**LEMBAR**
**HASIL PENILAIAN SEJAWAT SEBIDANG ATAU *PEER REVIEW***
**KARYA ILMIAH : PROSIDING**

| | | | | |
|---|---|---|---|---|
| Judul Artikel | : | Analysis of Kendal Ferry Terminal Performance | | |
| Jumlah Penulis | : | 3 Orang (Adistirani*, B Riyanto, and **B H Setiadji**) | | |
| Status Pengusul | : | Penulis ke-3 | | |
| Identitas Prosiding | : | a. Judul Prosiding | : | IOP Conf. Series: Earth and Environmental Science The 4rd International Conference in Planning in the 2019 Era of Uncertainty (ICPEU) |
| | | b. ISBN/ISSN | : | ISSN: 1755-1307, E-ISSN: 1755-1315 |
| | | c. Thn Terbit, Tempat Pelaks. | : | 2019, Malang, Indonesia 12 Maret 2019 |
| | | d. Penerbit/Organiser | : | IOP Publishing |
| | | e. Alamat Repository/Web | : | https://iopscience.iop.org/article/10.1088/1755-1315/328/1/012009/meta |
| | | Alamat Artikel | : | https://iopscience.iop.org/article/10.1088/1755-1315/328/1/012009/pdf |
| | | f. Terindeks di (jika ada) | : | Scopus |

Kategori Publikasi Prosiding (beri ✓pada kategori yang tepat) : [√] Prosiding Forum Ilmiah Internasional; [ ] Prosiding Forum Ilmiah Nasional

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| | Reviewer I | Reviewer II | |
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| b. Ruang lingkup dan kedalaman pembahasan (30%) | 8.00 | 8.00 | 8.00 |
| c. Kecukupan dan kemutahiran data/informasi dan metodologi (30%) | 7.00 | 8.00 | 7.50 |
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| **Total = (100%)** | **26.00** | **28.00** | **27.00** |
| **Nilai Pengusul = (40% x 27 )/2 = 5.40** | | | |

Semarang, Desember 2021

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Prof. Dr. Ir. Han Ay Lie, M. Eng.
NIP. 195611091985032002
Unit Kerja: Departemen Teknik Sipil FT UNDIP

Reviewer 2

Prof. Ir. Mochamad Teguh, MSCE, Ph.D
NIP. 195808051987031001
Unit Kerja: Prodi Teknik Sipil, Universitas Islam Indonesia

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|---|---|---|---|---|
| Judul Karya Ilmiah | : | Analysis of Kendal Ferry Terminal Performance | | |
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| c. Kecukupan dan kemutahiran data/informasi dan metodologi (30%) | 9.00 | | 7 |
| d. Kelengkapan unsur dan kualitas terbitan /prosiding (30%) | 9.00 | | 8 |
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1. **Kesesuaian dan kelengkapan unsur isi prosiding:**
   Prosiding sudah sesuai dan memenuhi secara kelengkapan, yaitu: *cover*, *list of committee* dan *table of content*. Isi artikel yang mengenai evaluasi dan perencanaan terminal Kendal untuk menerima pemindahan terminal penumpang dari Pelabuhan Tanjung Mas telah sesuai dengan topik konferensi terkait perencanaan (*planning*) yang bersifat berkesinambungan (*sustainable*).
2. **Ruang lingkup dan kedalaman pembahasan:**
   Dalam artikel, evaluasi kinerja Terminal Ferry Kendal pada kondisi eksisting, telah dilakukan namun bagaimana rencana pengembangan Terminal Ferry Kendal ketika terjadi peningkatan demand yang berasal dari diverted demand sebesar 30% tidak dijelaskan.
3. **Kecukupan dan kemutakhiran data/informasi dan metodologi:**
   Data yang diberikan cukup mutakhir selama 3 tahun, yaitu sejak Terminal Ferry Kendal dioperasikan pada tahun 2016. Namun, data yang diberikan harus diolah dengan hati-hati karena dinyatakan pada paragraph setelah Tabel 1 beberapa data yang digunakan merupakan data prediksi karena beberapa bulan tidak ada *demand*. Metodologi sudah ditulis secara lengkap. Semua referensi berasal dari 10 tahun terakhir.
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   Prosiding diterbitkan oleh IOP Conference Series: Earth and Environemntal Science, yang masih terindeks Scopus saat prosiding diterbitkan. Prosiding ini memiliki CiteScore 2018 = 0,44 dan SJR 2018 = 0,170. Artikel ini dipresentasikan pada konferensi internasional 4th ICPEU. Committee dari konferensi ini berasal dari Indonesia semua, sedangkan perserta berasal dari 5 negara.

