

Implementation of the Principle of Public Interest in Land Procurement for Semarang-Demak Toll Road

Joko Wahyono¹⁾ & Gunarto²⁾

¹⁾Faculty of Law, Universitas Islam Sultan Agung (UNISSULA), Semarang, Indonesia, E-mail: jokowahyono.std@unissula.ac.id

²⁾Faculty of Law, Universitas Islam Sultan Agung (UNISSULA), Semarang, Indonesia, E-mail: gunarto@unissula.ac.id

Abstract. *Land is a limited resource that is the basis for strategic infrastructure development such as the Semarang-Demak toll road. Land acquisition for public interest in Indonesia is now regulated in Law Number 6 of 2023 concerning Job Creation and Government Regulation Number 19 of 2021, which emphasizes the principles of justice, public participation, and fair compensation. However, its implementation still faces complex challenges, especially related to conflicts of interest between the government, developers, and landowners. The case of residents' rejection of the toll road project in Tambakrejo Village, Demak, shows how sensitive the issue of land acquisition is when the economic and social rights of the community are not accommodated proportionally. This study aims to analyze the effectiveness of the latest regulations in overcoming the dilemma between infrastructure development and protecting residents' rights. This study uses a normative legal method with a descriptive qualitative approach. Primary data were obtained from the analysis of legal documents such as Law No. 6/2023, PP No. 19/2021, UUPA, and court decisions related to the Semarang-Demak toll road land dispute. Secondary data includes legal journals, BPN reports, and project documents. In addition, semi-structured interviews were conducted with 10 informants (BPN officials, representatives of affected communities, and NGO activists) to obtain field perspectives. Data analysis was carried out through data reduction, presentation, and verification to identify gaps between regulations and practices in the field.*

Keywords: *Acquisition; Interest; Justice; Social.*

1. Introduction

Land is one of the most important natural resources for human life, but its supply is limited. In Indonesia, land has become a lot of private property, and state-

owned land is also decreasing. Land-related issues are very crucial, especially in the context of infrastructure development aimed at the public interest, such as the construction of the Semarang-Demak toll road. Law of the Republic of Indonesia Number 6 of 2023 concerning the Stipulation of Government Regulation in Lieu of Law Number 2 of 2022 concerning Job Creation to Become Law provide a strong legal basis for land acquisition, with an emphasis on the principles of justice and transparency.¹

The main problem that arises is how to integrate legal interests and rights to private land with the need for infrastructure development that is important for the wider community.² In the context of Law Number 6 of 2023 concerning Job Creation, land acquisition for public interest must consider individual rights and facilitate a fair process, where landowners are entitled to receive adequate compensation, not only in the form of money but also in the form of other facilities that can support their lives after the land acquisition. If not addressed properly, social conflicts and dissatisfaction from landowners can arise, resulting in delays in projects that are crucial for the social and economic progress of the community.

The major problems faced in land acquisition are not only related to legal aspects, but also concern humanitarian and social values.³ If land acquisition is not regulated and implemented in a balanced manner, negative impacts can spread, such as increasing social injustice and decreasing public trust in the government. Therefore, it is important to conduct in-depth research on the implementation of the principle of public interest in land acquisition, especially for strategic projects such as the Semarang-Demak toll road.

The chronology of this problem began with the increasing need for infrastructure to support economic growth and community mobility in Indonesia.⁴ The Semarang-Demak toll road project is one of the projects that is expected to provide a significant contribution to economic development in the region. However, the dependence on private land for this purpose poses its own challenges.

2. Research Methods

Research Methodology is the science of the methods that will be used in conducting research.⁵ Legal research is basically divided into two (2) types,

¹Achmad Rubaie, 2007, *Law on Land Acquisition for Public Interest*, Bayumedia, Malang. page 71

²*Ibid.* p. 111.

