ISBN: 978-602-73463-0-7

PROCEEDING
2015 INTERNATIONAL CONFERENCE ON
"GREEN DEVELOPMENT IN TROPICAL REGIONS"

October 28 - 31, 2015

Published by:
Graduate Program Andalas University,

Secretariat:

Organizing Committee of 2015-ICGDTR
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The 2015 International Conference on Green Development in Tropical Regions

ISBN:978-602-73463-0-7

Published:
Graduate Program, Andalas University

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PREFACE

The papers contained in this volume of proceeding report from the "2015 International Conference on Green Development in Tropical Regions". Keynote speakers and authors of selected contributed oral and poster presentation were given the opportunity to submit a manuscript for publication.

The manuscripts were reviewed by the Editors and members of the editorial boards. Only those papers judge suitable for publication following the author's consideration of review suggestions appears in this volume.

The committee acknowledges and appreciates the contribution of all editors and reviewers. They have made a significant contribution to improving the quality of this publication.

Padang, October 2015

Chairman,

Prof. Rudi Febriamansyah, PhD

TABLE OF CONTENTS

ORAL LIST

19	Hery Toiba	Consumer Awareness and Acceptance of Green Food Products in Indonesian Urban Consumers	C1
20	Hanung Ismono	Coffee Farmer's Perspective In Risk And Certification Scheme	C2
21	Utari Vipriyanti	Simantri: Rural Development Program For Building Green Province In Bali	D1
22	Luansak Supansa	The Estimation of GHG emissions for Hotels in Asian Institute of Technology and Chiang Mai hill 2000, Thailand	D2
23	Edi Dwi Cahyono	Participatory communication and extension for rural agro-ecotourism development: prospect and approaches to empower local communication	D3
24	Teki Surayya	Role of Ecotourism for Sustainable Rural Development and Climate Change mitigation : w.r.t. Maredumilli, eco-tourism Project, Andhra Pradesh State, India	D4
25	Faidil Tanjung	Reconstruction of Local Institutions in The Provision of Healthy Housing for Rural Poor	D5
26	Yulia Sandri	Predicting Climate Variability Using Dendrochronology From Three Ecotypes of Pinus merkusii in Sumatera	E1
27	Rina Oktaviani	Impacts Of Land Forest Conversion To Oil Palm Plantation On The Indonesian Macroeconomy And Income Distribution	E2
28	Johannes E.X. Rogi	Land Limiting Factor For Development Oil Palm in Bolaang Mongondow Regency, Indonesia	E3
29	Athika Budi Prihatini	The Contribution of Spot-Futures Price and other variables to the Indonesia Crude Palm Oil (CPO) Export	E4
30	Hamdani	Analysis of Indonesia's Pepper in the Supply and Demand	E5
31	Muhammad Akmal Agustira	Economic Gains and Losses of Sustainable Smallholder Oil Palm (ElaeisquenensisJacq) Plantations on Peatlands in Indonesia.	E6
32	Usamah Khan	Analysis of Disaster Prevention for Smoke Caused by Land and Forest Fires Using Economic Incentives in Riau	E7
33	Hartuti Purnaweni	The Onion Farmers Environmental Awareness Related to Pesticide Usage in Brebes Regency, Central Java, Indonesia	E8
34	Joseph Sebastian Paimpillil	Alternate Energy Resources (Water Hyacinth) in Vembanadu Wetlands - Potential for Biogas Generation	F1
35	Jun Harbi	Feasibility Study of Sericulture Bussines and Diversification Products (Innovation Adopted) in Wajo Regency, South Sulawesi	F2
36	Sonali Roy	Application of Solar Parabolic Trough for Stem generation in a Boiler of a Power Plant	F3
37	Siti Sendari	Developing Solar Cell Trainer With Flexible Rotation	F4
38	Fadjar gembira	The Potential of Waste Cooking Oil as Alternative Biodiesel Feedstock in Padang Municipality	F5
39	Maria Maghdalena	Willingness to Pay for Payment Environmental Services in Rawa Biru Lake - Merauke District	G1
40	Mirza Hedismarlina Y	The Role of Banking Sector in Sustainable Development	G2
41	Edison	Environmental Economic Accounts For Jambi Sustainable Agriculture	G3

