

# Evaluasi ARPN Journal of Engineering and Applied Sciences (Q3 di Scimagojr)

BY [ADMINISTRATOR](#) · 23 SEPTEMBER 2017

ARPN Journal of Engineering and Applied Sciences sudah cukup lama diamati sebagai jurnal meragukan karena sering ditemukan artikel tidak ditulis dengan baik dan banyak orang Indonesia yang publikasi karya ilmiahnya di jurnal ini.

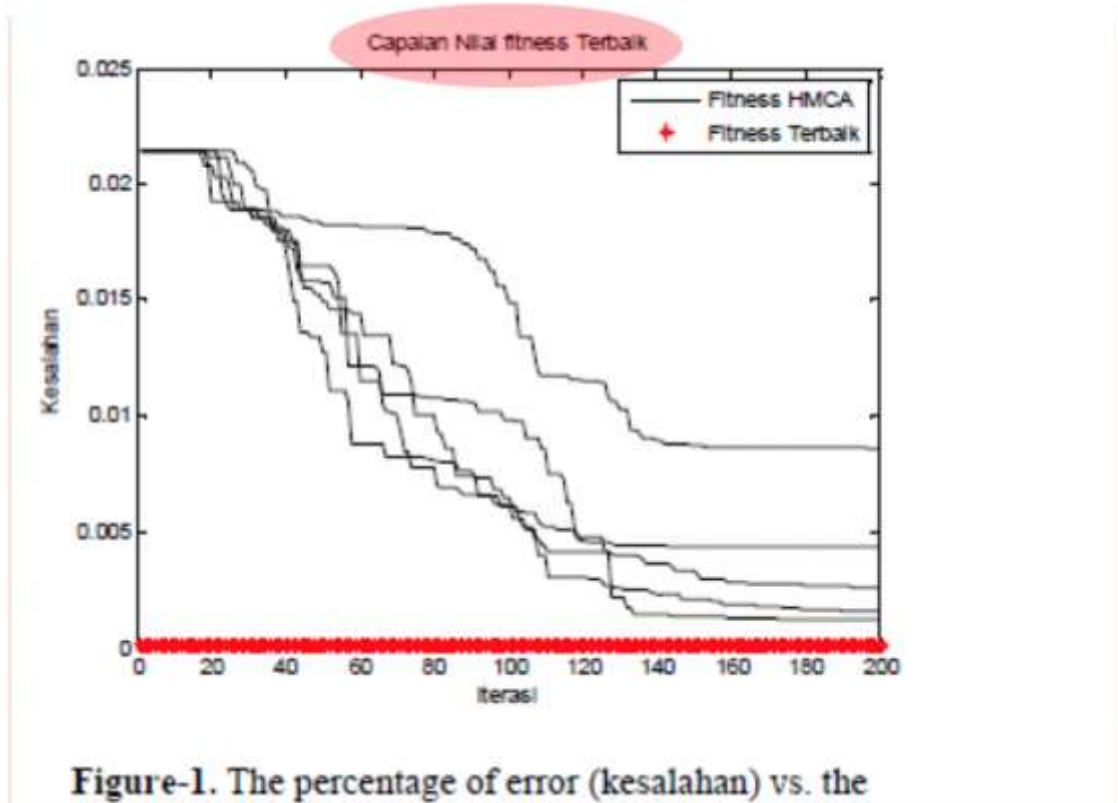
The screenshot shows the homepage of the ARPN Journal of Engineering and Applied Sciences. At the top, there is a navigation bar with links for 'Home', 'Archive', 'Submit Paper', 'Author Guidelines', 'Editorial Board', 'Publication Fee', 'Status of upcoming papers', and 'Upcoming Conferences'. Below this, a 'Welcome to ARPN Journal of Engineering and Applied Sciences' message is displayed. The main content area features a description of the journal as an online peer-reviewed international research journal. It lists several key features and goals, such as providing a platform for high-quality research, ensuring high-quality and effective production, and expanding access to research. A 'Scope of Journal of Engineering and Applied Sciences' section is also visible. On the right side, there is a sidebar with a 'Call for Papers' announcement for the '2016 International Conference on Engineering and Applied Sciences'.