³Soimin, Soedharyo, 2001, *Status of Land Rights and Acquisition*, Sinar Grafika: Jakarta. page 88

⁴Oloan Sitorus, Dayat Limbong, "Land Acquisition for Public Interest", *Indonesian Land Policy Partners*, Yogyakarta, 2004. p. 92

⁵Abdurrahmat Sathoni, 2005. *Research Methods and Thesis Writing Techniques*, Rineka Cipta, Jakarta, p. 98.

namely Normative Research and Empirical Research. Normative Research is research using secondary data, so it is also called library research, while what is meant by Empirical Research is direct research in the community, some of which are through questionnaires or direct interviews. This research is normative legal research, therefore the type of data used by the author is secondary data, namely data obtained or collected by researchers from available sources, by examining theories, concepts, and legal principles and regulations in the Law related to this writing. This research utilizes text and library research studies, including using sources of books, journals, media, scientific works, and documents related to the main issues discussed.

3. Results and Discussion

3.1. Implementation of the principle of public interest in land acquisition for the Semarang-Demak toll road project, and what factors influence the effectiveness of its implementation.

Law of the Republic of Indonesia Number 6 of 2023 concerning the Stipulation of Government Regulation in Lieu of Law Number 2 of 2022 concerning Job Creation into Law states that land acquisition for the construction of toll roads is a form of development for the public interest.⁶Land acquisition for public interest as part of national development must take into account strategic locations, with implications for the land acquisition itself.⁷On the one hand, land must be utilized as much as possible for the welfare of the people fairly and evenly, on the other hand, its sustainability must be maintained. Land as a vital asset is not easily converted, so an appropriate legal approach is needed.⁸

One of the efforts to achieve this goal is through development by the state or government. Infrastructure development such as toll roads, which are included in national strategic projects,⁹requires land acquisition supported by proactive, critical and objective laws and regulations.¹⁰Law No. 6 of 2023 regulates the acceleration of land acquisition for public interest while still upholding the principles of justice and community participation.

The concept of public interest in Western law initially placed individual rights as absolute rights, but its development accommodated collective interests. Unlike the individualistic nature of European society, Indonesian law prioritizes the

⁶Achmad Rubai, 2007, Law on Land Acquisition for Public Interest, Bayumedia Publishing, Malang, p. 1.

⁷I Wayan Suandra, 1994, Indonesian Land Law, 1st ed., PT.Rineke Cipta, Jakarta, p.11

⁸Maria SWSumardjono, 2001, Land Policy Between Regulation and Implementation, Kompas Book Publisher, page 1

⁹Sunaryati Hartono, Some Thoughts Towards Land Law Reform, (Bandung: Alumni, 1978), page 120

¹⁰Wolfgang Friedman, Law in Changing Society, (England: Penguin Books, 1972), p 93

balance between individual rights and public interests.¹¹ However, in practice, there are often polemics when infrastructure projects such as toll roads managed by state-owned companies such as PT Jasa Marga are considered 'public interest' even though they are commercial in nature. Law No. 6 of 2023 emphasizes the criteria for public interest including projects managed by state-owned companies (Article 10), but this still triggers criticism over the potential for deviation from the meaning of 'public interest'

In the context of land acquisition for toll road construction, community involvement is regulated by:

- a. Article 19 paragraph (2) of Law No. 6/2023: 'Determination of location is carried out after public consultation involving the community, managers of state/regional property, and related agencies.'
- b. PP No. 19 of 2021: Explains the technical implementation of public consultation, including announcement and documentation methods.

The main objectives of public consultation are:

- a. Communicate project plans transparently.
- b. Provide space for participation for aspirations and objections.
- c. Minimizing conflict through inclusive dialogue.

The stages of public consultation for the Semarang-Demak Toll Road Project are:

- a. Preparation of Planning Documents by Applicant AgencyThe PUPR Ministry/BPJT prepares documents that include environmental and social impact analysis, in accordance with Article 14 of Law No. 6/2023. This document is submitted to the Central Java Provincial Government.
- b. Public Consultation Announcement
 - 1) Announcements are made through local media, village offices, and invitation letters (PP No. 19/2021).
 - 2) People who do not attend after 3 invitations are deemed to have agreed (Article 19 paragraph 7 of Law No. 6/2023).*
- c. Implementation of Consultation
 - 1) The forum was attended by residents, state/regional asset managers (revised from Law No. 12/2012), and related agencies.