42	Evi Susanti Tasri	Trade Policy And Green Growth	G4
43	Tatiek Koerniawati	Community Based Education For Integrated Sustainable Agribusiness System: Promoting The Corporate Social Responsibility Involvement Through Triple Helix Model	H1
44	Tri Wahyu Nugroho	Farmer's Awareness Toward Climate Change : Results from 6 Provinces in Indonesia	I1
45	Silvia Sari Busnita	How Far Climate Change Affects The Indonesian Paddy Production And Rice Price Volatility?	I2
46	Ihsannudin	Fisherman's Behavior Of Multi Ethnic Community In Adapting Climate Change In Small Island	I3
47	Zahir-ul Haque Khan	Coastal Vulnerability of Bangladesh in times of Climate Change	I4
48	Rey Donne S. Papa	Lake Taal: Sustaining native biodiversity in the face of aquaculture, climate change and non-native species	I5
49	Nguyen Thi Kim Oanh	Assessment of impacts of the emission reduction measures of short-lived climate forcers on air quality and climate in Southeast Asia (PEER-SEA Co-benefit): Project Key activities and achievements	I6
50	Khairul Fahmi	Development Of Economic Social Life "Vulnerable Families" As Effort Of Climate Change Adaptation And Sustainable Livelihoods Abstract Nagari Of Tiku Selatan District Of Tanjung Mutiara	I7
51	Indriyani Rachman	Study on Environmental Consciousness and Solid Waste Management of Household in Rural Area Balikpapan City in Indonesia	I8
52	Zeenas Yahiya	Relative roles of climate and societal factors in water scarcity and flooding in Sri Lanka and Maldives and its implications	I9
53	Aflizar	Assessment Erosion 3D Hazard with USLE and Surfer Tool in Pasaman Watershed, Sumatera Island-Indonesia	J1
54	Hiroaki Somura	Spatial and temporal distributions of DSi in Sumani watershed, Indonesia	J2
55	Gusti Z. Anshari	Natural Variation Of Carbon Density In Tropical Peats : A Case Study From Degraded Rasau Jaya Peat Dome, West Kalimantan, Indonesia	J3
56	Elly Rasmikayati	Farmer's Participation in Land Market and Factors Determining Farmer's Demand for Land (a Case Study on West Java's Potato Farmers)	K1
57	Erni Purbiyanti	Impact of Wetland Conversion in Indonesia on National Food Availability	K2
58	Nugroho Tri Waskitho	Unmanned Aerial Vehicle Technology in Irrigation Monitoring	K3
59	Trinovita Zuhara Jingga	Degraded Land Mapping, Modelling And Planning In Kabupaten Lima Puluh Kota	K4
60	Muhammad Ikhwan	Application of remote sensing to identity the surface temperature in pekanbaru city	K5
61	Rosihan Asmara	The Indonesian comparative advantage on main food crop cultivation: Results from six provinces in Indonesia	K6

62	Sugeng Nuradji	The Influence of the Thickness of Sand Media and the Density of TyphaangustifoliaL Plant against the Removal of BOD Content of Waste Leachate Pollutants on Constructed Wetlands	K7
63	Danang Pramudita	Incentive On Land Preservation Program In Kuningan Regency Based On Socioeconomic Indicator	K8
64	Hita Unnikrishnan	Tales from long ago and why we need them to secure a resilient today	K9
65	Syafruddin Karimi	Growth Implication of Land Inequality Under Freer Trade Regime	K10
66	Maswadi	Performance Factorsof Value Chain of Aloe vera Green Products Farming in the City of West Kalimantan, Pontianak	L1
67	Andrie Kisroh Sunyigono	Commodity Chain Management Of East Java Milk Industry: Strategy To Achieve Milk Self-Sufficient Program	L2
68	Zuhratus Saleh	Bioprospecting of RhizanthesDeceptor for Supporting its Conservation in HPPB Andalas University West Sumatera	M1
69	Deswina P	Study of Environmental Safety for Genetically Engineered Bt Rice from Indonesia	M2

POSTER LIST

No	Main Author	Title	Page
1	Yusnaweti	Upland Rice Response To Several Kinds Of Organic Matter And Fungi Mycorrhiza Arbuskula To Increase Yields On Marginal Land Sitiung	P01
2	Yulensri	Effect of seed treatment with three types of ryzobacteria against the rice seeds infected with the seed borne disease of brown spots by *Helmintosporium oryzae*	P02
3	Wartiniyati	Distribution Of Impact On The Aspects Of Pollution Leachate Saprobitas (Case Study In Landfill Sbbl Mempawah Regency Profinsi West Kalimantan)	P03
4	Sang Putu Kaler Surata	Profit, People and Planet : Greening Education Curriculumthrough Learning from Agriculture Landscape Practise	P04
5	Sadarman	The Size Of Digestive Organs Of Broilers Fed With Ocimum Basilicum Linn. Flour As Feed Additiveintroduction	P05
6	Riyanti Isaskar	The Efforts of Rice Seed Producersin Obtaining Certification of Seeds (a Case Study in East Java)	P06
7	Eka Susila	Microscopic Identification of Aarbuscular Mycorrhizal Fungi from Paddy Soils That Have Beem Unver The System of Rice Intensification in Lima Puluh Kota	P07
8	Muhammad Iqbal	Empowering Small Scale Farmers Based Typology Towards Green Economic Development in Indonesia	P08
9	Latifa Siswati	D. Tourism and Rural Development Ecotourism Development Villages in Sungai Mempura, District Mempura Siak	P09

