



the mind of movement

# Certificate

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**Prof. LEKSMONO SURYO PUTRANTO**

As

## Keynote Speaker

*In XXII FSTPT Symposium and the 2nd International Symposium of Transportation Studies for  
Developing Countries (ISTSDC), 1 - 3 November 2019 at Grand Claro Hotel Kendari*

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Dean of Engineering Faculty,  
Halau Oleo University

**Dr. Edward Ngii, M.T**

# Travel Behaviour Research in Indonesia: Its Role to Improve National Welfare

Leksmono Suyo Putranto  
Civil Engineering Department  
Tarumanagara University  
Jakarta, Indonesia  
leksmonop@ft.untar.ac.id

**Abstract**—Research on travel behaviour, growing quite rapidly recently both in terms of numbers and scopes. Some of them were regarding Indonesian cases. By understanding deeply the characteristics of human travel, we will be able to provide travel facilities and modes appropriately. This paper was prepared to summarize the travel behaviour research in Indonesia and its role to improve national welfare

**Keywords**—travel, behaviour, research, Indonesia, national, welfare

## I. INTRODUCTION

The interest in conducting travel behaviour research was just developed quite recently (about 70 years [1]) in the long history of transportation research in general. Therefore some of us might not be able to define clearly the scope of travel behaviour research. According to Ax Hausen [1] in 2007, any studies regarding the physical movement of a human being beyond their reference locations for any purpose can be categorized as travel behaviour research. Therefore, studies regarding freight transport are excluded, except if a substantial involvement of human beings was justified, e.g. characteristics of freight truck drivers. In earlier work in 2000, Urry [2] even categorized virtual travel through the use of information technology such as online chat, telecommuting or shopping through the internet as part of mobility studies.

According to Madre et al [3] in 2006, the reference location does not have to be a residence but might include temporary address such as hotel accommodation during a business trip, student accommodation during a higher education experience or a hospital when receiving health care treatment. There are several basic elements of travel [1], e.g. daily schedule, the purpose of the activity, the timing of the activity, duration of the activity, location of the activity, participants of the activity, or expenditure for the activity.

This paper is intended to compile various travel behaviour research in Indonesia, especially which have been written by Indonesian authors. The benefit of the existence of such research to improve national welfare will also be discussed.

## II. INDONESIAN TRAVEL BEHAVIOUR RESEARCH

In this part, I will discuss various topics of travel behaviour research in Indonesia.

### A. Walking Speed & Shelter Capacity in Tsunami Evacuation

Yosritzal et al both in [4] and [5] in 2018 have been specialized in studying walking speed during a tsunami evacuation. As an archipelago country directly facing the

ocean, Indonesia is vulnerable to tsunami. Padang is a city in West Sumatera, facing directly to the Indian Ocean and located within a ring of fire of Sumatera Island and therefore has been suffered major earthquakes and some tsunami in the last century. One of the important factors to minimize victim is by assessing walking speed during evacuation as accurate as possible. It was found in [4] that mean walking speed was just below 1.5 m/s but varied depending on the age and gender of the evacuee. This was revealed after a simulated observation involving 9 volunteers and 6 observers. The volunteers were asked to walk as fast as possible along 1.6 km from densely populated areas to a shelter. The selected evacuation route was considered as the easiest and the safest route. The route consists of three straight sections with two right turns. Meanwhile, in [5], it was found that almost 50% of the existing shelters in Padang will not be able to accommodate all of the evacuees in the shelter coverage area. If each shelter was designed to accommodate 2000 evacuees, almost 40 additional shelters were required.

### B. Motorcyclists Travel Behaviour

In the last decades, the growth of motorcycles in general traffic was quite significant. This was confirmed by Putranto and Setyarini [6] in 2011 who found that in the major roads in 4 large cities in Indonesia the percentage of motorcycles was quite high, i.e. 56-71% in Bandung, 69-72% in Surabaya, Medan 43-69% and Makassar 60-71%. These percentages were greatly exceeding 38%, the reference value for large cities. This might be a pragmatic effort to overcome congestion whilst no sufficient public transport service available. Therefore studies regarding motorcyclists' travel behaviour become very important. For example, Irawan and Sumi [7] in 2012 found that in Yogyakarta, instead of asking their teenage children to school using public transport, the parents tend to escort them to school by motorcycle. As a consequence, these children arrived at school at a very early time in the morning.

Problems related to a large fleet of motorcycles in the road were not only threatening the environment through additional air pollution, noise pollution and greenhouse gas, but also traffic safety. Therefore studies regarding traffic violations among motorcyclists are also urgent and important. Susilo et al [8] in 2015 found a surprising result on this topic. They found that females are more likely to disregard traffic rules compare to males. The most prominent motorcyclist traffic violations were accepting a narrow gap to get through between vehicles in the traffic, speeding, reckless driving, and the wrong side overtaking. The authors suggest imposing tougher sanctions on any traffic violation which may cause loss of life of human beings. Therefore, the deterrent effect of the sanction will be perceived more.

