java Province, namely on Jalan

MT. Haryono, due to the impact of the Development and Rejuvenation of the RU IV Cilacap Refinery through the RDMP Project Development Master Plan) RU IV Cilacap by PT. Pertamina (Persero) so that resulted in the MT.Haryono road being used for the project and carried out the transfer of the old road to the new road by Pertamina, as well as the Development of the Mega PLTU Project in Suralaya Merak, Banten Province in the form of Development of Suralaya USC 2 Steam Power Plant (PLTU) x 1000 MW which resulted in the Serdang-Bojonegara-Merak national road section being used by the construction of the power plant and overtaking the old road to a new road built by PT.PLN (PT.Indonesia Power), as well as the Development of the National Strategic Project for the Pontianak Port Kijing Terminal in West Kalimantan by PT Pelindo II (Persero) which resulted in the Sei Duri-Mempawah National Road Section being used for the project. This shows that almost all regions and cities in Indonesia have problems related to road engineering in the form of transfer of road alignments due to the construction of a mega project or the development of a National Industrial Estate which results in road use national plan for the development of the project, and one of the things that has a role in the implementation of the exchange of the transfer of road alignments is the availability of new roads as replacement roads in accordance with the type and value of assets that are at least the same as the existing (existing) roads. BMN Exchange in the form of a Road Transfer Transfer is something that has been regulated in government regulations. This also has not been done research related to procedures and mechanisms for the exchange of the new road alignment with old roads (existing).

Weda-sagea road sections affected by the construction of the megaproject are roads that have the status of national roads based on the Decree of the Minister of PUPR Number. 290 / KPTS / M / 2015, which has an overall length of 80.60 km with a value of Rp.151,709,209,395, - located on Halmahera Island in Central Halmahera Regency, North Maluku Province.

And for the length of the road affected and used for the construction of the megaproject is 3,991 km with the following asset details;

Table I
Recapitulation of Weda-Sagea Existing Road Assets
Value

No.	Name Asset	Quantity	Estimated Value
1.	Land For the Road	27.937 m ²	Rp. 446.992.000
2.	Road (Existing)	3.991 m	Rp. 9.958.416.823
3.	Ake Sake Bridge	48 m	Rp. 2.457.320.579
4.	Ake Baikolle Bridge	6,7 m	Rp. 296.420.569
5.	Ake Baikolle 1 Bridge	6 m	Rp. 208.568.844
6.	Ake Baikolle 2 Bridge	11 m	Rp. 403.233.098
Total Asset Value			Rp. 13.770.951.913

This study will analyze the implementation of the exchange of new road tracts with existing roads that have been carried out in the field by the developer company with the PJN Region 2 North Maluku Satker which includes procedures and

mechanisms for the exchange of State Property and the results of new road developments that have been carried out by the Company. PT.IWIP developer.

The focus of this study is the Identification of Violations and Discrepancies in the BMN exchange procedure carried out by the PT.IWIP Developer Company in carrying out the exchange of road tracts in Central Halmahera, North Maluku and the results of new road construction works related to construction management, which are as one of the a source of constraints and obstacles to the implementation of road alignment exchange.

II. METHODOLOGY

This study uses a qualitative descriptive approach in the form of a study of documents and regulations relating to the exchange of State Property and the transfer of road tracts in Central Halmahera Regency. The research method starts with a literature study of various documents and regulations related to the exchange of goods in the form of roads. Furthermore, data related to the implementation of the exchange of road alignments that have been carried out in the field, as well as the planning and results of new road construction are analyzed, especially those related to construction management. The results of the analysis will provide a description of the problems and non-conformities of any procedures that result in the implementation of the exchange of the road alignment that has been carried out not running and completed, and with the procedures and procedures for the exchange of State property that is correct and in accordance with the regulations, then it can be a solution in complete exchange of road alignments.