10	Khandra Fahmy	Effect of hydrocooling on the shelf life and quality of celery (Apiumgraveolens, L.) during storage	P10
11	FidelaViolalita	Application Of Sago (Metroxylon Sago Rottb) As Substitution Materials Of Wheat In The Making Of Noodle	P11
12	Fetry Afani	An Exploratory Study Of Awareness And Role Of Stakeholders Toward Community-Based Tourism In Matur District, Agam Regency, West Sumatera	P12
13	Enny Insusanty	Stakeholder Analysis in The Management Of Inviromental Service	P13
14	Tindaon Ferisman	Characterization and Remediation on Volcanic Ash and Soils After The Eruption of Mount Sinabung in Tanah Karo	P14
15	Fithra Herdian	Dryer and Roller Mill Machine Design to Improving Quality of Rubber Production at The Ground Farming Level	P15
16	Deby Kurnia	Characteristics And Typology Analysis Towards The Performance Of Regional Economic Development In Riau Province	P16
17	Taosige Wau	Converegence of Economic Development Between Region in North Sumatera	P17
18	Chrisnawati	Studi of Psedomonas Fivorescens and bacillus, sp Granular formulation to control patchouili plant bacterial wilt desease and promote plant growth	P18
19	Candra Nuraini	Logistic Management in The Supply Chain Of Organic Rice in Tasikmalaya	P19
20	Aprizon Putra	Analysis Grain Sediments and Sedimentation Rate of Coral Reef and Seagrass in Water Teluk Bungus Padang City	P20
21	Dika Supyandi	Description Of Organic Rice Farming Institution To Anticipate Structured Market (Case Study In Bandung Regency, West Java)	P21
22	Siska Handayani	Comparative Analysis Of The Contribution Of Agroforestry And Fisheries Business *Bilih Fish* On Household Income In Nagari Guguak Malalo Batipuh South District District Flat Ground	P22
23	Elinur	The Impact Of Rice Price On Farmers Household Consumption In Indragiri Hilir Regency	P23
24	Majdah M. Zain	Competitiveness Development Strategyof Rice and Rice Production In South Sulawesi	P24
25	Kiki	A critical review of mechanism in rice farming in Indonesia	P25
26	Eri Sayamar	Analysis empowerment of independent smallholder farmers of rubber in the riau province	P26
27	Veronice	Strategy Utilization of Information and Communication Technology (ICT) in Increasing Extension Workers Competency in Lima Puluh Kota Regency, West Sumatera Province	P27
28	Muazzin	Implementation of Redd+ Social Safeguards (Opportunities and Challenges of Indigenous Peoples in the REDD+ Program in Aceh)	P28
29	Condro Puspo Nugroho	Adoption of Farming Conservation System and Their Impact on Farmer Income (A Case Study at Brantas Watershed, Bumiaji, Malang)	P29
30	Yulia Andriani	Correlation of Social Capital and participation of the Womwn Farming Group in Model of Sustainbale Food Houses Region (M-	P30

		KRPL) Program at Siak Regency	
31	Fifian	Determinant Factors Decision Farmer Households Doing Land Transfer Function Rice to Fishery in The Village of Liman Sari District of East Buay Madang East OKU Regency	P31
32	Dian Hafizah	Potential development of agritourism in west sumatra	P32
33	Vyta W Hanifah	Local Innovations in Urban Agriculture to Support Green Economic Development In Indonesia : Sustainable Food Reserved Garden Case Study	P33
34	Mislaini R.	Design of cutlery omelet processing of rending eggs for home industry	P34
35	David	Vegetable Commodity Supply Chain Integration between Productivity Transportation, The Farm Share and Margin of Measurement for Profits at North Sulawesi	P35
36	Dewi Nila Krisna	Land Use Changes On The Levelyhood of Local Indigeneous Anak Dalam Batin 9, Jambi Province	P36
37	Wilna sari	Behaviour Of Mangosteen Leafminer Pest From Two Different Types On Mangosteen And Form Of Damage	P37
38	Kiki Amelia	Mol Effect And Level Rumen Content Tithonia Diversifolia Improvement In The Power To Waste Mushroom Oyster	P38
39	Jon Kenedi	Green Micro Business Development Through BUMNs CSR And Its Impact to Green Economy Development	P39
40	Apriwan	Nagari Community Based Approach in Adopting REDD+ Scheme in West Sumatera Indonesia	P40
41	Anugrah Sri Widiasyih	Economic Feasibility Analysis Critical Land Management In Project VCS (Voluntary Carbon Market) (Case Study In Jorong Subarang Kenagarian Paninggahan Solok district)	P41
42	Ivonne Ayesha	Financial	P42
43	SiscaVaulina	Technical Studies, Economic, Social, and Cultural of the Coconut Towards Plantation Development in Indragiri Hilir Regency Riau Province	P43
44	Gusriati	Fulfilling The Consumption Substance of Nutrition Poor Rural Household	P44
45	Zaituni Udin	Success Rate Of Artificial Insemination In Rural Farm In West Sumatera	P45
46	Rusfidra	Livestok Revolution; Nutrition, Food Security And Poverty Alleviation	P46
47	Roza Yulida	The Analysis of Efficiency and Factors Affecting the Option of Institutional Marketing Pineapple in Kampar District	P47
48	Akmal Djamaan	Development of biodegradable plastic polyhydroxyalkanoate from palm oil as a renewable raw material	P48
49	Erfit	Partnership Model In Plantation Sector In Encouraging The Development Of People's Plantation In Jambi Province *)	P49