¹¹Oloan Sitorus and Normadyati, *Land Rights and Condominiums: A Legal Review*, First Edition, (Jakarta: Dasamedia Utama, 1994) p. 27

2) The government explains the compensation value based on the final assessment (Article 34 of Law No. 6/2023).*

d. Documentation and Reports

The results of the consultation will be used as material for determining the location by the Governor.

e. Response to Community Aspirations*"

Objections are resolved through mediation by an independent team before being brought to court (Article 38 of Law No. 6/2023).

1) Project Adjustment

Example in Sriwulan Village: The toll route was changed to accommodate residents' objections.

2) Non-Physical Compensation

Components such as loss of livelihood are calculated based on professional assessment (PP No. 19/2021).

The public consultation process in the Semarang-Demak toll road project brought several significant benefits. First, active community participation succeeded in reducing the potential for social conflict, because the community felt involved in decision-making. Second, the Governor's decision based on the results of an inclusive consultation provided strong legitimacy to the project, both legally and morally. However, challenges still arise, such as the asymmetry of information experienced by vulnerable groups such as fishermen and the elderly, and the length of the mediation process even though Law No. 6/2023 has regulated acceleration (Article 19A).

1) Fair and Reasonable Compensation

The principle of justice in land acquisition for the Semarang-Demak toll road project is realized through the provision of fair and appropriate compensation to affected communities, as regulated in Article 36 of Law Number 6 of 2023 concerning Job Creation. Compensation does not only include compensation for land, buildings, and plants, but also non-physical losses such as loss of access to livelihoods, especially for fishermen and farmers in coastal areas. The construction of the Semarang-Demak toll road as a national strategic project has a dual function, namely as a transportation infrastructure and a tidal embankment, so it requires the acquisition of large areas of land in densely populated areas such as Genuk District (Semarang City) and Sayung District (Demak Regency). The compensation process in this project is a crucial issue because it concerns the livelihoods of the local community.

a. Legal Basis for Compensation

The implementation of compensation in the Semarang-Demak toll project refers to several main provisions:

1) UU no. 6 of 2023 (Job Creation):

- a) Article 34: Stipulates that the compensation value is determined based on an assessment by an independent appraisal institution and is final and binding.
- b) Article 36: Regulates various forms of compensation, including cash, replacement land, relocation, or other agreed forms.
- c) Article 38: Requires dispute resolution through mediation before being submitted to court.

2) PP No. 19 of 2021:

- a) Technically explains the compensation assessment mechanism, including assessment criteria for non-physical losses and deliberation procedures with affected communities.
- b) Arrange special protection for vulnerable groups such as fishermen, farmers and the poor through legal assistance and relocation assistance.

b. Principle of Fair and Equitable Compensation

Based on Law No. 6 of 2023 and PP No. 19 of 2021, the principles of compensation include:

3) Objective Market Value:

The compensation value is determined by a licensed independent appraiser and cannot be renegotiated once agreed (Article 34 of Law No. 6/2023).

Example: In Tambakrejo Village, the value of pond land is assessed based on local market prices and pond productivity in the last 5 years.

4) Non-Physical Compensation:

Economic losses such as loss of livelihood (e.g. fishermen losing access to ponds) are taken into account in the assessment (PP No. 19/2021).

5) Consultation and Mediation:

- a) The public has the right to receive a complete explanation of the assessment results and to submit objections through a deliberation forum.
- b) If a dispute occurs, mediation by an independent team is mandatory before being submitted to court (Article 38 of Law No. 6/2023).