Semarang, Desember 2021
Reviewer 1

Prof. Dr. Ir. Han Ay Lie, M. Eng.
NIP. 195611091985032002
Unit Kerja: Departemen Teknik Sipil FT UNDIP

**LEMBAR**
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| | | | Alamat Artikel | : https://iopscience.iop.org/article/10.1088/1755-1315/328/1/012009/pdf |
| | | f. | Terindeks di (jika ada) | : Scopus |

Kategori Publikasi Makalah (beri Ppada kategori yang tepat) : [√] *Prosiding* Forum Ilmiah Internasional
[ ] *Prosiding* Forum Ilmiah Nasional

Hasil Penilaian *Peer Review* :

| Komponen Yang Dinilai | Nilai Maksimal Prosiding | | Nilai Akhir Yang Diperoleh |
|---|---|---|---|
| | Internasional [30] | Nasional [ ] | |
| a. Kelengkapan unsur isi prosiding (10%) | 3.00 | | 3,0 |
| b. Ruang lingkup dan kedalaman pembahasan (30%) | 9.00 | | 8,0 |
| c. Kecukupan dan kemutahiran data/informasi dan metodologi (30%) | 9.00 | | 8,0 |
| d. Kelengkapan unsur dan kualitas terbitan /prosiding (30%) | 9.00 | | 9,0 |
| **Total = (100%)** | **30.00** | | 28,0 |
| **Nilai Pengusul = 40% / 2 x** 28 = 5,60 | | | |

**Catatan Penilaian artikel oleh Reviewer :**

1. **Kesesuaian dan kelengkapan unsur isi prosiding:**
   Artikel memenuhi kesesuaian dan kelengkapan unsur isi prosiding dengan lengkap
2. **Ruang lingkup dan kedalaman pembahasan:**
   Ruang lingkup cukup untuk memenuhi kedalaman analisis pembahasan tentang terminal ferry di Kendal baik
3. **Kecukupan dan kemutakhiran data/informasi dan metodologi:**
   Dalam artikel ini disajikan data yang relatif lengkap dan up to date, gelas metodologinya. Referensi cukup baik
4. **Kelengkapan unsur dan kualitas terbitan:**
   Memenuhi syarat dan kualitas terbitan baik.

Yogyakarta, Oktober 2021
Reviewer 2

Prof. Ir. Mochamad Teguh, MSCE, Ph.D
NIP. 195808051987031001
Unit Kerja: Prodi Teknik Sipil, Universitas Islam Indonesia

# Certificate of Participation

This is to certify that

## ADISTIRANI

Has successfully participated at The 4th International Conference of Planning in The Era of Uncertainty (ICPEU)
Bridging The Rural-Urban Development: Strengthening Sustainability Goals
as PRESENTER

Malang, 12 - 13th March 2019

Universitas Brawijaya, Indonesia

Dean of Faculty of Engineering
Universitas Brawijaya

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IOP Conference Series: Earth and Environmental Science
Volume 328, Issue 1, 24 October 2019, Article number 012009
4th International Conference in Planning in the 2019 Era of Uncertainty, ICPEU 2019; Universitas BrawijayaMalang City; Indonesia; 12 March 2019 through 13 March 2019; Code 153114

## Analysis of Kendal Ferry Terminal Performance

(Conference Paper) (Open Access)

Adistirani[a,b], Riyanto, B.[b], Setiadji, B.H.[b]

[a]Public Work and Spatial Design Office of Kendal Regency, Central-Jawa, Indonesia
[b]Diponegoro University, Semarang, Central-Java, 50275, Indonesia

## Abstract

View references (10)