INTERPRETIVE STRUCTURAL MODEL OF SUSTAINABLE TRANSPORTATION PLANNING IN PADANG CITY

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ABSTRACT

Transportation is an integral part of the human life. Transportation facilities support the human activities related to the distance, location, and mobilization of goods and people. Nowadays, Padang people need a safe, convenient, and fast transportation system. However, like other big cities in Indonesia, Padang is also facing the transportation problems caused by the increasing of population as well as increasing of the amount of vehicles. The transportation system in Padang city generally doesn't meet the sustainability criteria yet as it can be seen from the low quality of roads, increasing number of accidents, high traffic, fuel wastage, increasing pollution, low quality of public transportation, and incomplete of road facilities. Therefore, Padang city requires the sustainable transportation planning assessed based on the appropriate indicators. In this research, the initial indicators are identified and derived from literature and validated by experts. As a result, sixteen indicators consist of six economic indicators, five social indicators, and five environmental indicators have been proposed as the indicators of sustainable transportation. Interpretive structural modeling (ISM) methodology is applied to develop a network structure model of the indicators. The results show the social indicators are regarded as the basic indicators, while the economic indicators are indicated to be the leading indicators. Of those indicators, accessibility of region, management of public transportation, infrastructure of public transportation, level of traffic congestion, land use to improve transportation facilities, and transportation for people with special needs are regarded as the most influencing indicator. The ISM model hoped can aid the policy makers by providing a better insight in developing the sustainable transportation in Padang city.

Keyword : indicator, interpretive structural model, sustainable transportation

INTRODUCTION

Nowadays, Indonesia is facing many problems in the public transportation such as traffic, emission, and energy use. Land transportation has contributed to 89% of emissions in Indonesia and 56% of energy consumption (Pramyastiwi et al., 2012; Tamin, 2011). During 2000-2010, the energy consumption of transportation sector increased 6.3% per year and estimated will increase 6.9% in 2010-2030 (Sugiyono, 2012). Furthermore, the traffic congestion caused by the increasing number of vehicles resulting the roads unable to accomodate the high number of vehicles and unbalancing of the road capacity compare to the number of vehicles (Sugiyono, 2012). Therefore, it is needed to implement the sustainable transportation system.

Like other cities in Indonesia, Padang city as the capital of West Sumatra province require a transportation system as physical access to various activities of society. Padang people need a safe, convenient, and fast transportation system called as sustainable transportation. However, the transportation system in Padang city generally doesn't meet the sustainability criteria yet as it can be seen from the low quality of roads, increasing number of accidents, high traffic, fuel wastage, increasing pollution, low quality of public transportation, and incomplete of road facilities. Therefore, Padang city requires the sustainable transportation planning assessed based on the appropriate indicators.

Sustainable transportation is defined as transportation that does not endanger public health or ecosystems and meets mobility needs consistent with (a) use of renewable resources at below their rates of regeneration and (b) use of non-renewable resources at below the rates of development of renewable substitutes (OECD, 1996). The goal of sustainable transportation is to ensure that environment, social, and economic considerations are factored into decisions affecting transportation activity (MOST, 1999).

It has been suggested that sustainable transportation has to be evaluated based on the triple bottom line of sustainablity of economic, environmental, and social aspects [7] as well as to consider their interdependencies [8]. In this research, attempt is made to analyze the relationships amongst the indicators. A network structure model has been developed using the Interpretive Structural Modeling (ISM) methodology.

METHODOLOGY

The methodology has three main stages:

Stage 1: Identification of KPIs

This study starts with the identification of initial indicators for sustainable transportation evaluation. A literature review was carried out to determine indicators most commonly used. The initial indicators are constructed based on the triple bottom line of sustainability consist of economic, environmental, and social aspects. As a result, the initial indicators consist of three aspects divided into sixteen indicators are identified as shown in Table 1.