Suatmadi et al [9] in 2019 in Jakarta, Indonesia, found that the mode shift from minibuses to online motorcycle taxi cannot reduce greenhouse gas if pick-up distance of motorcycle is included. This might justify keeping our idealism not to include motorcycle taxi as a part of the urban passenger transportation system as its nature seems to be not sustainable. On the other hand, there are a lot of pressures both from the public and the online motorcycle taxi riders to improve their position from informal passenger transport to more formal passenger transport as their popularity and the demand for such services was very high. Up to now, according to Law No.22/ 2009 on Road Traffic [10], a motorcycle can only be used as personal transport (not public passenger transport) or as a goods transport (with some regulation regarding the size and the placement of the goods).

### C. Paratransit User and Driver Behaviour

Tarigan et al [11] in 2014 studied the service quality of paratransit in Bandung. The paratransit is minibus with a carrying capacity of 10-12 passengers at once. Locally, it usually called *angkot*, stands for *angkutan kota* (city transport). *Angkot* users (mainly female) were not satisfied with the punctuality of departure and arrival and vehicle security. However, as most of the users were captive (almost 35% of the about 500 respondents), they still use paratransit daily due to unavailability of motorized private vehicles (about 40%), paratransit practicability (about 17%), cheap fare (about 13%), easy access (about 11%) and the rest said it was convenient.

Guritnaningsih et al [12] in 2013 conducted a study regarding the effect of the number of passengers and music genre of the recorded audio played in *angkot* on speed choice of the driver. It was found that the music genre was significantly affecting young adult *angkot* drivers behaviour including their likelihood of speeding. However, although the number of passengers can become a proxy of income, the combined effect between the number of passengers and the music genre was not statistically significant. As the drivers tend to get as many passengers as they can above the daily rental fee of the *angkot* to get net a higher daily net income, to improve *angkot* safety, the government was recommended to implement 'buy the service' scheme for paratransit operation.

### D. Travel Time Use on a Train

When someone becomes a passenger in any vehicle, he or she can freely use most of the travel time for something useful. It can be productive activities such as completing urgent office work, engage in the business call, reading, etc. Otherwise, he or she can just enjoy the view or take a nap/ sleep. Yosritzal et al [13] in 2017 conducted a study in a train service between Padang and Pariaman in West Sumatra. This was about two hours journey between the capital of West Sumatera Province, Padang City, and Pariaman City. The respondents were 280 passengers. 62% of them were female, 53% of them aged between 16-24 years old, and 47% of them in full-time education. Most of the respondents (27.2%) were enjoying the view, 17.5% of them listening to music, 14.6% talking to other passengers and 12.3% communicating through SMS/ social media. Productive activities, such as working on an office job (2.2%) and studying (1.5%) were significantly below 10%. The reasons for not conducting productive activities were the inconvenience of reading in a

moving vehicle, limited space for working, the insecure feeling when using the device on-board, and short travel time. In the earlier work in 2014, Yosritzal et al [14] found that the reason for travel time use in the public transport was to avoid boredom, to be able to perceived shorter travel time, to gain knowledge or to complete the unfinished job

### E. In-Store Shopping Activity and Travel Behaviour

Joewono et al [15] in 2019 found that in Bandung, Indonesia, although online-shopping has been widely used among the public, their need to conduct in-store grocery shopping is still significant. Most of the in-store grocery shopping was done by a private motorized vehicle.

### F. Household Time Use and Activity Dairy

Dharmowijoyo et al [16] in 2015 conducted multi-dimensional three-weeks household time-use and activity dairy in the Bandung Metropolitan Area. 732 respondents aged 7 years and older from 191 families. 584 of 732 participants aged 15 years and older became a part of the attitude and health survey. There were four groups of questions, i.e. out of home/ in non-mandatory activities, maintenance activities and recreational activities. They found that different faiths, anticipated emotions, support and attachment to motorized modes significantly associate with the different classification of the job, gender, age, activity participation, multitasking activities, and physical health, but not with different social and mental health. Therefore, it is very urgent to conduct private motorized vehicle ownership reduction by changing people's attitudes. It was also found that additional physical activities may reduce significantly the use of private motorized vehicle, whilst respondents who in their spare time engage in social activities tend to have better social health status. Furthermore, conducting multi-tasking out-of-home discretionary activities positively associates with a better physical condition.

Dharmowijoyo et al [17] in 2015, using the same dataset with [16] found that as grocery purchase is something planned with obvious effect (you might become weak), this purchase was conducted with strong commitment to ensure that this activity was at place. Meanwhile, out-of-home social-leisure activity was less urgent and therefore was likely to be rescheduled.