Kendal Ferry Terminal which has been operating since 2016 grows continuously in line with public information. As a unit of Tanjung Emas Port, Semarang, based on Masterplan of Tanjung Emas Port, the initial plan was intended as a terminal for "sharing" function. This function urged Kendal Transportation Agency to measure its existing performance to continue improving its performance. This research applied descriptive-quantitative methods that emphasized observation by examining natural conditions, systematically described as a fact in quantitative form. It was started by analyzing the existing demand and supply which increased about 55% in the second year of operation, followed by predicting the passengers' trend for ten years to reach the assumption of 30% Semarang-Kumai passengers distracted to Kendal-Kumai route, even though it was only departure. Finally, the research analyzed the existing facilities and performance, where the result showed that 65% from indicators stated that the performance is inadequate. The recommendations to improve the performance and to prepare receiving a "sharing" function are provided by increasing ship schedules and supply such as the depth of port pool, adding facilities such as passenger lounge, and realizing connectivity of transportation modes with Kedungsepur BRT lines. 

## SciVal Topic Prominence

Topic: Containers | Freight transportation | Dry ports

Prominence percentile: 98.488

## Author keywords

Kendal Ferry Terminal | Performance | Sea transportation

## Indexed keywords

Engineering controlled terms: Ports and harbors

Engineering uncontrolled terms: Demand and supply | Natural conditions | Performance | Public information | Quantitative method | Sea transportation | Transportation agencies | Transportation mode

Engineering main heading: Ferry terminals

**ISSN:** 17551307
**Source Type:** Conference Proceeding
**Original language:** English
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**Sponsors:** ESRI,et al.,Faculty of Engineering,Institut Atsiri,Persada Printing,Universitas Brawijaya
**Publisher:** Institute of Physics Publishing

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Adistirani, ; Public Work and Spatial Design Office of Kendal Regency, Central-Jawa, Indonesia;
email:adistirani@gmail.com

# Source details

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ICPEU
The 4th International Conference Planning in The Era of Uncertainty

# The 4th International Conference Planning in The Era of Uncertainty

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Elected Vice Governor
of East Java

**Dr. Ir. Mochammad Hadid Subki, MSME**
Consultant, Energy Conversion & Advanced Nuclear Reactor Technology Development
Soldanellenweg, Austria

**Dr. Ghim Ping Raymond**
National University of Singapore
Department of Civil and Environmental Engineering

**Dr. Ir. Surjono, MTP**
University Ranking Center
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# MARCH 12th-13th 2019

**Auditorium Surjono Fakultas Teknik**
**Universitas Brawijaya**
Jl. MT Haryono 167
Malang, Indonesia

**Deadline for payment**
5th March 2019

**Conference Fee**
**for non-paper participant**

| | |
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| Public (Government Entities, Alumni, Non PWK UB Student) | IDR 500 000 |
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**Facilities**
seminar kit, certificate, coffee break and lunch

## FIELD TRIP TO Kaliwatu Rafting

Rafting
in Kaliwatu Rafting

Pagupon Camp
in Coban Talun

Kebun Bunga
in Coban Talun

Thursday, 14 March 2019

PRICE : 375000 IDR
including
- Breakfast, lunch, and snack
- Documentation
- Entrance tickets to Kaliwatu Rafting and Coban Talun
-Merchandise

**ITINERARY**
- Meeting point: Dekanat Fakultas Teknik Universitas Brawijaya, Kota Malang
- Breakfast
- First destination: Kaliwatu Rafting, Kota Batu
- Second destination: Coban Talun (Pagupon Camp, Kebun Bunga, and the waterfall)

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**2019**

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**The 4th International Conference in Planning in the 2019 Era of Uncertainty**
**12–13 March 2019, Malang City, Indonesia**

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**Accepted papers received: 9 August 2019**
**Published online: 24 October 2019**

### Preface



### Papers

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A N Adibah

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E Yuniastuti and H S Hasibuan

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F P Makalew

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I Aliyah and S A S Aulia

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I B Puspita and F A Saputra

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# Flood Inundation Assessment under Climate Change Scenarios in Kuantan River Basin, Malaysia