Table 1 The initial indicators

Aspects	Indicators
1. Economic	1. Accessibility of region 2. Economics and low cost 3. Management of public transportation 4. Operational cost 5. Maintenance cost 6. Infrastucture of public transportation
2. Environmental	7. Passenger safety 8. Passenger convenience 9. Level of transportation safety 10. Transportation for people with special needs 11. Level of traffic congestion
3. Social	12. Use level of nonrenewable resources 13. Land use to improve transportation facilities 14. Level of noise 15. Level of emission 16. Proportion of vehicles meeting emission standard

Stage 2: Conducting industry survey

The initial indicators were then validated by the experts from Departement of Transportation, Communication and Informatics of Padang city. A total of 5 experts of transportation and facilities division were asked to rate the importance level of each initial indicators of sustainable transportation evaluation. A five-point Likert scale ranging from 1 (not important at all) to 5 (very important) was used to rate the perspective of experts on the importance level of the initial indicators. The mean importance values ranged from 3.8 to 4.8 as shown in Table 2.

Table 2 The mean importance values of initial indicators

Aspects	**Indicators**	**Mean**
1. Economic	1. Accessibility of region	4,2
	2. Economical and low cost	3,6
	3. Management of public transportation	4,8
	4. Operating cost	4,0
	5. Maintenance cost	3,8
	6. Infrastructure of public transportation	4,4
2. Social	7. Passenger security	4,2
	8. Passenger convenience	4,2
	9. Level of transportation safety	4,8
	10. Transportation for people with special needs	3,8
	11. Level of traffic congestion	4,6
3. Environmental	12. Level of use of nonrenewable resources	3,8
	13. Land use to improve transportation facilities	3,8
	14. Level of noise	3,4
	15. Level of emission	4,0
	16. Proportion of vehicles meet emission standard	4,2

From the table, it can be seen that management of public transportation and level of transportation safety had the highest mean importance value of 4,8. It followed by level of traffic congestion with a mean importance value of 4,6 and infrastructure of public transportation with a mean importance value of 4,4. On the other hand, level of noise was ranked as the least important indicator, but the mean importance value is at an importance

level. Therefore, it can be concluded from the results that all the indicators are perceived at high important level.

Stage 3: Conducting ISM survey

An ISM survey was conducted to develop a network structure model of the indicators for sustainable transportation evaluation. A questionnaire was then designed to determine the interrelationships amongst the indicators and sent to 10 experts from the Department of Transportation, Communication, and Informatics of Padang city, Indonesia. Those experts were carefully selected based on their knowledge and experience in the transportation area. Experts were asked through the questions such as "will indicator *i* affect indicator *j*?" to indicate the direct influence that they believe each indicator on each of the other indicator according to an integer scale ranging from 0 = there is no relationship to 1 = there is a relationship.

RESULTS AND DISCUSSIONS

The following steps show the development of an interpretive structural model of the sixteen indicators for sustainable transportation evaluation in Padang city based on the ISM methodology.

1) *Developing structural self-interaction matrix (SSIM)*

   Through the ISM survey, ten experts were consulted to identify the relationships amongst the indicators of sustainable transportation evaluation in Padang city. The answers to each questions from the experts were averaged. The results indicated a total of 41 direct relationships amongst the indicators. The SSIM for the indicators of sustainable transportation evaluation is presented in Table 3. Four symbols are used to denote the direction of relationship between the indicators (*i* and *j*) where V for the relation from *i* to *j*, A for the relation from *j* to *i*, X for both directions, relations from *i* to *j* and *j* to *i*, and O if the relation between the indicators does not appear valid.

Table 3 The structural self-interaction matrix (SSIM)

Indicators	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	O	X	V	O	A	O	O	O	A	A	O	A	O	O	O
2		-	O	X	O	O	O	O	O	O	O	O	O	O	O	O
3			-	V	V	O	O	V	V	O	A	O	V	O	O	V
4				-	A	O	O	O	O	O	O	X	O	O	O	V
5					-	A	O	O	O	O	O	O	O	O	O	V
6						-	O	V	O	O	V	O	A	O	V	O
7							-	O	V	O	A	O	O	O	O	O
8								-	O	X	O	O	O	O	A	O
9									-	A	A	O	O	O	O	O
10										-	O	O	O	O	O	O
11											-	O	A	V	V	O
12												-	O	O	O	O
13													-	O	O	O
14														-	O	O
15															-	A
16																-

2) Initial reachability matrix

The SSIM is then transformed into the initial reachability matrix by substituting the symbols of V, A, X, and O into a binary matrix of 1 and 0, where 1 means there is relationship between the indicators and otherwise, 0 means there is no relationship between the indicators. The substituting process is as per the following rules:

1) If (*i*, *j*) entry in the SSIM is V, then (*i*, *j*) entry in the reachability matrix is 1 and (*j*, *i*) entry is 0.
2) If (*i*, *j*) entry in the SSIM is A, then (*i*, *j*) entry in the reachability matrix is 0 and (*j*, *i*) entry is 1.
3) If (*i*, *j*) entry in the SSIM is X, then entry for both (*i*, *j*) and (*j*, *i*) is 1.
4) If (*i*, *j*) entry in the SSIM is O, then entry for both (*i*, *j*) and (*j*, *i*) is 0.