### G. Fly-In to Work; Fly-Out to Bali for Australian Workers

Australian people who want something different in their life might choose FIFO (Fly-In to Work; Fly-Out) scheme. There were various schedules for in (work/ on) and out (holiday/ off). The most usual shifts were two-weeks-on/ one-week-off and four-weeks-on/one-week-off. Other schemes were two-weeks-on/ two-weeks-off and eight-days-on/six-days-off. The later was the shortest day-off. Sanders et al [18] in 2016 conducted a study regarding FIFO Australian workers and their holiday destination. There were 15 FIFO workers involved in the deep interviews. Most of them (12 workers) were male, aged between 25-35 (10 workers) and only high school graduates (12 workers). The selected respondents should work in Australia and have been in the current position at least a year and have visited Bali at least once in the last 3 years. The approximately an hour interview consists of questions regarding their life in FIFO job, their travel behaviour, the reason for choosing Bali as a tourism destination and their experience in Bali and Australia as tourists. They involve in various engineering and services

jobs. Most of them were willing to become FIFO workers mainly for money. However, the next reason was the opportunity to provide full attention to their families during their breaks although sometimes they felt guilty when they can not assist the loved one when it is required. If they want to spend the break on a vacation, they tend to visit nearby Asian tourism destinations instead of Australian destinations. Affordable but high-quality accommodation was the main reason and Bali becomes one of their favourites. One of the workers even has been visited Bali more than 70 times. They found that Bali people's attitude made tourists felt comfortable.

### III. TRAVEL BEHAVIOUR RESEARCH VS NATIONAL WELFARE

Different topics of travel behaviour research as described in Chapter II, certainly provide different beneficial impacts on the people of Indonesia's welfare. Research regarding tsunami evacuation [4, 5] might provide important standard for determining suitable evacuation location and capacity. Therefore, the number of the victim could be minimized.

As in [7], children need to arrive very early in the morning to negotiate with their parent's schedule to work, we might propose child-care service in the school vicinity that also open very early in the morning with additional service: healthy breakfast. The children will be more responsible and their health will be guaranteed.

Instead of producing motorcycle safety socialization material that directed to the general population, due to the finding in [8], we could narrow down the targetted population into the female, whilst specifically only provide education regarding a certain type of violations commonly conducted. The finding in [9] might be used to protect our existing traffic law for accepting motorcycle as a part of our recognized passenger public transport vehicle.

Based on the findings in [11], we should either elevate the level of service o existing paratransit or completely move to more modern with higher carrying capacity. *Angkot* can be improved by firstly requires *angkot* to be managed at least by a co-operation as a legal entity. By having a legal entity, the regulator can promote *angkot* service, e.g. integrated payment system with other public transport using e-money, installation of "green" air condition, installation of *angkot* tracking system using GPS, and overcome problems in [12] by "buy the service" of *angkot*, etc.

Based on the findings in [13, 14], we could arrange some improvement of public tranport service, especially in commuter train. As more productive activities conducted on the train such as reading, working with the laptop were hindered by the significant vibration of the vehicle, we should launch the use of a more quiet vehicle with less vibration. Additionally, free wi-fi is a must to let the customer use social media, browse the internet, send e-mail, etc.

The findings in [15], can be used to improve the satisfaction of online grocery customers. For example, if the customer requires a higher quality of groceries in terms of the freshness, nutritional value, etc the online vendor should be able to follow-up.

The findings in [16, 17], can be used to improve our understanding of Indonesian travel behaviour, including the promotion of active transport among Indonesians. This

promotion might be conducted by offering a more appealing and integrated public transports system, including the first mile and last mile transportation by walking and cycling. The walking and cycling paths must be built to be shady during the day, but also fully illuminated during the night to ensure safety and security.

Indonesian tourism without Bali might be slightly paralyzed. Therefore, the findings in [18] regarding FIFO workers were very important. We could also extend the tourism destination of FIFO workers by surrounding islands such as Lombok and Sumbawa, but there is still a lot of potential tourism destination within the range of travel of Australian tourist, as long as the competitive price and service are there.

### IV. CONCLUSIONS AND RECOMMENDATIONS

Travel behaviour research in Indonesia has been done on various topics. It can be seen that each of them provide different benefit for the Indonesian national welfare. Therefore, it is recommended for more Indonesian transportation researchers to pay more attention to this branch of knowledge. As can be seen in this paper, Indonesian researchers studying travel behaviour resides in a various part of the globe with their various position in the academic and research world. Travel behaviour in Indonesia was not only studied by Indonesian. Understanding travel behaviour in Indonesia as a large and important country become more and more appealing to everybody.

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KEMENTERIAN RISET TEKNOLOGI DAN PENDIDIKAN TINGGI  
UNIVERSITAS HALU OLEO  
FAKULTAS TEKNIK

FORUM STUDI TRANSPORTASI ANTAR PERGURUAN TINGGI KE XXII DAN ISTSDC KE II

GEDUNG LABORATORIUM FAKULTAS TEKNIK  
JL. HEA MOKODOMPIT ANDUONOBU  
KENDARI 93232

TELP. +624013198256  
FAX. +624013198256

EMAIL : [fstpt\\_kdi@uho.ac.id](mailto:fstpt_kdi@uho.ac.id)  
WEB : <http://fstpt2019.teknik.uho.ac.id>



Nomor : 0545/FSTPT.XXII.KDI/X/2019  
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Perihal : **Permohonan Keynote Speaker**

Kendari, 04 Oktober 2019

Kepada  
Yth. Prof. Leksmono Suryo Putranto  
di -  
Tempat

Dengan Hormat,

Sehubungan dengan adanya kegiatan tahunan Forum Studi Transportasi antar Perguruan Tinggi (FSTPT) ke-XXII dan *International Symposium on Transportation Studies for Developing Countries* (ISTSDC) ke-II dengan tema "**Integration of Road, Marine, Rail and Air Transportation Base System to Supporting Regional Development and Welfare of Developing Countries Community**" maka dengan ini kami mohon kesediaan Bapak untuk menjadi *Keynote Speaker* pada kegiatan tersebut yang akan diselenggarakan pada:

Hari/Tanggal : Jum'at, 01 November 2019  
Waktu : 14.00 – 17.30 WITA (Rundown Acara terlampir)  
Tempat : Phinisi Ballroom Grand-Claro Hotel Kendari-Sulawesi Tenggara

Demikian surat permohonan ini kami sampaikan, atas perhatian dan kerjasama Bapak kami ucapkan terimakasih.

