

The Land Acquisition Policy Analysis for Development in the Public Interest on The Construction of the Semarang-Demak Toll Road

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Abstract. *National development is a series of continuous development efforts that cover all aspects of community life, nation and state, to carry out the task of realizing national goals. The implementation of development must be adjusted to spatial planning as an effort made in the context of meeting current needs without reducing the ability of future generations to meet their needs. Land is a national wealth needed by humans both individually, business entities and governments in order to realize national development. This paper is to find out how the land acquisition planning policy is for development in the public interest related to the construction of the Semarang-Demak toll road in Demak Regency, to find out how the procedure for implementing land acquisition in Demak Regency. The writing method uses a normative legal approach method, secondary data as the main data, primary data as supporting data, then analyzed with public policy theory and justice theory. The results of the study show that the Semarang-Demak toll road development policy is in accordance with the Demak Regency Spatial Planning policy in Regional Regulation No. Perda No. 1 of 2020. Concerning Amendments to Regional Regulation No. 6 of 2011 concerning the Demak Regency Spatial Planning Plan for 2011-2031. This conformity is very important because the local government understands the most about land use. The compensation procedure for land acquisition for the Semarang-Demak toll road applies the principles of justice, humanity and protection of human rights through deliberation, so that people who relinquish their land control rights sincerely relinquish their land rights. as regulated by Law No. 2 of 2012 concerning Land Acquisition for Development in the Public Interest.*

Keywords: Acquisition; Development; Land; Public.

1. Introduction

Development in the Indonesian dictionary is defined as a process of making, building, a development process that starts from developed countries through the governments of developing countries, passed down to the people, an effort to change past world conditions that are not in accordance with the ideals of human life, both physically and mentally, with the aim of being able to leave a happy future for future generations (KBBI, 2022). The definition of development is also contained in Law No. 17 of 2007 concerning Long-Term Development, in the general explanation, among other things, it is stated that national development is a series of continuous development efforts that cover all aspects of the lives of society, nation and state, to carry out the task of realizing national goals as formulated in the Opening of the 1945 Constitution of the Republic of Indonesia. The series of development efforts includes development activities that continue without stopping, by increasing the level of community welfare from generation to generation.

The direction, stages and priorities of long-term development for 2005-2025 are contained in the appendix to Law No. 17 of 2007, Chapter IV, that in order to realize more equitable and just development, among others, through regional development carried out by considering the potential and opportunities for superior land and/or sea resources in each region, as well as considering the principles of sustainable development and environmental carrying capacity. The main objective of regional development is to improve the quality of life and welfare of the community and its equality. The implementation of regional development is carried out in a planned and integrated manner with all sector and field development plans. Spatial plans are used as a reference for policy for development in each sector, cross-sector, and region so that the use of space can be synergistic, harmonious and sustainable.

In relation to spatial planning, the state has issued Law No. 26 of 2007 concerning Spatial Planning, one of the considerations in issuing the Law is that the territorial space of the Unitary State of the Republic of Indonesia which is an archipelagic country with Nusantara characteristics, both as a unified container that includes land space, sea space, and air space, including space within the earth, as well as a resource, needs to be improved in its management efforts wisely, efficiently, and effectively by referring to the principles of spatial planning so that the quality of national territorial space can be maintained sustainably for the sake of realizing general welfare and social justice in accordance with the constitutional basis of the 1945 Constitution of the Republic of Indonesia;

General provisions of Article 1 paragraph (1) state that Space is a container that includes land space, sea space, and air space, including space within the earth as a single territorial unit, where humans and other creatures live, carry out activities, and maintain their survival. Article 3 states that the implementation of spatial

planning aims to create a national territorial space that is safe, comfortable, productive, and sustainable based on the Archipelago Outlook and National Resilience by:

- a) the realization of harmony between the natural environment and the artificial environment;
- b) the realization of integration in the use of natural resources and artificial resources by paying attention to human resources;
- c) the realization of protection of spatial functions and prevention of negative impacts on the environment due to the use of space.

The implementation of development must be adjusted to spatial planning as an effort made in the context of meeting current needs without reducing the ability of future generations to meet their needs. One form of national development is the development of transportation infrastructure/infrastructure which includes national roads, provincial roads, district/city roads and toll roads, as a whole will require land for its development. Land is a national wealth needed by humans both individually, business entities and the government in order to realize national development. The availability of land for development for the public interest is something basic and fundamental.