A. Identification of Violations and Discrepancies in the Transfer of Road Trace Change Procedure in Central Halmahera.

Based on the results of research and identification of activities and procedural stages of the implementation of the exchange of the new road alignment with the existing Weda-Sagea road in Central Halmahera Regency, North Maluku Province, which has been carried out in the field by PT. (IWIP), and after comparing with the procedures and procedures for the Exchange of State Property in accordance with Regulation of the Minister of Finance No. 111/ PMK.06 / 2016, violations and non-conformance procedures are found as in the table below:

Table II
Violations and Procedure Nonconformities

No	Procedure In Accordance with PMK.No.111 Year 2016.
I.	Pre-Exchanging Road State Property ;
	a.Application for principle licenses in stages from the Satker to the PUPR Minister and the Minister of Finance.
	b.There is a Study and Rekomtek for Trace Transfer Conversion.
	c.There was an Approval in Principles of Road Transfer Transfer from the Minister of PUPR.
	d.Valuation of old State Property Value from DJKN Finance Team
	e.There is a Principle License for the Transfer of Road Trace Transfer from the Minister of Finance.
II.	Preparation for Exchanging State Road Property ;
	a.Appointment of Road Trace Transfer Partners from the Minister of PUPR and Negotiation for New Goods / replacement goods.
	b.There is a Permit for Exchanging Roads
III.	Exchanging State Road Exchanges ;
	a.There is a Handover Exchange of Roads from Both Parties.
	b.Use and Utilization of Roads that have been handed over are accepted.
No	Violations & Discrepancies
I.	Pre-Exchanging Road State Property ;
	a.The application for a principle license is made not to the Minister of PUPR.
	b.There are no studies and technical recommendations for exchanging roadway transfers.
	c.There is no Principle Approval for the implementation of the Transfer of the Road Trace Change.
	d.The Value of State Old Road State Property has not yet been assessed by the DJKN Assessment Team from the Ministry of Finance.
	e.There is no Principle License for the Transfer of Road Trace Transfer from the Minister of Finance.
II	Preparation for Exchanging State Road Property ;
	a.There was no Appointment of a Road Transfer Transfer Partner Appointment from the Minister of PUPR, and no Negotiations for New Goods Needed.
	b.There is no Permit for Exchanging Roads from the Minister of Finance.
III	Exchanging State Road Exchanges ;
	a.There is no Handover Exchange of Roads between the Two Parties.
	b. Already done Use of Road Assets without Handover.

Based on the Table of Violations and Discrepancy of procedures in the implementation of the Transfer of Road Trace Change in Central Halmahera, North Maluku, things that are found to be very principal in the implementation of the exchange of roads in the form of exchange of road tracts are the implementation of the exchange of road tracts which is not carried out according to appropriate procedures with laws and regulations, and carried out without the Principal Approval from the Minister of PUPR, without a Principle License and a License for Exchanging Roads from the Minister of Finance, this makes one of the causes of the implementation of the exchange of the road alignment in Central Halmahera unable to run and be completed.



Fig. 1. (a) Location of Road Transfer Conversion in Central Halmahera, North Maluku,
(b) Site Transfer Exchange Plane; Long road along: 3,991 Km with New Road along: 3,727 Km

B. Construction of New Roads as Substitute Roads for Road Transfer Conversion in Central Halmahera.

PT. Indonesia Weda Bay Industrial Park as a base metal industrial development company in Eastern Indonesia in the construction of smelter factories and industrial supporting facilities covering an area of 1,000 hectares, has resulted in some 3,991 Km of Weda-sagea national roads being affected and used for the development of industrial estates This, this is what makes PT. IWIP conducts road engineering by constructing new roads and changing the road alignment from the old road to the new road. The new road was built along 3,727 Km on company-owned land consisting of new road asset types, namely: 1) Land for the road; 2) Road Construction; 3) Bridges; 4) Drains (Drainage), with total assets of Rp. 9,780,282,918. As for the data on the type of construction assets and the value of the new road assets that have been made by PT. IIP will be prepared to replace the old roads used and for industrial development.

In the process of achieving the goals and objectives of the road engineering in the form of exchange of the road alignment, it must pay attention to 3 (three) constraints of construction management that have been determined, namely: (1) the allocated budget (2) implementation schedule and (3) quality Must be fulfilled. When these limits are called three constraints (triple constraints)

Besides the 3 stages of construction management, there are other things that must be done, namely (1) planning (2) implementation and (3) control. This research will focus on the planning and implementation functions on the exchange of road alignments in central Halmahera. Planning function (planning) is an act of decision making that contains data / information, assumptions and facts of activities to be selected and will be carried out. Implementation Function is an action or implementation of plans that have been prepared and made carefully and in detail. And one of the decision-making actions is to prepare a budget and work implementation procedures.

PT.IWIP has been planning in the form of Detailed Engineering Design (DED) to build new roads in lieu of the old road that will be replaced, with the same design and type as the old road that has been implemented in 2018. The scope of work for new road construction consists of 1) Land for roads 2) Road Construction; 3) Bridges; 4) Drains (Drainage).