The initial reachability matrix of the indicators for sustainable transportation evaluation is obtained by the rules above and the result is shown in Table 4.

Table 4 The initial reachability matrix

Indicators	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	1	1	1	0	0	1	1	0	0	0	1	0	0	1
4	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
5	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	1	1	0	1	0	1	1	0	0	0	1	0
7	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
11	1	0	1	0	0	0	1	0	1	0	1	0	0	1	1	0
12	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
13	1	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

3) Final reachability matrix

The final reachability matrix is developed from the initial reachability matrix by incorporating the transitivities using the following equation:

$$M = M^k = M^{k+1},\ k>1 \tag{1}$$

where k denotes the powers and M is the reachability matrix. Noted that the reachability matrix is under the Boolean operations. The transitivity is a basic assumption of ISM methodology, which stated that if variable-A related to variable-B and variable-B related to variable-C, then variable-A necessarily related to variable-C (Kannan *et al.*, 2009). The final reachability matrix of the indicators for sustainable transportation evaluation is shown in Table 5. The driving power and dependence power for each indicator are also presented in the table. The driving power is the total number of indicators (including

indicator itself) which it may relate, while the dependence power is the total number of indicators which may relate to it.

Table 5 The final reachability matrix

Indicators	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Driver Power
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
2	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	1	6
3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
4	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	1	6
5	0	1	0	1	1	0	0	1	0	0	0	1	0	0	1	1	7
6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
7	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
12	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	1	6
13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
16	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3
Dependence Power	6	10	6	10	7	6	7	13	8	6	6	10	6	7	12	11	

It can be seen from the table, six indicators of accessibility of region, management of public transportation, infrastructure of public transportation, transportation for people with special needs, level of traffic congestion, and land use to improve transportation facilities have the highest driving power, but gave the least dependence power. On the other hand, indicator of passenger convenience has the highest dependence power but the least driving power. It indicated three indicators of passenger convenience, level of transportation safety, and level of noise that are not affecting the other indicators.

4) Level partitions

From the final reachability matrix, the reachability set and antecedent set (Warfield, 1974) for each indicator can be obtained. The reachability set consists of the indicator itself and the other indicators, to which it may relate. The antecedent set consists of the

indicator itself and the other indicators, which may relate to it. The intersection of these sets then is derived for all indicators. The indicators for which the reachability and the intersection sets are the same are put into the top-level indicators in the ISM hierarchy. After the identification of the top-level indicators, those indicators discarded from the other remaining indicators. This iteration is continued until the level of all indicators is obtained as shown in Table 6.

Table 6 The level partitions

Indicators	Reachability set	Antecedent set	Intersection set	Level
8	8	1, 2, 3, 4, 5, 6, 8, , 10, 11, 12, 13, 15, 16	8	I
9	9	1, 3, 6, 7, 9, 10, 11, 13	9	I
14	14	1, 3, 6, 10, 11, 13, 14	14	I
7	7	1, 3, 6, 7, 10, 11, 13	7	II
15	15	1, 2, 3, 4, 5, 6, 10, 11, 12, 13, 15, 16	15	II
16	16	1, 2, 3, 4, 5, 6, 10, 11, 12, 13, 16	16	III
2	2, 4, 12	1, 2, 3, 4, 5, 6, 10, 11, 12, 13	2, 4, 12	IV
4	2, 4, 12	1, 2, 3, 4, 5, 6, 10, 11, 12, 13	2, 4, 12	IV
12	2, 4, 12	1, 2, 3, 4, 5, 6, 10, 11, 12, 13	2, 4, 12	IV
5	5	1, 3, 5, 6, 10, 11, 13	5	V
1	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	VI
3	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	VI
6	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	VI
10	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	VI
11	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	VI
13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	1, 3, 6, 10, 11, 13	VI

The process of level partitions for the indicators involved six iterations. In the first iteration, passenger convenience, level of transportation safety, and level of noise are identified as the indicators to level I. Then, two indicators of passenger security, and level of emission were determined to be placed at level II through the second iteration. In the third iteration, proportion of vehicles meeting emission standard is indicated as indicator in level III. Three indicators of economical and low cost, operating cost, and level of use of nonrenewable resources are included into level IV. In the fifth iteration, maintenance cost is determined as indicator in level V. Finally, the remaining six indicators were determined into level VI. The identified levels of the indicators will aid in building the digraph and the final model of ISM (Kannan *et al*., 2009). The final

reachability matrix then is converted into the canonical matrix by arranging the indicators according to their determined levels as shown in Table 7.