Along with the increasing population and increasing development, the variety of needs and complexity of problems that will arise. The increase in land use for development purposes will certainly increase. The fundamental problem regarding land issues is that on the one hand the demand for land for development is already so urgent, while on the other hand most of the community also needs land as a place of residence and a place of livelihood. Land is also a national wealth that is needed by humans both individually, business entities and the government in order to realize national development. The problem that then arises is how to acquire land from community ownership for development purposes. Community ownership rights are guaranteed by the Constitution of the Republic of Indonesia as stated in Article 28 H paragraph (4) which states that everyone has the right to have personal property rights and such property rights may not be taken over arbitrarily by anyone. Article 6 of Law No. 5 of 1960 concerning Basic Agrarian Principles (UUPA), states that the acquisition of people's land in the context of land procurement for development for the public interest is a logical consequence of the social function of land.

Land ownership is not absolute, if the state needs land for interests that are broader than just individual interests, then the landowner must relinquish his land rights for those broader interests. Therefore, based on Article 6 in conjunction with Article 18 of Law No. 5 of 1960, on the basis of the social function of land and the public interest, he is "forced" to take people's land. So, in this case, the state guarantees the recognition of land rights that are attached to individuals or

organizations within the territory of the Unitary State of the Republic of Indonesia based on the UUPA, but when the state needs it, a social function is also attached to it. The social function of land rights is a guarantee of the implementation of equitable development for the public interest, as mandated by the 1945 Constitution of the Republic of Indonesia Article 33 Paragraph (3).

The Work Report of the Faculty of Law, Padjadjaran University, Bandung in collaboration with the Directorate General of Agrarian Affairs, Ministry of Home Affairs in 1976 has formulated the results regarding social functions, which report on State Control over land and the elimination of land ownership rights as follows (Andrian Sutedi, 2008):

1. First, the social function of property rights aims to achieve personal welfare and shared welfare. Maintaining its sustainability, any act of damaging goods or objects that have a social function is a reprehensible act that must be sanctioned (Article 15 in conjunction with Article 52 of the UUPA).
2. Second, the realization of social functions, namely temporarily in relation to the public interest, should be maintained so that the interests of those who are economically weak receive reasonable protection.
3. Third, according to Sunaryati Hartono, "This means that (in accordance with the thinking in Customary Law) Property Rights can return to being State Customary Rights, if the Property Rights are abandoned either because there are no heirs or because they are no longer looked after."

The procedures for implementing land acquisition for public interest are regulated in Government Regulation Number 19 of 2021 concerning the Implementation of Land Acquisition for Development in the Public Interest. Land acquisition according to its meaning contains 3 elements, namely (Mudakir, Iskandarsyah, 2020):

1. Activities to obtain land, in order to fulfill land requirements for public interest development;
2. Provision of compensation to those affected by the activity;
3. Discharge of legal relations from the land owner to another party

Land Acquisition based on Article 1 of Law No. 2 of 2012 concerning Land Acquisition for Development in the Public Interest is an activity to provide land by providing adequate and fair compensation to the entitled party, furthermore in Government Regulation Number 19 of 2021 concerning the Implementation of Land Acquisition for Development in the Public Interest, Article 1 states that land acquisition is an activity to provide land by providing adequate and fair compensation.

The construction plan of the Semarang-Demak Toll Road with a length of approximately 24 km, requiring approximately 1,897,000 square meters of land has been determined by the Governor of Central Java Number 590/52 of 2016 dated November 24, 2016, divided into 2 sections, namely section one Semarang City with a length of 3.05 km, and section 2 Demak Regency with a length of 20.95 km, in further developments the Minister of Public Works and Public Housing through Decree Number 355 KPTS/M/2017, concerning the Integration of the Construction of the Semarang Sea Wall and the Construction of the Semarang Demak Toll Road. The impact of this integration has an impact, among others, on the length of the toll road which was originally approximately 24 km to approximately 27 km. The background to the construction of the toll road, among others, states that the development of toll roads has a very positive effect on regional growth, both in accelerating population mobility, as well as a very significant economic growth effect for the region. From this, the policy of toll road development should not harm the interests of the community, namely the welfare of the community, therefore this article wants to know how the land acquisition process is for development purposes, namely toll roads that function for the public interest, related to land acquisition for the construction of the Semarang-Demak toll road, in the Demak Regency area.