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Laboratorium Keairan & Teknik Lingkungan  
Fakultas Teknik Universitas Halu Oleo Kendari  
Jl. HEA Mokodompit Anduonohu Kendari, Sulawesi Tenggara 93232 Indonesia.  
Mobile : +62811402365 – Nurrahmad Arsyad  
Office : +624013198256



**PANITIA PELAKSANA FORUM STUDI TRANSPORTASI ANTAR PERGURUAN TINGGI KE XXII DAN ISTSDC KE II**

GEDUNG LABORATORIUM FAKULTAS TEKNIK  
JL.HEA MOKODOMPIT ANDUONOHU  
KENDARI 93232

TELP. +624013198256  
FAX. +624013198256

EMAIL : [fstpt\\_kdi@uho.ac.id](mailto:fstpt_kdi@uho.ac.id)  
WEB : <http://fstpt2019.teknik.uho.ac.id>

**RUNDOWN ACARA FSTPT XXII DAN ISTSDC II KENDARI – SULAWESI TENGGARA**

No	Waktu	Kegiatan	Guest	Penanggung Jawab	Venue
<b>Kamis, 31 Oktober 2019</b>					
1	08.00 – 08.30	Registrasi Peserta		Panitia	
2	09.00 – 14.30	Workshop Audit Keselamatan Infrastruktur Jalan & Uji Kelaikan Fungsi Jalan Berbasis Analisis Kuantitatif	Prof.Dr.Ir.Agus Taufik Mulyono,M.T.,APU	Panitia	LT.II RTS 3 F.Teknik UHO,
		Workshop Pengenalan Manajemen Aset Infrastruktur Transportasi	Dr.Ir.Hitapriya Suprajitno,M.Eng	Panitia	LT.II,RTS 2 F.Teknik UHO,
		Workshop ZIN Makro Simulation Software	Dr.Eng.Muhammad Zudhy Irawan,S.T.,M.T		Laboratorium Komputer FT.UHO
<b>Jum'at, 01 November 2019</b>					
1	08.00 – 08.30	Registrasi Peserta		Panitia	Phinisi Ballroom Grand Claro Kendari
2	08.30 – 11.00	Workshop Tol Road Technology 4.0	Prof.Dr.Techn.Ir.Danang Parikesit,M.Sc (Eng)	Panitia	Phinisi 2 Room Grand Claro Kendari
		Workshop Implementasi & Pemingkatan Jalan Hijau di Indonesia	Prof.Ir.Wimpy Santosa,MSCE.,Ph.D Tim PUSJATAN	Panitia	Azalea Room Grand Claro Kendari
		Workshop Material Ramah Lingkungan untuk Infrastruktur	Prof.Ir.M.Sigit Damawan,M.Eng.Sc.,Ph.D	Panitia	Aster Room Grand Claro Kendari
		Workshop Pengguna Vissim dan Visum Pada Pemodelan Transportasi	Ir.Sigit Wahyu Prasetya,M.T	Panitia	Orchid Room Grand Claro Kendari
		Workshop IRG Simulasi Lalulintas – Pengkinian MKJI 1997	Prof.Dr-Ing.Ir.Ahmad Munawar,M.Sc Anjang Nugroho,S.T.,M.Sc Dr.Caroline Sutandi	Panitia	Crysant Room Grand Claro Kendari
		Workshop Smart Mobility for Smart City	Prof.Ir.Ofyar Z Tamin,M.Sc.,Ph.D Dr.Rudi Sugiono Suyono	Panitia	Gardenia Room Grand Claro Kendari
		Workshop Analisis Prioritas Penanganan Black Spot	Prof.Dr.Ir.Budi Hartanto Susilo,M.Sc	Panitia	Tulip Room Grand Claro Kendari

**Sekretariat :**

Laboratorium Keairan & Teknik Lingkungan  
Fakultas Teknik Universitas Halu Oleo Kendari  
JL.HEA Mokodompit Anduonohu Kendari, Sulawesi Tenggara 93232 Indonesia.  
Mobile : [+62811402365](tel:+62811402365) – Numakhmad Arsyad  
Office : [+624013198256](tel:+624013198256)



## PANITIA PELAKSANA FORUM STUDI TRANSPORTASI ANTAR PERGURUAN TINGGI KE XXII DAN ISTSDC KE II

GEDUNG LABORATORIUM FAKULTAS TEKNIK  
JL.HEA MOKODOMPIT ANDUONOBU  
KENDARI 93232

TELP. +624013198256  
FAX . +624013198256

EMAIL : [fstpt\\_kdi@uho.ac.id](mailto:fstpt_kdi@uho.ac.id)  
WEB : <http://fstpt2019.teknik.uho.ac.id>