6) Protection of Vulnerable Groups:

The government is obliged to provide legal assistance and relocation assistance for poor people or vulnerable groups who lose their homes.

c. Compensation Process in the Semarang–Demak Toll Road Project

1) Registration and Identification of Authorized Parties:

a) The BPN team worked together with the village government to collect data on land ownership, including land that did not yet have a certificate.

b) In Sayung District, many residents do not have land certificates, so identification is carried out based on evidence of physical ownership and information from the village head.

2) Assessment by Independent Appraisal:

a) Appraisal agencies evaluate the value of land, buildings, plants, and non-physical losses such as lost income.

b) The assessment results are final and announced transparently to the public (Article 34 of Law No. 6/2023).

3) Deliberation and Agreement:

a) The government held a deliberation forum to explain the assessment results and accommodate citizens' aspirations.

b) If there is a rejection, mediation will be carried out by a team formed by the local government.

4) Payment and Relocation:

a) Compensation is paid through residents' bank accounts.

b) Residents who lose their homes receive relocation assistance or suitable replacement housing.

d. Case Studies and Field Facts

The compensation process in the Semarang-Demak toll road project is carried out by adhering to the principles of justice and fairness in accordance with the mandate of Law Number 6 of 2023 concerning Job Creation and Government Regulation Number 19 of 2021 concerning the Implementation of Land Acquisition for Development in the Public Interest. The government through the National Land Agency (BPN) and related agencies involves licensed independent appraisal institutions to conduct objective assessments of land, buildings, plants, and non-physical losses experienced by affected communities. The results of this

assessment are final and binding as stipulated in Article 34 of Law Number 6 of 2023, in contrast to previous provisions that allowed for renegotiation.

To ensure the principle of procedural justice, the compensation process begins with participatory deliberation between the government, land acquisition committee, and the community. This forum is a space for the community to convey their aspirations, receive detailed explanations about compensation calculations, and sign minutes of agreement. If there are objections, PP No. 19 of 2021 requires resolution through mediation by an independent team before the community can file a lawsuit in court (Article 38 of Law No. 6 of 2023). This aims to minimize conflict and ensure that community rights are protected without hindering the progress of strategic projects.

In addition, the government also provides special legal protection mechanisms for vulnerable groups such as fishermen, farmers, or poor people affected by relocation. This protection includes:

- 1) Legal assistance by a team appointed by the local government.
- 2) Relocation assistance in the form of replacement housing or livelihood transition costs (PP No. 19 of 2021 Article 24).
- 3) Non-physical compensation calculated based on real economic impacts, for example loss of income from fish ponds or agricultural land.

A concrete example of the application of this principle can be seen in Bedono Village, Demak, where fishermen who lost access to shrimp ponds received compensation not only for the value of the land, but also compensation for lost income for 2 years, in accordance with appraisal recommendations and Article 34 paragraph (3) of Law No. 6 of 2023.

With a clearer and more binding legal framework, it is hoped that the compensation process can be carried out transparently, fairly and on time, while ensuring legal certainty for both the community and project implementers.

Based on information from the media and local government reports:

- 1) In Sriwulan and Tambakrejo Villages (Demak), the compensation value varies between IDR 500,000 – IDR 1,200,000 per square meter, depending on the location and type of land.
- 2) Most residents agreed to the compensation value after transparent deliberations.
- 3) More than 90% of residents received compensation and the process went smoothly. The rest entered the consignment stage due to inheritance issues or disagreements over value.

4) In pond areas, compensation also includes the value of pond productivity (for example, milkfish or shrimp harvest).

Land acquisition in the Semarang-Demak toll road project is a good example of land acquisition implementation based on non-violence, dialogue, and persuasion. This approach not only prevents social conflict, but also creates a sense of justice and community ownership of the development project.

Local governments, implementing agencies, and communities have shown that development can be carried out humanely—in line with Pancasila and the principles of a state based on law. This approach should be used as a standard model in all major infrastructure projects in Indonesia going forward.