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**Abstract**. The changing of climate pattern will increase the magnitude and frequency of excessive precipitation events which may trigger the possibility of river flooding with more severe and with higher risks. The objective of this current study is to assess and determine the flood inundation at the midstream to downstream part of Kuantan River Basin without and with consideration on Climate Change Factor (CCF). This coefficient is obtained from a technical guide on future design rainstorm with Climate Change Factor (CCF) by National Hydraulic Research Institute of Malaysia (NAHRIM). Next, design storm used in this study is a 24-hour storm duration and 100 years Annual Recurrence Interval (ARI). The finding of this study shows that climate change brings a significant impact on flood inundation depth and also in area. This result will be useful for city and or state government in term of formulating of appropriate strategies in order to minimize the negative impacts of flooding in Kuantan River Basin.
*Keywords: Flood inundation, climate change, Kuantan River*

## 1. Introduction

Climate change will modify type of flooding as a result of river discharge changing in term of frequency and also magnitude. Besides that, it also gives effect on water scarcity and availability in river systems and currently that might become the most important concern [1, 2]. The impact of climate change on river flows has been studied by many researchers [3, 4, 5, 6, 7, 8]. The transformation in flood characteristic will have inference on the flood mitigation and reduction strategies. Therefore, concerning on flooding future changes is very decisive [9, 10, 11].

The Kuantan River Basin has a drainage area of approximately 1638km$^2$ with the basin total length of 86km. The upstream part of Kuantan River is Chereh Dam which has 54km$^2$ of water surface area and 250x10$^6$m$^3$ of maximum reservoir volume. This dam will spill out the water by way of 50m width un-gated chute spillway. Therefore, the Kuantan River flows will be depending on the scenario of water releasing from the Chereh Dam. The present study applies the HEC-HMS and HEC-RAS model to generate and simulate flood inundation under some design scenarios: 100 years ARI with and without consideration on climate change coefficient. The objective of this present study is constructing flood inundation map due to 100 years ARI with particular scenarios as mentioned before. Then, the

# Analysis of Kendal Ferry Terminal Performance

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**Abstract.** Kendal Ferry Terminal which has been operating since 2016 grows continuously in line with public information. As a unit of Tanjung Emas Port, Semarang, based on Masterplan of Tanjung Emas Port, the initial plan was intended as a terminal for "sharing" function. This function urged Kendal Transportation Agency to measure its existing performance to continue improving its performance. This research applied descriptive-quantitative methods that emphasized observation by examining natural conditions, systematically described as a fact in quantitative form. It was started by analyzing the existing demand and supply which increased about 55% in the second year of operation, followed by predicting the passengers' trend for ten years to reach the assumption of 30% Semarang-Kumai passengers distracted to Kendal-Kumai route, even though it was only departure. Finally, the research analyzed the existing facilities and performance, where the result showed that 65% from indicators stated that the performance is inadequate. The recommendations to improve the performance and to prepare receiving a "sharing" function are provided by increasing ship schedules and supply such as the depth of port pool, adding facilities such as passenger lounge, and realizing connectivity of transportation modes with Kedungsepur BRT lines.
*Keywords : Sea transportation, Performance, Kendal Ferry Terminal*

## 1. Introduction

Indonesia is famously recognized as one of the largest archipelagic countries with its body of waters reaching two-thirds of the country's total area with diverse geographical conditions. With these conditions, Indonesia needs various modes of transportation, such as land, water, and air transportation. Water transportation seems to be the suitable mode of transportation for areas that are often traversed by water such as Indonesia, in the form of rivers, lakes, and seas. Kendal Regency becomes one of the regencies/cities in Central Java Province that began to develop water transportation by developing a port that called Kendal Ferry Terminal. Although, there is still one DLkr (Regional Work Area) and DLkp (Regional Interest Area) of Tanjung Emas Port, Semarang that is in accordance with Minister of Transportation Regulation Number PM 18 of 2013 concerning the Master Plan of the Tanjung Emas Port in Semarang [1]. Thus, the operation is still under the Tanjung Emas Port.