		Workshop Perubahan Perilaku Bertransportasi di Era Revolusi Industri 4.0	Dr.Eng.Ir.Muhammad Isran Ramli,S.T.,M.T	Panitia	Jasmine Room Grand Claro Kendari
		Workshop Road Traffic Safety	Dr.Ir.Tri Tjahjono,M.Sc	Panitia	Phinisi 3 Room Grand Claro Kendari
3	11.00 - 13.50	Sholat Jum'at/Lunch Break			Hotel Grand Claro Kendari
4	14.00 – 15.00	Pembukaan FSTPT XXII dan ISTSDC II <ul style="list-style-type: none"> <li>▪ Pembukaan</li> <li>▪ Menyanyikan Lagu Indonesia Raya</li> <li>▪ Laporan Ketua Panitia Pelaksana FSTPT XXII</li> <li>▪ Sambutan Dekan F.Teknik Universitas Halu Oleo</li> <li>▪ Sambutan Ketua FSTPT</li> <li>▪ Pembacaan Doa</li> <li>▪ Pelantikan Masyarakat Transportasi Indonesia (MTI) Cabang Provinsi Sulawesi Tenggara</li> <li>▪ MoU : Rektor Universitas Halu Oleo dengan Rektor Universitas Muhammadiyah Buton</li> <li>▪ MoU : Rektor Universitas Halu Oleo dengan Universitas Sulawesi Tenggara</li> <li>▪ Welcome Speech Rektor Universitas Halu Oleo</li> </ul>	MC (Maria Cristinahardjo & Partner)  Anggun Maharani Dr.Ir.La Ode Muhamad Magribi,M.T  Dr.Edward Ngii,S.T.,M.T  Dr.Eng.Ir.Muhammad Isran Ramli,S.T.,M.T La Ode Amrul Hasan,S.T.,M.PW Prof.Dr.Ir.Agus Taufik Mulyono,M.T.,APU Dr.Adris Ade Putra,S.T.,M.T & Pengurus  Rektor UHO dengan Rektor UMB  Rektor UHO dengan Rektor Unsultra  Prof.Dr.Muhammad Zamrun F,S.Si.,M.Si.,M.Sc		Phinisi 2 dan 3 Ballroom Grand Claro Kendari
5	15.00 – 15.30	Snack/Coffe Break			
6	15.30 – 15.50	Keynote Speech I	Prof.Majid Sarvi (AUS)	Uniadi Mangidi	Phinisi 2 dan 3 Ballroom Grand Claro Kendari
7	15.55 – 16.15	Keynote Speech II	Prof.Hiroyuki Oneyama (JPN)	Uniadi Mangidi	
8	16.20 – 16.40	Keynote Speech III	Susilawati,Ph.D (MAY)	Uniadi Mangidi	
9	16.45 – 17.05	Keynote Speech IV	Prof.Leksmono Suryo Putranto (INA)	Uniadi Mangidi	
10	17.10 – 17.30	Foto Bersama	Panitia Sie Dokumentasi & Publikasi		
11	18.00 – 19.30	Dinner		Panitia	Skypool Grand Claro Kendari
12	19.30 – 22.00	Rapat Tahunan Anggota (RTT) FSTPT	Dr.Eng.Ir.Muhammad Isran Ramli,S.T.,M.T	Panitia	Phinisi Ballroom Grand Claro Kendari
13	22.00	Selesai			

### Sekretariat :

Laboratorium Keairan & Teknik Lingkungan  
Fakultas Teknik Universitas Halu Oleo Kendari  
JL.HEA Mokodompit Anduonobu Kendari, Sulawesi Tenggara 93232 Indonesia.  
Mobile : +62811402365 – Nurakhsad Arsyad  
Office : +624013198256