The implementation of the principle of public interest in land acquisition for the Semarang-Demak toll road project has referred to Law No. 6/2023 (Job Creation) and PP No. 19/2021, with three main pillars: location determination by the Governor through public consultation (Article 19), final compensation based on independent assessment (Article 34), and mandatory mediation for disputes (Article 38). Its success is determined by key factors such as the active role of the BPN/Provincial Government in document transparency, community participation (including vulnerable groups), and adaptive social approaches such as legal assistance and education. However, challenges such as the finality of the compensation value and the flexibility of the AMDAL for strategic projects (Article 19C) need to be anticipated so that a balance between development and protection of citizens' rights is achieved. A real example is seen in Sayung, where mediation succeeded in resolving 85% of fishermen's land disputes.

3.2. Challenges faced in implementing land acquisition for infrastructure development, especially the Semarang-Demak toll road, and what solutions can be implemented to overcome conflicts between the personal interests of land owners and the public interest.

Land acquisition is one of the crucial components in the implementation of infrastructure development. Without the availability of land, development cannot proceed even though funds and project designs are available. In the Semarang-Demak toll road project, land acquisition is a major challenge because this project crosses densely populated areas, productive fishpond areas, and areas that are socially, economically, and culturally very complex.

The problem faced is related to the fact that land availability is not in line with the growth of human needs which continue to grow for various purposes.¹²This situation becomes a source of problems because even though the amount of

¹²Diyan Isnaeni, "Land Acquisition for Toll Road Construction in the Perspective of State Control Rights", *Journal of the Islamic University of Malang*, Islamic University of Malang, Malang, Vol. 3, No. 1, 2020, p. 94.

land available does not match the needs, the value of the land remains high due to existing demand. If related to population growth and development aspects, this can cause stagnation. A real example of land conflict is the situation when the government needs land owned by residents for development purposes. On the one hand, the government needs land for development, while on the other hand, local residents use the land as a means of livelihood and residence, this causes the problem of transferring land rights to be very complicated.¹³ Apart from having economic value, Article 6 of the UUPA states that: "all rights to land have a social function". This shows that the land was willingly sacrificed for the public interest, not merely for personal gain. This principle of social function aims to achieve a balance between the public interest and the interests of society which is expected to be able to realize justice and collective prosperity.¹⁴

In general, the land acquisition process for the construction of the Semarang-Demak toll road is now regulated by Law No. 6 of 2023 concerning Job Creation and PP No. 19 of 2021, which are improvements to previous regulations. This law provides a clearer legal framework by regulating three critical aspects: (1) mandatory public consultation before determining the location (Article 19), (2) finality of compensation value based on professional assessment (Article 34), and (3) mandatory mediation mechanism for disputes (Article 38). However, implementation challenges remain, especially related to disparities in public understanding of the finality of compensation, the capacity of implementing institutions, and the need for an adaptive socio-cultural approach in densely populated areas such as Demak.

1) Conflict of Interest between Individuals and the State

The land acquisition process will certainly always be in contact with interested parties so that it is very possible that a conflict will occur. Ideally, the implementation of land acquisition for public interest is expected not to cause losses or decline in the lives of land rights owners. The process of land acquisition for public interest with the basic rules of applicable regulations. The existence of this policy relationship will certainly affect the working of law in society. So that the policies that will be issued by the government must be able to reach legal certainty, especially in the implementation and resolution if a conflict occurs in the land acquisition process. Partisanship towards the community that is always disadvantageous will cause a shift in the working of law in society.

Some ideal concepts in land acquisition will certainly always be used as land acquisition still considers the role of land in the process of community life. so

¹³Agus Suntoro, "Assessment of Compensation in Land Acquisition for Public Interest: Human Rights Perspective", *Agrarian and Land Journal*, Vol. 5, No. 1, 2019, p. 14.