VOL. 11, NO. 3, FEBRUARY 2016 ISSN 1819-6608

A HYBRID MODERN AND CLASSICAL ALGORITHM FOR INDONESIAN

## ELECTRICITY DEMAND FORECASTING



Ditemukan masih ada bahasa Indonesia pada artikel sehingga artikel ini tidak direview dengan baik.

**VOL. 12, NO. 2, JANUARY 2017 ISSN 1819-6608**

EVALUATION OF FEATURE EXTRACTION ALGORITHM FOR

MULTI-ETHNIC FACIAL SKETCH RECOGNITION

Pada artikel semua gambar tidak disebut dalam teks. Dan cara penulisan sebagai contoh Figure-3 dan Figure 5 tidak konsisten. Jelas bahwa editor jurnal tidak melakukan tugas nya dengan baik.

Pada ARPN Journal of Engineering and Applied Sciences 2017 , vol 2 issue 2 terdapat 3 (enam) artikel dari penulis yang sama, sesuatu yang tidak biasa pada jurnal yang bereputasi.

Pada karya ilmiah dengan judul :

## IDENTIFICATION OF BLACK SPOT AND EQUIVALENT ACCIDENT NUMBER USING UPPER CONTROL LIMIT METHOD

Terdapat bahasa Indonesia dalam karya ilmiah, tampak pada gambar berikut.

factors that can be influenced by policymakers in order to reduce the frequency and severity of accidents or to study the effectiveness of certain measures. Kim, *et al.* empirically show that speed limits can have large effects on accidents involving cars and bicycles finding a threshold effect for the speed of 32.2 km/h. [15] Lee and Mannering analyse the effect that roadside conditions have on the frequency and severity of accidents. They note that the marginal effect of these factors is computed to provide an indication of the effectiveness of potential countermeasures [16] The effectiveness of ice warning signals on accidents caused by icy conditions is rejected by [17].

Based on Law 22, 2009 (Traffic and Land Transport), traffic accident is classified in three categories, fatal accidents, severe accidents, and slightly or minor accidents [18]. The severity of accidents should be taken into account, as accidents with fatal and severe injuries are more costly in both social and economic terms. If sufficient research has been carried out to identify the

- a) Using a comparison of the monetary value of the costs of accidents, shown in equation 1.

$$M : B : R : K = M/K : B/K : R/K : 1 \quad (1)$$

With:

M is meninggal dunia or fatality (FAT).

B is luka berat or severe injured (SVI).

R is luka ringan or minor injured (MNI).

K is kerugian materi or property damage only (PDO).

- b) Using the equivalent accidents number with the weighting system, which refers to the cost of the accident: M: B: R: K=12: 3: 3: 1, shown in equation 2 [19].

$$WAN = 12x\text{FAT} + 3x\text{SVI} + 3x\text{MNI} + 1x\text{PDO} \quad (2)$$

Pada karya ilmiah berjudul :

## THE COST OF TRAFFIC ACCIDENT AND EQUIVALENT ACCIDENT NUMBER IN DEVELOPING COUNTRIES (CASE STUDY IN INDONESIA)

Ditemukan kata bahasa Indonesia:

### Equivalent accident number (EAN)

Equivalent accident number is numbers that are used to grade the weighting accident; this value is based on the value of an accident with damage or loss of material [32]. The ranking by weighting the accident rates using a conversion cost of accidents.

1. Using a comparison of the monetary value of the costs of accidents are:

$$M : B : R : K = M/K : B/K : R/K : 1$$

With:

M is meninggal dunia or fatal (died).

B is luka berat or severe injury.

R is luka ringan or minor injury.

K is kerugian materi or property damage only



2. Using the equivalent accidents number with the weighting system, which refers to the cost of the accident: M: B: R: K=12: 3: 3: 1 [32].

Asia Society for Transportation Studies (EASTS). 1973-1988.