2. Research Methods

The writing method uses the normative legal method, so that the main data is secondary data, primary data is used as a support. The primary data source comes from the Land and Spatial Administration Office of Demak Regency, the land acquisition section is obtained through interviews, the theory used to analyze is the theory of public policy and the theory of Pancasila justice, data analysis with qualitative analysis to provide answers to the problems in this writing,

3. Results and Discussion

3.1. Land Acquisition Plan Policy for Development in the Public Interest, for the Construction of the Semarang-Demak Toll Road

The state's right to control land is derived from the powers inherent in the state, which is reflected in the provisions of Article 33 paragraph (3) of the 1945 Constitution of the Republic of Indonesia which states that: "The land, water and natural resources contained therein are controlled by the state and used for the greatest prosperity of the people. In 1960, Indonesia had Law no. 5 of 1960 concerning Basic Agrarian Regulations (UUPA) which among other things regulates:

- 1) Article 1 paragraph (2) all the earth, water and space, including the natural resources contained therein, in the territory of the Republic of Indonesia, as a gift from God Almighty, are the earth, water and space of the Indonesian nation and constitute national wealth.

2) Article 2 paragraph (1) based on the provisions in Article 33 paragraph (3) of the UUD and Article 1, the earth, water and space, including the natural resources contained therein, are controlled at the highest level by the state as the organization of power for all the people.

3) Article 2 paragraph (2, 3) states that the state's right to control gives authority to:

- a. regulate and organize the allocation, use, supply and maintenance of the earth, water and space,
- b. determine and regulate legal relations between people and the earth, water and space,
- c. determine and regulate legal relationships between people and legal acts concerning earth, water and space
- d. The authority that is based on the right to control the state is used to achieve the greatest prosperity of the people, in the sense of happiness, welfare and freedom in Indonesian society and the legal state.

This provision is in line with Yudi Latif's thinking that Indonesia's welfare state is demanded by its political ethics not to eliminate private property rights, but rather that private property rights have a social function, and the state is responsible for general welfare in society (Yudi Latif, 2011).

Boedi Harsono systematically states that the structure which simultaneously shows the hierarchy of land ownership rights in National Land Law as regulated in the UUPA is as follows (Djoni Sumardi Gozali, 2018):

1. The Rights of the Indonesian Nation, which is the highest right to control land, and covers all land in the territory of the Republic of Indonesia. In this Rights of the Nation, the rights of customary law communities have been transformed, known as the legal term of Hak Ulayat.
2. The right to control (from) the Republic of Indonesia, as the highest power organization of the Indonesian nation, which is tasked with regulating and leading the use of land for the greatest prosperity of the people.
3. Individual rights, which consist of:
 - 1) Land rights, namely rights that give authority to use or cultivate the land in question.
 - 2) Land security rights, namely the rights of creditors to take payment of their debts from the proceeds of the sale of certain land designated

as collateral, with priority rights over other creditors, if there is a breach of contract on the part of the debtor.

The state's right to control land is manifested in the land acquisition policy regulated in Law No. 2 of 2012 concerning Land Acquisition for Development in the Public Interest, Presidential Regulation (Perpres) No. 148 of 2015 concerning the Fourth Amendment to Presidential Regulation No. 71 of 2012 concerning the Implementation of Land Acquisition for Development in the Public Interest, Article 1 paragraph (2) of Perpres No. 71 of 2012 states that land acquisition is an activity to provide land by providing fair and appropriate compensation to the entitled party, with the aim of providing land for the implementation of development in order to improve the welfare and prosperity of the nation, state and citizens while still guaranteeing the public interest of the entitled party.

Land acquisition for development must be aligned with the spatial plan as regulated in Law No. 17 of 2007 concerning the National Long-Term Development Plan for 2005-2025, in its appendix Chapter II concerning general conditions related to spatial planning states that Indonesia's spatial planning is currently in a state of crisis. The spatial crisis occurs because development carried out in an area is still often carried out without following the spatial plan, does not consider environmental sustainability and carrying capacity, and does not pay attention to the vulnerability of the area to natural disasters. Basically, to plan and control spatial planning, two principles can be used, namely (Seotomo, 2006):

- a) recognize and formulate various functions that must be carried out at regional and local levels
- b) determine the national policy framework within which various development problems will be solved at the appropriate level or hierarchy at the national, regional and local levels.