III. RESULTS AND DISCUSSION

PT.IWIP has planned the construction of a new road to replace the old road that will be exchanged over the transfer, with the results of the construction described below:

1. Land Assets for New Roads.

Land acquisition for the construction of new roads by PT. IIP is 56,151 M2 intended for the construction of new roads with all supporting buildings & road complementary structures in the form of bridges and drainage structures, land acquisition areas in the form of Site Plane procurement land can be seen in Figure.3.

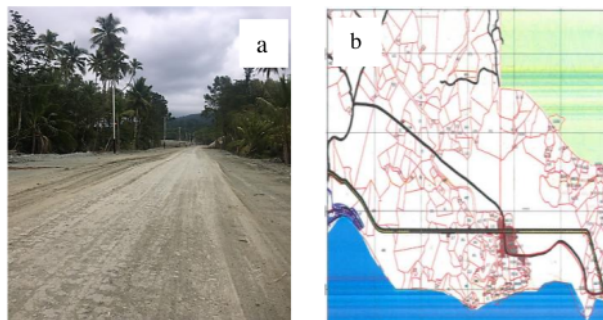


Fig. 3. (a) Site Plane for New Road Land Procurement
(b) Documentation of land on a new road

Details of the Budget on land and physical progress in Table.3.

Table III

Budget costs for land acquisition and physical progress
Of the budget used to procure 56,151 m2 of land for the construction of new roads worth Rp. 898,416,000 consisting of 3,727 meters land length and 15 meters width and certified in the name of the company. Physical progress for land acquisition has reached 100% physical progress

No	Job Description	Dimension (m)	Physical progress (%)	Cost (Rp)
1	Land acquisition for new roads	15	100	2.181.334.051
Total				2.181.334.051

2. New Road Assets.

The construction of new road construction by PT. IIP is 3,727 meters long and 15 meters wide, the construction of new road buildings in the form of sirtu pavement.

Details of the new road budget and physical progress, namely:

Table IV

Budget Costs for new road works & physical progress.

No	Job Description	Dimension (m)	Physical progress (%)	Cost (Rp)
2	New Road Work	3,727	100	5.938.403.730
Total				5.938.403.730

This new road construction work is based on a Detailed Engineering Design (DED) designed and planned by the Company which can be seen in Figure. 4

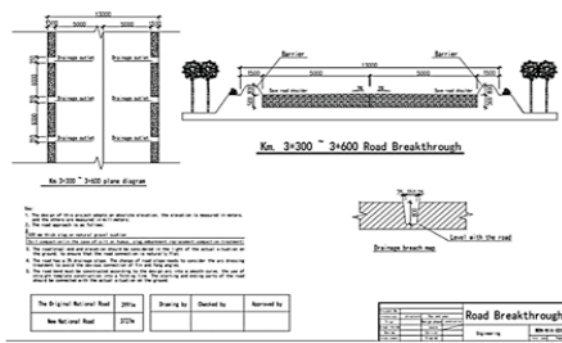


Fig. 4. Detailed Road Design Engineering (DED)

And the results of new road construction work along with physical progress can be seen in Figure. 5



Fig. 5. New Road work results and 100% physical progress

3. Asset Bridge on a new road.

Bridge construction is a construction work for supporting buildings on new roads made by PT. IWIP is 15 meters long and 10 meters wide whose construction work is based on Detailed Engineering Design (DED) which can be seen in Figure. 6.

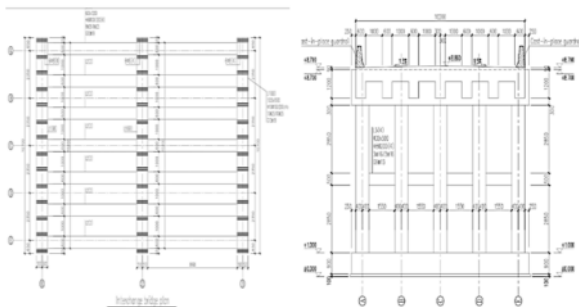


Fig. 6. Bridge Design Engineering Details (DED)

The results of construction work for the bridge building physical progress has been 100%, and the results of the construction can be seen in Figure 7.



Fig. 7. The results of the bridge work and 100% physical progress

For details of the bridge work budget and physical progress, see Table 5:

Table V
Bridge Work Budget & Physical Progress Costs.

No	Job Description	Dimension (m)	Physical progress (%)	Cost (Rp)
3	Bridge Work	15	100	2.181.334.051
Total				2.181.334.051

Of the budget used for bridge construction work along the 15 meters is worth Rp. 2,181,334,051, with the type of construction being a concrete bridge, physical progress for this bridge work has reached 100% progress.