**PANITIA PELAKSANA FORUM STUDI TRANSPORTASI ANTAR PERGURUAN TINGGI KE XXII DAN ISTSDC KE II**

GEDUNG LABORATORIUM FAKULTAS TEKNIK  
JL. HEA MOKODOMPIT ANDUONOBU  
KENDARI 93232

TELP. +624013198256  
FAX. +624013198256

EMAIL : fstpt\_kdf@uho.ac.id  
WEB : http://fstpt2019.teknik.uho.ac.id

Sabtu, 02 November 2019					
1	08.00 – 08.30	Registrasi Peserta	Panitia	Panitia	Phinisi Ballroom Grand Claro Kendari
PARALLEL 1					
Student					
No	Time	Topic	Category	Session Chair	Venue
	08.30 – 10.00		Regional	Rudi Balaka	Acacia BallRoom
			International	Baso Mursidi	Azalea 1 BallRoom
			Regional	A.Syarif Sukri	Orchid BallRoom
			International	Ranno Marlany	Crisant BallRoom
			Regional	Irwan Lakawa	Tulip BallRoom
			International	Hasmina Tari Mokui	Jasmine BallRoom
			Regional	M Thahir Azikin	Azalea 2 BallRoom
			International	La Ode M Golok Jaya	Aster BallRoom
	10.00 – 10.30	Coffe Break			
Student/Non-Student					
	10.30 – 12.00		Regional	Sulha	Acacia BallRoom
			International	Minson Simatupang	Azalea 1 BallRoom
			Regional	Sitti Nurjana Ahmad	Orchid BallRoom
			International	Rommy S Edwin	Crisant BallRoom
			Regional	Buhardiman	Tulip BallRoom
			International	Lukas Kamo	Jasmine BallRoom
			Regional	Adris Ade Putra	Azalea 2 BallRoom
			International	Uniadi Mangidi	Aster BallRoom
	12.00 -13.00	Coffe Break/Lunch			
PARALLEL 2					
Student/Non-Student					
	13.00 – 15.00		Regional	Rudi Balaka	Acacia BallRoom
			International	Baso Mursidi	Azalea 1 BallRoom
			Regional	A.Syarif Sukri	Orchid BallRoom
			International	Ranno Marlany	Crisant BallRoom

**Sekretariat :**

Laboratorium Keairan & Teknik Lingkungan  
Fakultas Teknik Universitas Halu Oleo Kendari  
JLHEA Mokodompit Anduonobu Kendari, Sulawesi Tenggara 93232 Indonesia.  
Mobile : +62811402365 – Nutrakhmad Arsyad  
Office : +624013198256



**PANITIA PELAKSANA FORUM STUDI TRANSPORTASI ANTAR PERGURUAN TINGGI KE XXII DAN ISTSDC KE II**

GEDUNG LABORATORIUM FAKULTAS TEKNIK  
JL. HEA MOKODOMPIT ANDUONOBU  
KENDARI 93232

TELP. +624013198256  
FAX. +624013198256

EMAIL : [fstpt\\_kdi@uho.ac.id](mailto:fstpt_kdi@uho.ac.id)  
WEB : <http://fstpt2019.teknik.uho.ac.id>

			Regional	Iwan Lakawa	Tulip BallRoom
			International	Hasmina Tari Mokui	Jasmine BallRoom
			Regional	M Thahir Azikin	Azalea 2 BallRoom
			International	La Ode M Golok Jaya	Aster BallRoom
15.00 – 15.30	Coffe Break				
15.30 – 16.00	Closing Ceremony			Panitia	
<b>Minggu, 03 November 2019</b>					
09.00	Wisata Tourism Bokori Island		Koordinator : H.Nasrul,S.T.,M.T		Bokori Island

FSTPT-XII dan ISTSDC-II,  
Ketua Panitia

  
La Ode M. Magribi, M.T.  
PANITIA PELAKSANA  
NP: 19690104199703 1 004

**Sekretariat :**

Laboratorium Keairan & Teknik Lingkungan  
Fakultas Teknik Universitas Halu Oleo Kendari  
JL. HEA Mokodompit Anduonohu Kendari, Sulawesi Tenggara 93232 Indonesia.  
Mobile : +62811402365 – Nurrahmad Arsyad  
Office : +624013198256

# FSTPT XXII & ISTSDC II Joint Symposium

The 22<sup>nd</sup> FSTPT Symposium  
The 2<sup>nd</sup> International Symposium on Transportation Studies For Developing Countries

Integration of Road, Marine, Rail and Air Transportation Base System to Support Regional Development and Welfare of developing Countries Community

Nov, 01<sup>st</sup> - 03<sup>rd</sup>  
**2019**  
KENDARI-INDONESIA

## Call For Papers

Indonesian Inter-University Transportation Studies Forum (FSTPT) is a forum that aims to encourage and increase interaction and communication among fellow students, teaching staff, and researchers from any university/institute in Indonesia who are involved in educational/teaching, research, and community service activities in transportation sector. FSTPT holds an annual meeting for exchanging information and sharing experiences as well as harmonizing policies regarding three pillars of Higher Education (i.e. Education, Research and Community Service). Since its establishment in 1998, the FSTPT annual meeting has successfully held twenty one seminar in different cities through Indonesia, and in recent years, several workshop have also been attached to enrich and share knowledge for national seminar participants. In 2017, FSTPT initiated a biennial international symposium called The International Symposium on Transportation Studies for developing Countries (ISTSDC), with the aim to accommodate the role of Indonesian researchers and researches from other developing countries in dealing with transportation issues at the global level. The 1st ISTSDC was hosted and organized by Faculty of Engineering, Hasanuddin University, Makassar. This year, FSTPT will hold a joint symposium, FSTPT XXII and The 2nd ISTSDC, under the theme "Integration of Base Systems for Road, Sea, Rail and Air Transportation to Support Regional Development and Community Welfare of Developing Countries".