Policies at the local level are implemented by the regional government of the Province, Regency/City areas that have autonomy. Autonomy comes from ancient Greek, namely *autos* which means self and *nomos* which means law (Sri Kusriyah, 2019). The right to self-government as the foundation of democracy in a unitary state means nothing other than autonomy, namely the right to manage one's own affairs (Ni'matul Huda, 2010).

The district government as an autonomous region has authority originating from Law No. 26 of 2007, related to spatial planning authority, which is regulated in Article 11 that:

- 1) The authority of the district/city government in implementing spatial planning includes:

- a. regulation, guidance and supervision of the implementation of spatial planning in district/city areas and strategic district/city areas;
- b. implementation of spatial planning in district/city areas;
- c. implementation of spatial planning of strategic district/city areas; and
- d. cooperation on spatial planning between districts/cities.

Policy theory according to Dan Amara Raksasataya, policy is a tactic and strategy that is directed at achieving goals, therefore a policy contains three elements: a) identification of the goals to be achieved, b) tactics or strategies of various steps to achieve the desired goals, c) provision of various inputs to enable the real implementation of the tactics or strategies (M. Irfan Islamy, 1986). Spatial planning policies in Demak Regency are contained in the Regional Regulation (Perda) of Demak Regency Number 6 of 2011 concerning the Demak Regency Spatial Planning Plan for 2011-2031, in 2020 the Demak Regency government issued Perda Number 1 of 2020 concerning Amendments to Perda Number 6 of 2011. Among other things, it regulates:

- a. In one of its considerations, it is stated that "to direct development in Demak Regency by utilizing regional space in an efficient, effective, harmonious, balanced and sustainable manner in order to improve community welfare and security and defense, a spatial plan is needed.
- b. Article 2 states that spatial planning aims to create a regional spatial plan based on superior agricultural and industrial sectors supported by trade, services and tourism sectors with a sustainable environmental perspective.
- c. Article 77 concerning the realization of the transportation network system includes the development of the road network infrastructure system carried out through the development and improvement of primary arterial roads, namely: a) construction of the Semarang-Demak toll road, b) improvement of the arterial road sections of the Semarang, Sayung, Karang Tengah, Demak, Gajah, Karang Anyar, Kudus city routes.
- d. Spatial Planning Strategy is regulated in Article 4 of Regional Regulation Number 1 of 2020, including:

No	Spatial planning strategy	Activity
1	Strategy for controlling the conversion of productive agricultural land	a. directing the development of built activities on land that is not used for food crops,

			b. establish sustainable food agricultural land.
2	Prospective commodity strategies	agricultural development	a. determine the agricultural zones for food crops and horticulture, b. develop fruit plant cultivation, c. environmentally friendly agricultural intensification to increase the productivity of food crop farming
3	Regional infrastructure development strategies in urban and rural areas		a. improve the quality of the road network connecting production area nodes with marketing center areas b. improving electricity and telecommunications services in rural areas c. develop a water resources infrastructure system that prioritizes surface water and limits groundwater with the principle of sustainability d. develop environmental and regional scale sanitation systems e. develop a final processing site (TPA) system with sanitary landfill and waste to energy f. develop a household liquid waste management system in urban areas.

d. The spatial structure plan is regulated in Article 5 of Regional Regulation Number 1 of 2020, including:

No	Space structure plan	Activity
1	Urban system plan,	a. Urban system structure b. Regional system structure

2	Infrastructure network system plan	a. transportation network system, b. energy network system c. telecommunications network system d. water resources network system e. other infrastructure network systems.
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General provisions of Regional Regulation No. 1 of 2022, Article 1 paragraph (39) states that a road is a land transportation infrastructure that includes all parts of the road, including complementary buildings and equipment intended for traffic, which are located on the surface of the ground, above the surface of the ground, below the surface of the ground and/or water, and above the surface of the water, except for railways, lorry roads and cable roads. Article (43) states that a toll road is a public road for continuous traffic with full control of access and without any level crossings and is equipped with road space fences.

e. Article 13 states: The road network infrastructure plan consists of: a. national road network; b. provincial road network; c. road network under the authority of the district; d. village roads; e. special roads; f. passenger terminals; g. goods terminals; and h. weighbridges. The development of the national road network includes:

No	National road	Type
1	Primary arterial road	e. Demak/Kudus Regency border road f. Demak link road g. Demak-Trengguli city boundary road h. Trengguli Road - Demak / Kudus Regency Border i. Semarang city boundary road - Demak city boundary road
2	Primary Collector Road 1	a. Trengguli Road – Demak Regency Bts./Jepara Regency Bts.; b. Demak Regency Bts. Road/Jepara Regency Bts. Road - Margoyoso;

3	Toll road	<ul style="list-style-type: none"> a. Semarang – Demak toll road; b. Demak – Tuban toll road; c. The toll exits are in Sayung District and Wonosalam District.
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The policy of the Semarang-Demak toll road development plan as stated in the Toll Road Land Acquisition Planning Document in Accordance with Law No. 2 of 2012, which was prepared by the Directorate General of Toll Roads, Urban and Regional Road Facilities, Directorate General of Highways. Ministry of Public Works and Public Housing. It is stated that the Semarang-Demak toll road development plan has received a decree from the Governor of Central Java Number 590/52 of 2016, in its development the Minister of Public Works and Public Housing issued Decree Number 355 KPTS/2017 concerning the Integration of the Semarang City Sea Wall Development with the Semarang-Demak Toll Road Development. It is stated that the principles of land acquisition implementation based on Law no. 2 of 2012, among others, are as follows:

- a. humanity, land acquisition must provide protection and respect for human rights
- b. justice, land acquisition must provide a guarantee of adequate compensation to the parties
- c. benefits, land acquisition can provide broad benefits for the interests of the community,
- d. certainty, land acquisition provides legal certainty regarding the availability of land in the development process for the public interest
- e. Transparency, land acquisition for development is carried out by providing access to the community to obtain information
- f. the land acquisition process is carried out through deliberation with the parties

The Semarang-Demak toll road development plan is in accordance with and in line with:

- g. Government Regulation of the Republic of Indonesia Number 26 of 2008 concerning National Spatial Planning

- h. Regional Regulation of Central Java Province Number 6 of 2010 concerning the Central Java Provincial Spatial Planning Plan for 2009-2029
- i. Semarang City Regional Regulation Number 14 of 2011 concerning the Semarang City Regional Spatial Plan 2011-2031
- j. Demak Regency Regional Regulation Number 6 of 2011 concerning the Demak Regency Spatial Planning Plan 2011-2031.

Based on the data above, the policy for the construction of toll roads is in accordance with the spatial planning policy of Demak Regency as regulated in Regional Regulation No. 1 of 2020. Concerning Amendments to Regional Regulation No. 6 of 2011 concerning the Demak Regency Spatial Planning Plan for 2011-2031.

3.2. Land Acquisition Implementation Process for the Construction of the Semarang-Demak Toll Road

The general meaning of development is as a planning process carried out by development planners to make changes as a process of improving the quality of life.welfare for the community. The conceptualization of development is a continuous process of improvement in a community towards a better, more prosperous life (HM Arba, 2019). The government through various national economic development programs in order to grow the community's economy, one of which is through infrastructure development is an important target for achieving development. The construction of toll roads has a positive impact on the growth of a region, namely population mobility and significant economic growth. The construction of the Semarang-Demak toll road with the construction of sea walls has general and special purposes, the general objectives are as follows (Ministry of Public Works and Public Housing, 2018):

- a. To improve the accessibility and capacity of the road network in serving the northern region of Java which has high traffic and density.
- b. To overcome tidal flooding and abrasion in the Semarang city and Demak district areas, it is hoped that this integration can increase productivity by reducing distribution costs and providing access to regional and international markets.
- c. the specific objective is that land acquisition is one of the most important parts in the construction of the Semarang-Demak toll road, so that land acquisition planning is needed that upholds the principle of justice for people who relinquish their land rights in accordance with applicable laws and regulations. The land acquisition plan document can at least provide an overview of:

- 1) Land acquisition plans are based on regional spatial plans and development priorities.
- 2) Location of needs and current status of land acquisition objects.
- 3) Estimated time period for land acquisition implementation
- 4) Estimated timeframe for construction implementation
- 5) Estimated land value
- 6) Budgeting plan.