4. Waterway assets (drainage) on new roads.

Drainage construction is a construction work for complementary buildings on new roads made by PT. IIP. It is 3,727 meters long and 1.5 meters wide left / right whose construction work is based on Detailed Engineering Design (DED) which can be seen at Figure 8.

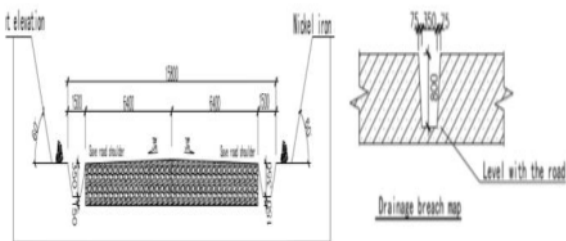


Fig. 8. Detailed Engineering Design (DED) of Drains.

For physical works on waterways (drainage) on new roads, the results of physical work according to data in the field that has not been completed in accordance with the DED and only reached physical progress in the field of 20%, this can be seen in Figure .9.



Fig. 9. Waterways (Drainage) on New Roads and physical progress, 20%

And Details of the work budget for drainage construction can be seen in Table. 6

Table VI
Budgeting costs for drainage works.

No	Job description	Dimension (m)	physical progress (%)	Cost (Rp)
4	Drainage Works	3.727 x1,5	20	762.129.137
Total				762.129.137

From the details of the work budget on the 4 components of asset types on the new road that has been made by the company, the total value of the New Road Assets can be summed up to:

Total Value of New Road Assets : Rp. 9.780.282.918

And from the data above, it is found that the results of the construction of new roads as a substitute for the implementation of the exchange of the transfer of new road alignments with the old Weda-Sagea road still have complementary buildings for new roads in the form of unfinished drainage so that overall this new road has not been completed and all done to hand over the exchange of exchange over the road alignment.

IV. CONCLUSION

PT. IWIP has made and built a New Road as a Replacement Road for the Old Road at the Road Transfer Conversion Location in Central Halmahera, North Maluku with a length of 3,727 KM with a value of Rp 9,780,282,918, where the Asset Value of this New Road is not the same and its value is smaller than the Asset Value of the Road Old, which is Rp. 13,770,951,913. so there is a difference in the value of the Road Assets of Rp. 3,990,668,995.

Then according to Government Regulation No.27 of 2014 and Minister of Finance Regulation Number 111 / PMK.06 / 2016, that if the value of new road assets made is smaller than the value

of old road assets, then the value of new road construction must be made and added to a minimum equal or exceed the value of the old road assets. If there is still a difference, it will be replaced with money put into the state treasury.

And the Road Trace Transfer Activity has been followed up with the transfer of the road alignment from the old road to the new road for community land transportation, but in the implementation of road engineering in the form of transferring the road, the completeness of the supporting buildings of the new road in the form of a Water Channel (drainage) is not all completed 100% completed and studies and studies have not been carried out for road worthiness before it is used for the benefit of the community, and it is very important that before engineering the road in the form of a transfer, it must first obtain Principle Approval from the Minister of Public Works and Public Housing as the user of the goods and the Organizer National Roads, as well as the implementation of road swaps in the form of transfer of the road, must obtain a Principle License and a Road Execution License from the Minister of Finance as Manager of State Assets, and the implementation of the Road Trace Transfer shall also be accompanied by the Handover of Road Assets between the two b n Parties, namely Entrepreneur Development PT.IWIP and the Ministry of PUPR as outlined in the Handover Event.

These things become a source of constraints and obstacles for the implementation of the exchange of the new road alignment with the old road in Central Halmahera, North Maluku, so that it is necessary to accelerate the action of the Company to complete all construction work on the construction of new road that has not been completed in accordance with the plans that have been made.

And there is also a need for improvements and improvements to the application process to obtain a Principle Permit and Principle Approval in the implementation of the exchange of Road Trace Transfer that must be carried out by the PT.IWIP Developer Company in order to refer to and be guided by the laws and regulations relating to the management of applicable State Property. so that in the future the new road that has been made for the exchange of the passage of this road can be used and functioned for good and safe public transportation.

As well as the old road assets can be utilized and used for the growth and improvement of the Industrial Sector and can improve the economy of the community in the area of Central Halmahera Regency and in general for the people in North Maluku Province.

V. ACKNOWLEDGEMENT

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