### KEYNOTE SPEAKERS :



**Prof. Majid Sarvi**

Professor in Transport for Smart Cities  
The University of Melbourne



**Susilawati, Ph.D**

Monash University Malaysia  
School of Engineering



**Prof. Hiroyuki Oneyama**

Tokyo Metropolitan University  
Departement of Urban Environmental Sciences



**Prof. Leksmono Suryo Putranto**

Civil Engineering Departement  
Tarumanagara University Indonesia

### Panel Topics

- ✓ The Latest Technology in Transportation and Infrastructure System
- ✓ Land Use and Sustainable Transportation
- ✓ Social and Enviromental Aspects of Transportation
- ✓ Transportation Safety and Emergency Response
- ✓ Design and Structural Analysis of Transportation Infrastructure
- ✓ Traffic Engineering and Management
- ✓ Operation dan Maintenance of Transportation and Infrastructure System
- ✓ Economics and Finance in Transportation
- ✓ Transportation and Logistics
- ✓ Policy, Regulation and Management of Transportation
- ✓ Geotecnic and Materials of Infrastructure for Sustainable Transportation
- ✓ Sea and River Transportation
- ✓ Transportation Infrastructure in Supporting Tourism
- ✓ Transport of Rivers, Lakes and Ferriage
- ✓ Port Engineering and Shipping
- ✓ Railways Engineering and Management

*All accepted and presented papers will be published In The Matec Web of Conference which Indexed By Clarivate Analytics Web Of Science (Conference Proceedings Citation Index)*



#### Information and Registration

Laboratory of Water & Enviromental Engineering  
Dept of Civil Engineering  
Faculty of Engineering  
Jl. HEA Mokodompit Anduonohu Kendari 93232  
South East Sulawesi-Indonesia  
Web : <http://fstpt2019.teknik.uho.ac.id/>  
Email : [fstpt\\_kdi@uho.ac.id](mailto:fstpt_kdi@uho.ac.id)  
Phone: +624013198256, Fax : +624013198256

### Important Dates :

Full Paper Submission : June, 1<sup>st</sup> - August 31<sup>th</sup>, 2019  
Notification Of Full Paper Acceptance : October 11<sup>th</sup>, 2019  
Camera-ready submission : October 18<sup>th</sup>, 2019  
Early-bird registration : September 19<sup>th</sup> - 30<sup>th</sup>, 2019  
Regular registration : October 1<sup>st</sup> - 21<sup>th</sup>, 2019

### Registration Fee :

Participant Category		Early Bird	Regular	Remarks
PRESENTER	Member	IDR 2.500.000,- USD 180	IDR 3.000.000,- USD 215	For presenter, fee for each additional paper IDR 1.500.000,- USD 115
	Non-member	IDR 2.750.000,- USD 200	IDR 3.250.000,- USD 235	
GENERAL - NON PRESENTER	Member	IDR 500.000,- USD 35	IDR 750.000,- USD 55	
	Non-member	IDR 750.000,- USD 55	IDR 1.000.000,- USD 75	
STUDENT (PRESENTER)	Member	IDR 1.500.000,- USD 110	IDR 2.000.000,- USD 145	
	Non-member	IDR 1.750.000,- USD 130	IDR 2.250.000,- USD 165	

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# FSTPT XXII & ISTSDC II Joint Symposium

The 22<sup>nd</sup> FSTPT Symposium  
The 2<sup>nd</sup> International Symposium on Transportation Studies For Developing Countries

Integration of Road, Marine, Rail and Air Transportation Base System to Support Regional Development and Welfare of developing Countries Community

Nov, 01<sup>st</sup> - 03<sup>rd</sup>  
**2019**  
KENDARI-INDONESIA

## WORKSHOP

 <b>Prof. Dr. Techn. Ir. Danang Parikesit, M.Sc (Eng)</b> Tol Road Technology 4.0	 <b>Prof. Ir. Ofyar Z Tamin, M.Sc., Ph.D</b> Smart Mobility for Smart City
 <b>Prof. Dr. Ir. Agus Taufik Mulyono, M.T</b> Audit Keselamatan Infrastruktur Jalan & Uji Kelaikan Fungsi Jalan Berbasis Analisis Kuantitatif	 <b>Ir. Sigit Wahyu Prasetya, M.T</b> Penggunaan Vissim & Visum Pada Permodelan Lalulintas
 <b>Prof. Ir. Wimpy Santosa, MSCE., Ph.D</b> Implementasi & Pemingkatan Jalan Hijau di Indonesia	 <b>Prof. Dr. Ir. Budi Hartanto Susilo, M.Sc</b> Analisis Prioritas Penanganan Black Spot
 <b>Prof. Ir. M. Sigit Darmawan, M.Eng.Sc., Ph.D</b> Material Ramah Lingkungan untuk Infrastruktur	 <b>Dr. Eng. Ir. Muhammad Isran Ramli, ST., MT.</b> Perubahan Perilaku Bertransportasi di Era Revolusi Industri 4.0
 <b>Dr. Ir. Hitapriya Suprajitno, M.Eng</b> Pengenalan Manajemen Aset Infrastruktur Transportasi	 <b>Dr. Ir. Tri Tjahjono, M.Sc</b> Road Traffic Safety
 <b>Prof. Dr-Ing. Ir. Ahmad Munawar, M.Sc.</b> IRG Simulasi Lalulintas - Pengkinian MKJI 1997	 <b>Dr. Eng. Muhammad Zudhy Irawan, ST., MT.</b> ZIN Makro Simulation Software

