

EVALUASI JARINGAN JALAN ANGKUTAN PADA HUTAN TANAMAN

(Studi Kasus di HTI PT SUMALINDO LESTARI JAYA Site Muara Karang, Propinsi Kalimantan Timur)

Oleh :
Tri Suryanti¹

INTISARI

Penelitian ini bertujuan untuk mengetahui karakteristik jaringan jalan angkutan di HTI PT SUMALINDO LESTARI JAYA Site Muara Karang dan untuk mengetahui optimalitas jaringan jalan angkutan yang telah dibuat, baik pada PWH untuk tujuan jangka panjang maupun pada PWH untuk tujuan eksploitasi. Penelitian ini dilakukan di HTI PT SUMALINDO LESTARI JAYA Site Muara Karang dengan potensi tegakan 72,50 m/Ha.

Metode penelitian yang diterapkan adalah mengumpulkan data primer melalui pengamatan dan pengukuran langsung di lapangan serta data sekunder berdasarkan data-data di kantor HTI PT SUMALINDO LESTARI JAYA Site Muara Karang atau dari hasil penelitian yang sudah ada. Karakteristik jaringan jalan angkutan di HTI PT SUMALINDO LESTARI JAYA Site Muara Karang digambarkan oleh beberapa parameter, yaitu kerapatan jalan (RD), spasi jalan (RS), jarak sarad rata-rata (MSD) dan persen pembukaan wilayah (E%), yang nilainya tergantung pada luas areal hutan dan panjang jalan yang telah dibuat. Optimalitas jaringan jalan angkutan dapat diketahui berdasarkan nilai kerapatan jalan optimal (ORD) dan spasi jalan optimal (ORS), dengan memperhatikan potensi hutan, biaya pembuatan dan pemeliharaan jalan, biaya penyaradan dan factor koreksi lapangan.

Hasil perhitungan karakteristik jaringan jalan angkutan pada PWH untuk tujuan jangka panjang yang berupa jalan utama, jalan cabang, dan jalan ranting mempunyai RD = 9,88 m/Ha; RS = 1012,15 m dan jarak sarad rata-rata teoritis (MSDt) = 253,04 m; jarak sarad rata-rata terpendek (MSDp) = 443,52 m serta nilai E% = 57,14%. dengan ORD = 18,93 m/Ha dan ORS = 528,26 m. Pada PWH untuk tujuan eksploitasi, dengan adanya jalan ALS mempunyai RD = 79,53 m/Ha; RS = 125,74 m; jarak sarad rata-rata teoritis (MSDt) = 31,44 m; jarak sarad rata-rata terpendek (MSDp) = 43,98 m; jarak sarad rata-rata lapangan (MSDr) = 59,61 m serta nilai E% = 71,43% dengan ORD = 77,43 m dan ORS = 128,54 m. Secara umum jaringan jalan angkutan pada PWH untuk tujuan jangka panjang berdasarkan perbandingan antara RD aktual dengan ORD belum optimal dan ada kekurangan panjang jalan sehingga perlu dilakukan penambahan jalan baru, sedangkan bila dilihat dari nilai E% ternyata distribusi dan tata letak jaringan jalannya masih belum baik serta kurang menguntungkan. Sedangkan pada PWH untuk tujuan eksploitasi, nilai E% menunjukkan distribusi jalan yang berupa jalan angkutan dan jalan ALS cukup merata.

Kata kunci : Jaringan jalan angkutan, HTI, Kalimantan Timur

¹Mahasiswa S₁ jurusan Manajemen Hutan Fakultas Kehutanan UGM

**EVALUATION OF TRANSPORTATION ROAD NETWORK
ON FOREST PLANTATION**
(Case Study on HTI PT SUMALINDO LESTARI JAYA Site Muara Karangan, East Kalimantan)

By :
Tri Suryanti¹

ABSTRACT

This research was aimed to find out the characteristics of transportation road network in HTI PT SUMALINDO LESTARI JAYA Site Muara Karangan as well as finding out the optimality of transportation road network that had been created, both in the PWH for long-term purpose and in the PWH for exploitation purpose. This research was conducted in HTI PT SUMALINDO LESTARI JAYA Site Muara Karang with 72,50 m/Ha of standing stock.

Research method applied in this recent study included primary data collection through direct field observation and measurement and secondary data collection based on the data in the HTI PT SUMALINDO LESTARI JAYA Site Muara Karangan office or based on the available research data. The characteristics of transportation road network in HTI PT SUMALINDO LESTARI JAYA Site Muara Karangan were described by several parameters included road density (RD), road spacing (RS), mean skidding distance (MSD) and percentage of forest opening up (E%), in which the value depended on the width of the forest area and the length of the road. Optimality of transportation road network can be identified from the value of optimum road density (ORD) and optimum road spacing (ORS), by considering standing stock, road construction and road maintenance cost, skidding cost and field correction factor.

Computation result of the characteristics of transportation road network in the PWH for long-term purpose in the form of main road, section road, and subsection road shows that RD = 9.88 m/Ha; RS = 1012.15 m and theoretical mean skidding distance (MSDt) = 253.04 m; shortest mean skidding distance (MSDp) = 443.52 m; and E% = 57.14%, with ORD = 18.93 m/Ha and ORS = 528.26 m. Furthermore, in the PWH for exploitation purpose, in the presence of ALS, the computation result shows that RD = 79.53 m/Ha; RS = 125.74 m; MSDT = 31.44 m; MSDp = 43.98 m; real mean skidding distance (MSDr) = 59.61 m; and E% = 71.43% with ORD = 77.43 m and ORS = 128.54 m. In general, the transportation road network in the PWH for long-term purpose, which is based on the ratio of actual RD and ORD, is not optimal yet and there is a lack in the length of the road so that new roads need to be added. When it is viewed in terms of E%, the distribution and the layout of the road network is not quite good and not beneficial as well. In addition, in the PWH for exploitation purpose, the value of E% implies that road distribution in the form of transportation road and ALS road is quite smooth.

Keywords: Transportation road network, HTI, East Kalimantan

PERPUSTAKAAN
FAK. KEHUTANAN UGM

¹Majors Student of Forestry Management of Forestry Faculty, Gadjah Mada University