Kendal Ferry Terminal began to operate in 2016, and since then, the demand for passenger increased significantly, about a 50% increase in second-year operation [2]. This increase indicated a very good achievement considering that Tanjung Emas Port will be focused as a commercial port. With the large goal to divert Semarang–Kumai passengers and freight transports at Tanjung Emas Port

# Bauhäusle as a Cohousing Project

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**Abstract**. In recent years, housing prices in many countries constantly increased followed by limited availability of land. How to meet the demand for development with increasing number of population and city growth, particularly rapid development in cities, become one of main issues of housing supply. The effects lead to several problems, one of which is adequate housing with a strong social interaction. To fulfil the demand and improve social well-being in the neighbourhood can be achieved by applying cohousing concept in the neighbourhood. This study aims to analyse whether cohousing can be such a coherent solution in tackling issue of housing problems, furthermore, it is also a way to promote social inclusion. Bauhäusle is located on campus in Vaihingen, Stuttgart. It is designed with ecological construction concept which uses readily available raw materials generally donated by DIY firms, companies and also discarded materials. In disguise, the concept of Bauhäusle also initiated other similar projects for example: Construction of the student dormitory ESA in Kaiserslautern or the mound houses in Stuttgart-Hohenheim. This concept applied according to social relationship which can fulfil the aims of sustainability through an inclusive community. Method used in this research are literature reviews, on-site visitation, interview, and descriptive analysis. The results of this research is to give advantageous and disadvantageous Bauhäusle cohousing by providing stakeholder analysis, action plan, SWOT analysis, and potential period of implementation to upscale the project.

## 1. Introduction

Sustainability development agenda is now commonly evolved in urban development. This concept concerns to improve inclusiveness, sustainable and resilient future for development. Sustainability elements should be promoted for reducing inequalities, increasing standards of living, maintaining social development and inclusion [8]. However, how to meet the demand for development with increasing number of population and city growth, especially the rapid development in cities, become one of the main issues to implement sustainability. The effects lead to several problems such as adequate housing, basic infrastructures, transportation, and also affect to social relation. To fulfil the demand and improve social well-being in the neighbourhood can be achieved by applying cohousing concept in the neighbourhood. Cohousing is one of the solutions which offer people not only to have an access and share the ownership, but also create a strong bond and build great responsibility within a community [9]. Cohousing was established in the middle 1960s by a Denmark architect and it started to spread to other countries. This concept applied according to social relationship which can fulfil the aims of sustainability through an inclusive community.

Inclusiveness is a way to enhance participation within development processes and goals [5]. These are elements which are taken into account for enhancing inclusion.

# Impacts of Urban Consolidation Centres for Sustainable City Logistics Using Adaptive Dynamic Programming Based Multi-Agent Simulation

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**Abstract**. This paper aims at evaluating the impacts of Urban Consolidation Centers (UCC) for sustainable city logistics using Adaptive Dynamic Programming (ADP) based multi-agent simulation (MAS-ADP). Economic efficiency and environment friendliness criteria were used to evaluate the sustainability of UCC. The results proved that the implementation of UCC as a sustainable city logistics scheme is efficient in reducing 8% of the total delivery cost for freight carrier and reducing 36% of the total emissions released to the environment. It is also showed that the use of learning agents is essential to demonstrate the successful implementation of the UCC, as it is only in the learning-based simulation, UCC operator could get a profit. Our simulation analysis also confirmed that compared to widely used reinforced learning algorithms (Q-learning), MAS-ADP brought increased accuracy to the evaluations' outcomes of UCC.
*Keywords: sustainability, city logistics, urban consolidation centre, adaptive dynamic programming, multi-agent system*

## 1. Introduction

Sustainable city logistics has become an important issue in urban and transportation planning due to high population density in urban areas as well as due to the social, economic, and environmental problems associated with it. City logistics is defined as the process of fully optimizing the logistics and transport activities with the support of advanced information systems in urban areas considering the traffic environment, the traffic congestion, the traffic safety, and the energy savings within the framework of a market economy [1]. The harmonization of economic efficiency and environmental friendliness in city logistics is essential for ensuring sustainable development in urban areas [2], which faces two difficult problems. First is the efficiency of goods delivery within the uncertain environment (due to the parking issues, traffic congestion, and other restrictions in the urban area) that directly effects the operational cost as well as the action selection in presence of optional solutions or policies. The second issue is the involvement of multiple agents in city logistics system, such as freight carriers, shippers, customers, and administrator. All these key stakeholders in urban freight transport have their own specific objectives and tend to behave in a different manner to any urban freight policy [3]. These stakeholders also interact and influence each other in the city logistics environment, which makes the