MINISTER OF ENVIRONMENT AND FORESTRY
THE REPUBLIC OF INDONESIA

Jakarta, 9 July 2020

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Her Excellency
Svenja Schulze
Federal Minister for the Environment,
Nature Conservation and Nuclear Safety
of the Federal Republic of Germany

Excellency,

Thank you for your letter regarding your concern on the planned road construction through Hutan Harapan Ecosystem Restoration Concession. We appreciate the support of the German Government (through the BMU) to the conservation of Hutan Harapan through the project "Hutan Harapan: support for sustainable safeguarding of the first Ecosystem Restoration Concession (ERC) in Indonesia" for the period 2019 - 2026.

We understand that you are worried that the planned haul road would adversely affect the integrity of the environment and livelihoods around Hutan Harapan. Indeed, we also deeply care of the sustainability of the development, including not only its biodiversity and ecosystem functions, but also the social and economic aspects.

The Environmental Impact Analysis and Environmental Permit procesess included six meetings with multi-stakeholders, including PT REKI. The meetings considered three track options: (i) most straight forward (88 km), (ii) within concession area, close to the border, and (iii) outside the concession. For sure, the first option is most damaging, and not taken. Comparison was therefore made between option (ii) and option (iii), as follows:

No	Issues	Option ii	Option iii
1.	Area without vegetation (ha)	46.79	192.35
2.	Area with very little vegetation (ha)	49.29	124.50
3.	Area with little vegetation (ha)	35.08	91.98
4.	Area with moderate vegation cover (ha)	55.12	142.08
5.	Area with high vegetation cover (ha)	9.06	4.98
6.	Length of haul road (km)	92	96
7.	Road in forest area (km)	80	81
8.	Distance from border (km)	1-2 (within)	1-2 (outside)
9.	Role of road	Physical border of restoration area, to be fenced with guard posts (by mining company and PT. REKI) to prevent encroachment	Outside restoration area, but with less protection measures, and no support from PT. REKI

No	Issues	Option ii	Option iii
10.	Protected plant species	Sialang	None
11.	High vegetation areas (ha)	4.98	25.09
12.	Protected animal species	2 birds; 3 mammals	4 birds; 2 mammals;
13.	Impact management measures	• Revegetation of buffer zone • Establishment of wildlife corridors • Establishment of elephant tracks under bridges • Establishment of fences along the road, but still allowing animals crossing • Establishment and manning of guard posts • Give sanctions to those who involved in hunting • Conduct routine patrols to protect the existence of wildlife.	• Revegetation of buffer zone
14.	Distance from local community (km)	• 2.5 → medium level of encroachment threat	• 2 km → high level of encroachment threat
15.	Customary communities management	• Empowerment in forest products processing and marketing • Education and health support • Pedestrian access • Promotion of community welfare on buffer zone or forest area revegetation	• Pedestrian access

Based on the comparison, we decided to use Option ii. In addition, we have also required a list of measures for the mining company to undertake to reduce the impacts of the road construction, as follow:

Technological Aspect

- Maintaining air quality by limiting vehicle speed, imposing time lags between vehicles, using good condition vehicle, and operationalizing only during the day;
- Controlling erosion and run-off by constructing drainage and settling ponds, planting grass or leguminous plants to cover exposed soil surfaces;
- Making retaining walls, especially on steep cliff parts of the road body composed of soil;
- Planting vegetation along the haul roads in green areas;
- Replacing lands cleared for corridor roads with new land adjacent to the ecosystem restoration concession area, as substitute habitats for animals by making corridors such as underpasses;
- Rehabilitating buffer zone and establishing wildlife corridors;
- Establishing elephant tracks under bridges and making fences along the road, which still allow animals crossing;
- Establishing and manning guard posts and conducting routine patrols to protect the wildlife;
- Monitoring wildlife by using camera traps;
- Putting up warning signs of hunting prohibition.

Socio-Economic Aspect

- Recruiting employees from the affected communities, particularly those affected by land acquisition, and providing training if necessary;
- Helping with commodity marketing of local people, those affected by land acquisition;
- Providing the local people with public facilities such as mosques.

Institutional Aspect

- Develop good relation and cooperation with local government, local people, local NGOs, and local business entities by:
  - Helping accelerate ecosystem recovery on twice the area affected by the road construction;
  - minimizing opening of forest areas by using existing roads;
  - Building animal corridors / animal bridges at every certain distance;
  - Planting trees to rehabilitate the watershed;
  - Controlling forest and land fires;
  - Undertaking reclamation and revegetation in forest areas that are no longer in use;
  - Undertaking forest protection and maintenance on concession boundaries;
  - Securing the conservation forest and protection forest areas adjacent to the roads.

I hope the above can show that the Government has done all possible efforts to minimize the negative impacts of the road construction. And yet, we are open for further discussion with PT. REKI on how to improve the impacts control measures.

Your positive consideration will be highly appreciated. Thank you for your kind cooperation.

Yours sincerely,

Dr. Siti Nurbaya
Minister of Environment and Forestry
of the Republic of Indonesia