## Topik

- ✓ Teknologi Terkini dalam Sistem Transportasi & Infrastruktur
- ✓ Penggunaan Lahan & Keberlanjutan Transportasi
- ✓ Aspek Sosial & Lingkungan Transportasi
- ✓ Keselamatan Transportasi & Tanggap Darurat
- ✓ Desain & Analisis Struktur Untuk Infrastruktur Transportasi
- ✓ Rekayasa Lalulintas & Manajemen
- ✓ Operasi & Pemeliharaan Sistem Transportasi dan Infrastruktur
- ✓ Ekonomi & Keuangan dalam Transportasi
- ✓ Angkutan Penumpang & Logistik
- ✓ Kebijakan Pengaturan & Manajemen Transportasi
- ✓ Transportasi Geoteknik & Bahan Untuk Infrastruktur yang Berkelanjutan
- ✓ Transportasi Laut & Sungai
- ✓ Infrastruktur Transportasi dalam Mendukung Pariwisata
- ✓ Transportasi Laut & Sungai
- ✓ Rekayasa Pelabuhan & pelayaran
- ✓ Teknik & Manajemen Perkeretaapian

**Semua Makalah yang di Presentasikan akan dipublikasikan Pada Prosiding Simposium FSTPT XXII ber-ISBN dan Makalah terpilih akan dipublikasikan pada Jurnal Transportasi FSTPT**

## Tanggal Penting :

- Full Paper Submission : June 1<sup>st</sup> - August 31<sup>th</sup>, 2019
- Notification Of Full Paper Acceptance: October 11<sup>th</sup>, 2019
- Normal Payment : 1<sup>st</sup> October 21<sup>th</sup>, 2019
- Early Bird Payment : 19<sup>th</sup> - September 30<sup>th</sup>, 2019
- Camera Ready With Payment : September 18<sup>th</sup>, 2019

## Registrasi & Biaya Pendaftaran :

FSTPT XXII (National Symposium)				
Kategori Peserta		Early Bird	Regular	Remark
PRESENTER	Anggota FSTPT	IDR 400.000,-	IDR 500.000,-	Untuk Setiap Paper Tambahan dikenakan IDR 50.000,-
	Non-Anggota	IDR 500.000,-	IDR 600.000,-	
UMUM - NON PRESENTER	Anggota FSTPT	IDR 400.000,-	IDR 500.000,-	
	Non-Anggota	IDR 500.000,-	IDR 600.000,-	
MAHASISWA (PRESENTER)	Anggota FSTPT	IDR 250.000,-	IDR 350.000,-	
	Non-Anggota	IDR 400.000,-	IDR 500.000,-	
WORKSHOP				
Kategori Peserta		Early Bird	Normal/Reguler	Remark
Mahasiswa		IDR 250.000,-	IDR 300.000,-	
Umum		IDR 350.000,-	IDR 400.000,-	

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**Informasi & Registrasi**  
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 Jl. HEA Mokodompit Anduonohu Kendari 93232  
 Sulawesi Tenggara - Indonesia  
 Web : <http://fstpt2019.teknik.uho.ac.id/>  
 Email : [fstpt\\_kdi@uho.ac.id](mailto:fstpt_kdi@uho.ac.id)  
 Telepon : +624013198256, Fax : +624013198256

**SURAT - TUGAS**

Nomor: 164-D/959/FT-UNTAR/II/2020

Dekan Fakultas Teknik Universitas Tarumanagara, dengan ini menugaskan kepada Saudara:

**Prof. Ir. Leksmono Suryo Putranto, M.T., Ph.D.**

menjadi **Keynote Speaker** pada kegiatan dengan data sebagai berikut:

Nama Seminar	:	The 2nd International Symposium of Transportation Studies for Developing Countries (ISTSDC)
Peran	:	Pembicara Kunci (Keynote Speaker)
Waktu Penyelenggaraan	:	01 – 03 November 2019
Tempat Penyelenggaraan	:	Grand Claro, Hotel Kendari
Penyelenggara	:	Forum Studi Transportasi antar Perguruan Tinggi (FSTPT), Universitas Halu Oleo & FPTVI

Demikian Surat Tugas ini dibuat, untuk dilaksanakan dengan sebaik-baiknya dan melaporkan hasil penugasan tersebut kepada Dekan Fakultas Teknik Universitas Tarumanagara.

12 Februari 2020

Dekan

  
  
Harto Tanujaya, S.T., M.T., Ph.D.

Tembusan :

1. Kaprodi. Sarjana Teknik Sipil
2. Kasubag. Personalia
3. Arsip

PROGRAM STUDI :

- Sarjana Arsitektur, Magister Arsitektur, Sarjana Perencanaan Wilayah dan Kota, Magister Perencanaan Wilayah dan Kota
- Sarjana Teknik Sipil, Magister Teknik Sipil, Doktor Teknik Sipil
- Sarjana Teknik Mesin, Sarjana Teknik Industri, Sarjana Teknik Elektro

Jl. Letjen. S. Parman No.1 - Jakarta 11440

P : (021) 5663124 - 5672548 - 5638335

MPWK : (021) 56967322, MTS : (021) 5655801 - 5655802, DTS : (021) 56967015 - 5645907

F : (021) 5663277, MTS : (021) 5655805, MPWK : (021) 5645956

E : ft@untar.ac.id