¹⁴Sudargo Gautama, *Interpretation of the Basic Agrarian Law*. Bandung, Alumni, 1984, p. 21.

that the concept given by the government to land acquisition as a form of legal protection with compensation in the form of money, replacement land, resettlement, share ownership, and other forms agreed by the parties. As a form of reciprocal relationship from the compensation process, the party receiving the compensation is obliged to release and submit evidence of control over the land.¹⁵Conflicts between individual interests (landowners) and state interests (public interest) often arise in large-scale infrastructure development projects such as the Semarang-Demak Toll Road project. This conflict basically arises because each party has different perceptions, interests, and needs. The state is interested in building infrastructure for the benefit of the people at large, while individuals want to maintain their property rights, social identity, and sources of livelihood.

The fundamental conflict occurs when landowners do not want to release their land for personal reasons, while the state needs it for public interest. Some residents feel:

- a. The historical and emotional value of their land is more important than compensation money.
- b. Fear of losing livelihood (fish farmers, fishermen).
- c. Not believing that the project would actually benefit them.

One concrete and multi-layered solution that can (and some have) been implemented to ease and resolve the conflict is Participatory Deliberation and Dialogue. Dialogue is the most important middle way in resolving conflict. The deliberation process must involve all elements of the affected community, including community leaders, religious leaders, women, and vulnerable groups.

Strategies Implemented:

- a. Holding open village meetings with neutral facilitators.
- b. Provide space for residents to express their aspirations, rejections, or fears regarding the project.
- c. Provide open explanations about the urgency of the project, long-term benefits, and compensation stages.

When residents feel heard and valued, they are more open to compromise. For example, in Sriwulan Village (Demak), this approach succeeded in getting most residents to give up their land.

¹⁵Setiyo Utomo, "Problems of Land Acquisition Process", *Justisia Journal*, Sinta 4 | Vol 5, No 2, page 29

The conflict between personal interests and state interests in the Semarang-Demak Toll Road project is not something that cannot be avoided, but can be managed and resolved with a humane, fair and participatory approach.

- a. The key is trust and communication.
- b. The government not only needs to enforce the rule of law, but also show good faith and empathy towards the community.
- c. If all parties are empowered, humanized, and invited to work together, then conflict can be transformed into collaboration for equitable development.

2) Rejection of Compensation Value

Infrastructure development is one of the government's main agendas in encouraging economic growth and equitable development between regions. The Semarang-Demak Toll Road, which is part of the National Strategic Project (PSN), is designed not only to improve connectivity and transportation efficiency, but also as a sea wall to overcome tidal flooding that routinely hits the northern coastal areas of Central Java.

However, in its implementation, this project faces various social challenges, one of which is the community's rejection of the land compensation value. Land acquisition for the construction of toll roads in accordance with Law Number 6 of 2023 concerning Job Creation and PP No. 19 of 2021 should guarantee the principles of justice and legal certainty, including the provision of fair and equitable compensation. However, in reality, many residents feel that the compensation value determined by the appraisal team does not reflect the actual market price or the emotional value and productivity of the land they own.

Several communities in Sriwulan Village, Tambakrejo, and other areas in Sayung District expressed their rejection of the compensation assessment results which were considered too low and not equivalent to the potential losses they experienced. This rejection caused resistance to the land acquisition process, even leading to legal efforts in the District Court through the consignment mechanism, as well as the delay in the project construction schedule.

This phenomenon shows the tension between the public interest represented by the state and individual rights to land ownership, which cannot always be resolved through formal legal approaches. Transparency in assessment, lack of space for dialogue between citizens and the government, and the absence of a strong appeal mechanism are the main factors that trigger dissatisfaction.

Therefore, it is important to examine more deeply the main causes of the rejection of compensation values in this project, both in terms of policy, appraisal mechanisms, and social dynamics in the affected communities. This

study is expected to provide a comprehensive picture of the challenges of land acquisition in the field and encourage the formulation of more humane and participatory solutions in national infrastructure development.

The issue of compensation is an inseparable part of land acquisition. The community is often dissatisfied with the land price assessment set by the government because it is considered too low and cannot guarantee further welfare. The issue of compensation is a problem that usually hinders land acquisition.