[6] Asian Development Bank (ADB). 2005. The Cost of

Seharusnya, kalau ada bahasa Indonesia dalam bahasa asing ditulis dengan huruf miring dan hal ini tidak dilakukan, ditemukan pada karya ilmiah:

AIRPORT CLASSIFICATION BASED ON FREIGHT RATIO  
AND FEDERAL AVIATION ADMINISTRATION  
(CASE STUDY IN INDONESIA)

Airport, Sentani Airport, Sultan Hasanuddin International Airport, Kuala Namu International Airport, Hang Nadim International Airport, Juanda International Airport, and Sultan Aji Muhammad Sulaiman Sepinggan International Airport. The airfreight distribution in Indonesia spread unevenly. The solutions for freight shipments problem is evaluate the hub and spoke airport networks. The flight route in Indonesia has not been fully developed in accordance with the concept of hubs and spokes. The aim of this paper is to analysis the hub and spoke airport in Indonesia based on freight ratio and percentage of annual passenger boarding and cargo volume according to Federal Aviation Administration. The freight ratio value for domestic flight from thirty-four airports is 0.443 to 75.564 kg per passenger. Sentani Airport in Jayapura has the highest of freight ratio value and the category as a freight interest airport or cargo interest. The freight ratio value for international flight from nineteen airports is 0.182 to 48.306 kg per passenger. Sultan Aji Muhammad Sulaiman (Sepinggan) International Airport in Balikpapan, East Kalimantan has the highest of freight ratio value and the category as a freight interest airport or cargo interest. Total of cargo production for domestic flight is 754,422,165 kg. The percentage of cargo production for domestic flight from thirty-four airports in Indonesia is 0.003% to 38.229%. Total of cargo production for international flight is 370,240,491 kg. The percentage of cargo production for international flight is 0.002% to 88.162%. Soekarno-Hatta International Airport has the highest of percentage of cargo production. The percentage of cargo volume in Soekarno-Hatta International Airport is 38.229% for domestic flight and 88.162% for international flight.

**Keywords:** freight ratio, hub airport, federal aviation administration, cargo volume.

#### INTRODUCTION

There are seven airports in Indonesia with production of cargo very high i.e.: Soekarno-Hatta Airport, Sentani Airport, Sultan Hasanuddin Airport, Kuala Namu Airport, Hang Nadim Airport, Juanda Airport, and Sultan Aji Muhammad Sulaiman Sepinggan Airport. Soekarno-Hatta International Airport (SHIA) is the busiest airport in Indonesia and the 18<sup>th</sup> rank of the busiest airport in the world in 2015 [1]. In 2015, Soekarno-Hatta International Airport serving 41,773,510 passengers and 288,410,185 kg of goods for domestic flights and 12,221,498 passengers and 326,411,673 kg of goods for international flights. In Sumatra island, Kuala

Percepatandan Perluasan Pembangunan Ekonomi Indonesia (MP3EI) year 2011-2025 targets are support the acceleration economic corridor of Java as the center of industry and national services, strengthen national connectivity for local and global, and increased efficiency in transportation cost and logistics distribution effectiveness of air transport [3]. The airfreight distribution in Indonesia spread unevenly. The flight route in Indonesia has not been fully developed in accordance with the concept of hub and spokes [4]. Insufficient number of infrastructures, transportation costs that lead to high economic costs, and limited network and capacity are the problems in logistics service [5]. One of the efforts that

Karya ilmiah di jurnal yang mempunyai indikator terindeks di scimagojr dan tidak direview dengan baik tidak dapat dipergunakan sebagai karya ilmiah pemenuhan persyaratan.

Jurnal **ARNP Journal of Engineering and Applied Sciences** adalah jurnal yang tidak dikelola dengan baik dan tidak melaksanakan review karya ilmiah. Oleh karena itu, jurnal ini dikelompokkan sebagai **jurnal meragukan dan karya ilmiah yang terbit di jurnal ini tidak dapat digunakan untuk memenuhi persyaratan kenaikan jabatan Lektor kepala dan Guru Besar. Ketentuan ini berlaku sejak karya ilmiah yang diterima di Kemenristekdikti bulan Oktober 2017.**