The land acquisition procedure consists of three stages, namely:

k. Planning stage, preparation of land acquisition planning documents (DPT)

l. Preparation stage:

1. Formation of a preparatory team by the governor
2. Notification of development plans
3. Initial data collection of planned development locations
4. Public consultation
5. Determination of construction location
6. Announcement of location determination

m. Land acquisition implementation stages

1. Preparation for implementation
2. Inventory and identification
3. Announcement of inventory and identification results
4. Implementation of the assessor's duties
5. Deliberation to determine the form of loss

The compensation process is the most important activity in land acquisition activities, without compensation development will be hampered. Compensation according to Law No. 2 of 2012 and Government Regulation Number 19 of 2021 is appropriate and fair compensation to the entitled party in the land acquisition process. In addition to physical compensation (land), non-physical losses are also taken into account, including loss of work, business, sources of income, and other sources of income that have an impact on reducing a person's welfare.

Furthermore, Article 36 of Law No. 2 of 2012 emphasizes that compensation can be given in the form of: 1) Replacement money, 2) replacement land, 3) resettlement, 4) share ownership, 5) form of permit approved by both parties.

According to Yudi Latif, the commitment to justice according to the Pancasila school of thought has broad dimensions, the role of the state in realizing social justice at least within the framework of:

- 1) The realization of fair relations at all levels of society
- 2) Development of structures that provide equality of opportunity
- 3) The process of facilitating access to needed information, needed services, and needed resources.
- 4) Support for meaningful participation in decision-making for everyone

According to Masdar Farid Mas'udi, justice can be fulfilled in two ways: 1) Law enforcement based on facts of truth found in the judicial process, 2) Public policies that are oriented towards protection, fulfillment of the rights of the weak and marginalized (Masdar Farid Mas'udi, 2005).

The application of the theory of justice as mentioned above has been applied in land acquisition for the construction of the Semarang-Demak toll road, including in the application of the principles of humanity, the principles of justice, the principles of deliberation in land acquisition as regulated in Law No. 2 of 2012, this can be seen in the land acquisition procedure.as follows:

1. The head of the land acquisition implementation team submitted a letter to the Semarang-Demak Toll Road Commitment Making Officer regarding the Application for Compensation for Land Acquisition Objects for Toll Road Construction, based on:
 - a. Minutes of agreement regarding deliberations to determine the form of compensation for land acquisition objects for the purpose of toll road construction.
 - b. The results of the validation of the provision of compensation in the form of money, hereby the head of the land procurement implementation team provides validation of the provision of compensation money to the party entitled to receive it.
 - c. Decision of the Head of the Demak Regency Land Office as the Head of the Land Acquisition Implementation Committee regarding the Determination of Compensation Assistance for Land Acquisition

Objects in the Framework of the Semarang-Demak Toll Road Construction.

2. Agencies requiring land are required to provide compensation upon written request from the Head of Land Procurement. Compensation is paid no later than seven working days after the form of compensation is determined. Furthermore, the head of land procurement will make an invitation for the implementation of compensation.

3. Implementation of compensation:

a. The entitled party is invited to the file verification desk, to ensure that the documents are complete. At the time of the compensation payment, the entitled party is required to release the rights and submit the original proof of control or ownership of the land acquisition object to the agency that requires the land through the land acquisition implementer. In the land acquisition procedure, not only the land is compensated, but also the value of the building, the value of the building, the value of the plants, non-physical losses such as: solatium or emotional feelings of disappointment due to having to move, work, compensation for the waiting period from the start of the project activity until completion, transaction costs for purchasing replacement land such as moving costs, notary fees, taxes and other losses that can be assessed.

b. Next, a Minutes of Granting Compensation and a Minutes of Release of Rights are made together.

c. The entitled party is invited to the banking service desk to receive compensation money directly transferred to the entitled account.

4. Conclusion

The Semarang-Demak toll road development policy is outlined in the Toll Road Land Acquisition Planning Document in Accordance with Law No. 2 of 2012, which was prepared by the Directorate General of Toll Roads, Urban and Regional Road Facilities, Directorate General of Highways. The Ministry of Public Works and Public Housing is in accordance with the Demak Regency Spatial Planning policy contained in Regional Regulation No. Perda No. 1 of 2020. Concerning Amendments to Regional Regulation No. 6 of 2011 Concerning the Demak Regency Spatial Planning Plan for 2011-2031. This conformity is very important because the local government understands the most about land use. Compensation procedures for land acquisition for the Semarang-Demak toll road, apply the principles of justice, humanity and protection of human rights through deliberation, so that people who relinquish land tenure rights willingly

relinquish their land rights. as regulated by Law No. 2 of 2012 concerning Land Acquisition for Development in the Public Interest.

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