Table 7 The canonical matrix

Indicators	8	9	14	7	15	16	2	4	12	5	1	3	6	10	11	13	Driver Power
8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
16	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3
2	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	1	6
4	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	1	6
12	0	1	0	1	0	0	0	1	0	0	0	1	0	0	1	1	7
5	0	1	0	1	1	0	0	1	0	0	0	1	0	0	1	1	6
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
Dependence Power	13	8	7	7	12	11	10	10	10	7	6	6	6	6	6	6	

5) MICMAC analysis

The indicators were then categorized based on their driving power and dependence power using MICMAC analysis. The MICMAC analysis is used to analyze the driving power and dependence power of the indicators (Mandal and Desmukh, 1994). The indicators are classified into four clusters named autonomous, dependent, linkage, and driver as depicted in Figure 1.

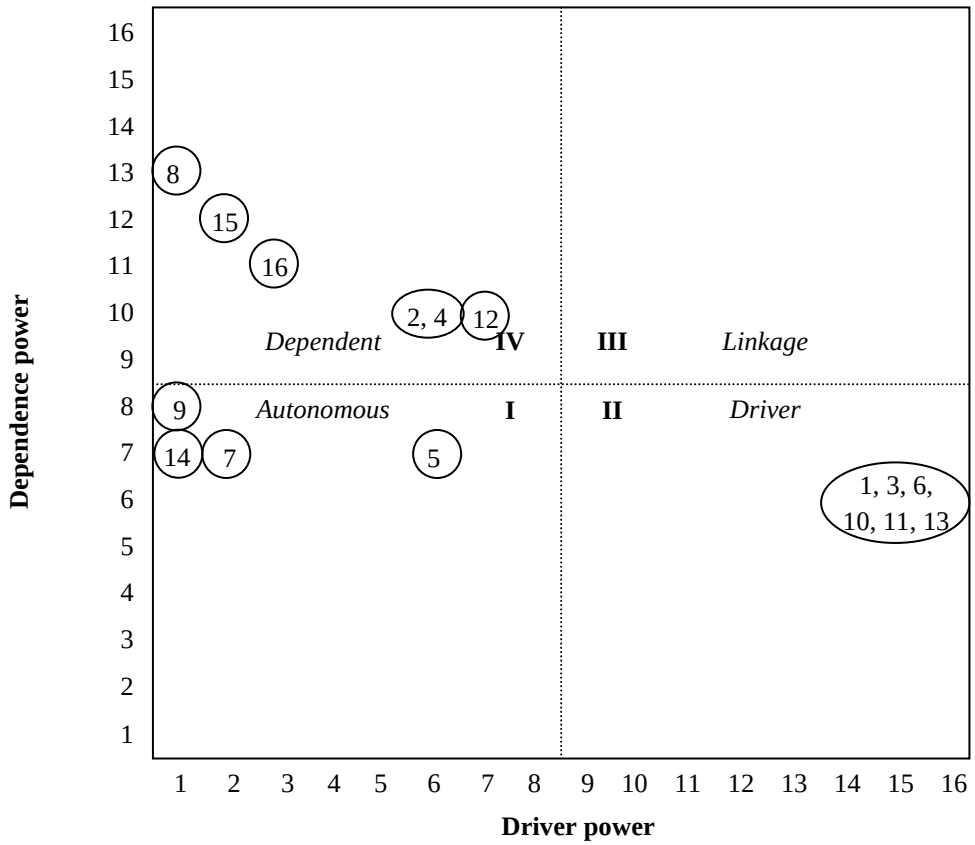

Figure 1 Driver-dependence power diagram

It can be seen that there is no linkage indicator (in the third quadrant) in the driver–dependence power diagram. This indicated no dominant indicator of the sustainable transportation indicators which has both high driving power and dependence power. In the first quadrant, four indicators of maintenance cost, passenger security, level of transportation safety, and level of noise identified as autonomous indicators. These indicators have both low driving power and low dependence power. Level of transportation safety and level of noise are not driving any other indicators. Six indicators of accessibility of region, management of public transportation, infrastructure of public transportation, transportation for people with special needs, level of traffic congestion, and land use to improve transportation facilities are in second quadrant as the driver indicators. All of those indicators are driving all other indicators of sustainable transportation evaluation but only driven by six other indicators. Those indicators were identified as the most driving indicators. Any action on these indicators will have a significant effect on the other indicators. Thus, the decision makers should pay more attention to these indicators in the context of sustainable transportation evaluation. On

the other hand, passenger convenience, level of emission, proportion of vehicles meet emission standard, economical and low cost, operating cost, and land use for improving transportation facilities in fourth quadrant identified as the dependent indicators. Of those indicators, passenger convenience is suggested as the most dependent indicator since driven by other thirteen indicators.

6) ISM-based network model

An ISM-based network model is then generated based on the relationships of indicators given in the canonical matrix. The transitivities of the indicators are removed from the matrix. The indicators are organized in a hierarchical structure into six levels as shown in Figure 2.