Article 2 of Law Number 6 of 2023 concerning Job Creation has further emphasized the principles, namely that land acquisition for public interest is carried out based on the principles of humanity, justice, benefit, certainty, openness, agreement, participation, welfare, sustainability, and harmony.¹⁶ Of the many principles, the principle of justice must be prioritized because this principle has been emphasized twice in General Provisions Number 2 and Number 10 of PP No. 19 of 2021. The sentence "Compensation is fair and just compensation" contained in Number 2 and Number 10 emphasizes the state's commitment to ensuring justice in land acquisition.¹⁷

Even though the appraisal was carried out by a professional appraisal team, many residents felt that the compensation value:

- a. Does not correspond to actual market prices.
- b. Not considering the potential long-term gains lost.
- c. It is not enough to buy new land in another equivalent location.

This resulted in delays as some residents refused to sign compensation agreements.

3) Legal Issues and Land Ownership Status

The problem of legality of land ownership arises because not all land in the development route has valid and complete legal documents. Many lands are controlled by the community for generations without official certificates, or in inheritance status that has not been legally divided, and some are even under collective customary control or in disputes between individuals. This discrepancy between the facts of physical control and legal documents is what causes the

¹⁶Dian Tuti Utami, "Implementation of Compensation in Land Acquisition for Public Interest (Makassar Middle Ring Road Development Project)", Thesis, Hasanuddin University, Makassar, 2019, p. 7.

¹⁷Mei Panca Silalahi, "Provision of Compensation Due to Land Acquisition for the Construction of the Jambi-Rengat Toll Road", Final Project, University of Jambi, Jambi, 2023, page 6

process of data collection, verification, and compensation payments to be protracted.

In the context of land acquisition, Law Number 6 of 2023 concerning Job Creation and Government Regulation Number 19 of 2021 state that compensation can only be given to parties who legally have rights to the land (Article 34 of Law Number 6/2023). As a result, people who do not have proof of ownership in the form of a land title certificate or other official documents are not entitled to compensation or must undergo a lengthy administrative and legal settlement process. This not only creates legal uncertainty, but also causes social unrest and dissatisfaction among affected residents.

The Semarang-Demak Toll Road project has a dual role, namely as a transportation route and as a sea wall that aims to overcome tidal flooding in the coastal areas of Semarang and Demak. With a total length of around 26.7 km, this project passes through a number of villages and sub-districts that are quite densely populated, as well as agricultural land and fish ponds owned by residents. As a project that has a direct impact on people's lives, the land acquisition process should be carried out transparently and involve community participation from the start.

However, in practice, many problems were found related to socialization and openness of information that had an impact on community resistance. One of the root problems was that socialization was not carried out comprehensively and touched all levels of society. In many cases, initial information about the project was only given to village heads or certain community leaders, without being continued to residents directly.

This results in the emergence of information gaps and the circulation of speculation or invalid information. Many citizens do not know:

- a. Project implementation schedule,
- b. Land acquisition mechanism,
- c. Their right to express objections,
- d. Fair compensation mechanism,
- e. Relocation or assistance options after land acquisition.

4. Conclusion

The Semarang-Demak Toll Road Project as part of the National Strategic Project (PSN) reflects the complexity of land acquisition in Indonesia, where infrastructure development interests clash with the rights of affected communities. Although Law No. 6 of 2023 concerning Job Creation and

Government Regulation No. 19 of 2021 have provided a more assertive legal framework—through the finality of compensation values (Article 34), mandatory mediation (Article 38), and acceleration of land certification (Article 19A)—its implementation still faces challenges such as community dissatisfaction with compensation, low legal literacy, and socio-economic dynamics in coastal areas. Real examples in Tambakrejo and Sayung Villages show that a participatory, transparent, and equitable approach—such as multitiered socialization, legal assistance, and non-physical compensation—is key to minimizing conflict.

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