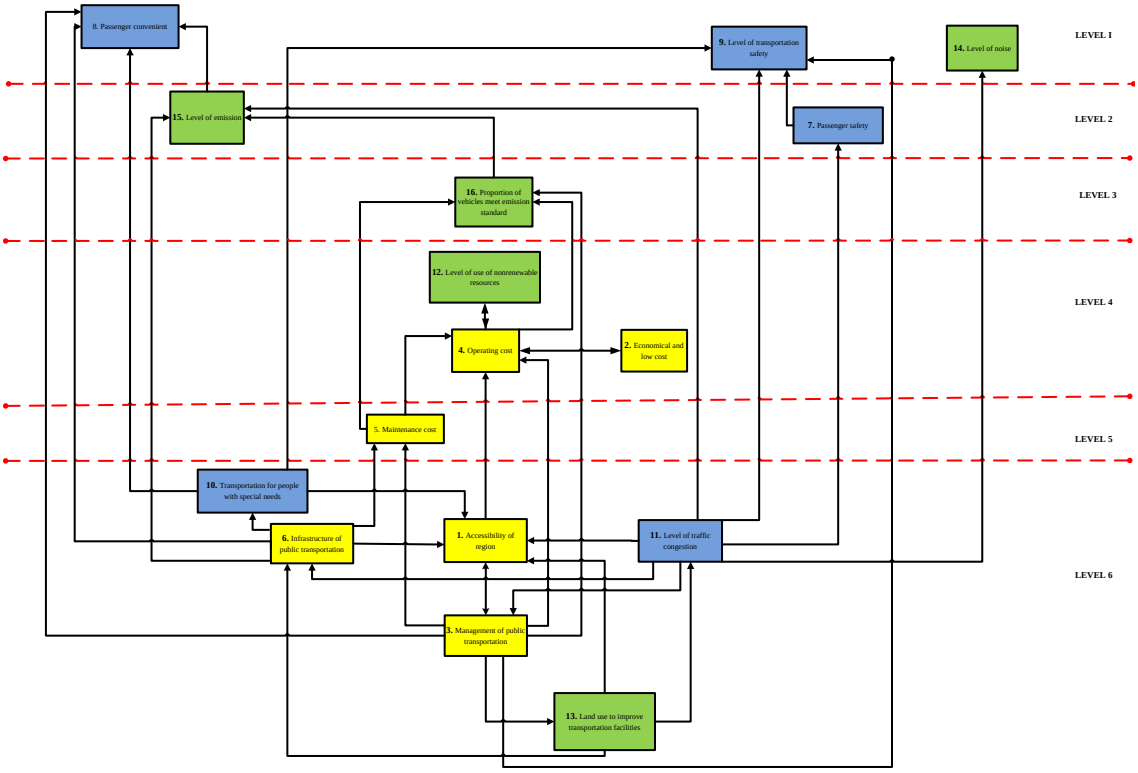

Figure 2 The ISM model

Passenger convenience, level of transportation safety, and level of noise are regarded as the basic indicators in evaluating sustainable transportation consist of two indicators of social aspect and one indicator of environmental aspect. It can be concluded that social aspect has get more attention in evaluating the sustainable transportation. Level II

consists of one indicator of social aspect of passenger security and one indicator of environmental aspect of level of emission. Air emission and labor relationship are indicated as intermediate indicators at level III. It can be concluded that the cement industry has been put much effort to reduce air emission as one of sustainability issue in the cement industry. At level IV, two indicators of economic aspect of economical and low cost, and operating cost, and one indicator of environmental aspect of level of use of nonrenewable resources. It followed by one indicator of economic aspect of maintenance cost at level V. Six indicators at level VI consist of accessibility of region, management of public transportation, infrastucture of public transportation, transportation for people with special needs, level of traffic congestion, and land use to improve transportation facilities were indicated to be the leading KPIs in achieving sustainable transportation in Padang city. Those are consist of three indicators of economic aspect, two indicators of social aspect, and one indicator of environmental aspect. All those indicators are regarded as the most influencing indicator for sustainable transportation evaluation in Padang city.

IV. CONCLUSION

Nowadays, Padang city needs a sustainable transportation planning to overcome the increasing transportation problems. This paper has developed an interpretive structural model (ISM) of indicators for sustainable transportation evaluation in Padang city. The indicators are structured into six levels. The network model establishes the interrelationships amongst the indicators. The interdependencies amongst the indicators are also given by driver-dependence power diagram. The ISM-based model provides a better understanding of the interrelationship amongst the indicators. The model can aid the policy makers with a more realistic representation of relationships amongst the indicators for sustainable transportation evaluation in Padang city. Future work will further incorporate the model into Analytical Network Process (ANP) methodology to the development of sustainable transportation policy for Padang city.

ACKNOWLEDGEMENTS

Authors would like to thank to Andalas University and Ministry of Research, Technology, and Higher Education, Indonesia.

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Held on the 28 - 31 October 2015, Andalas University, Padang-Indonesia

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