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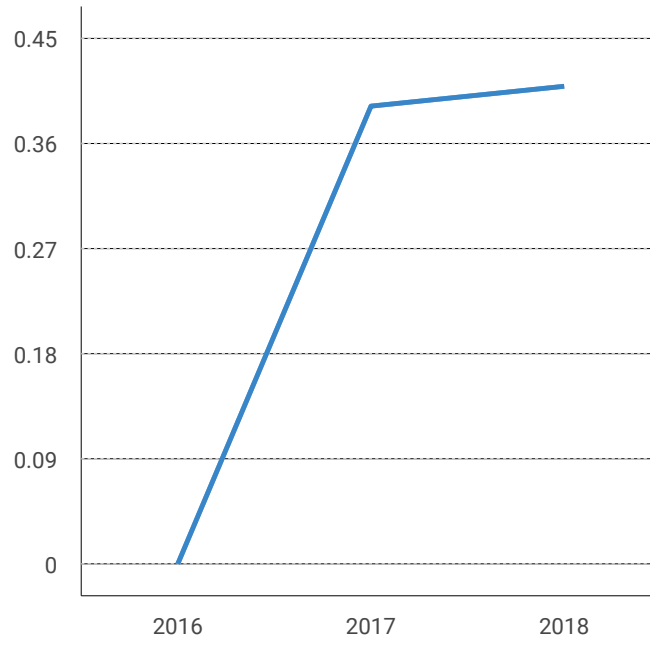
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4

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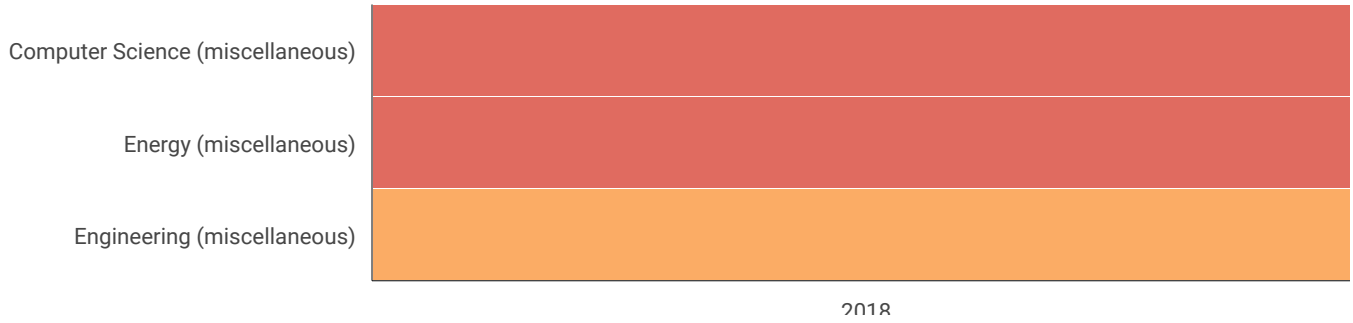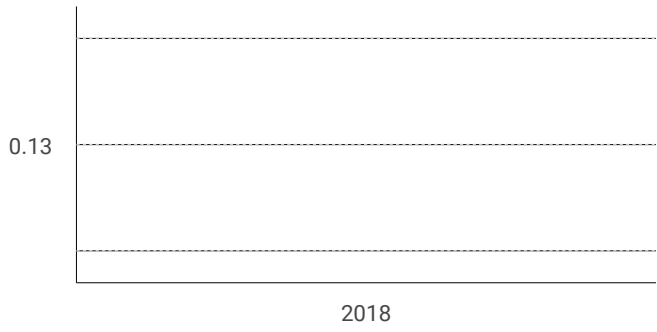
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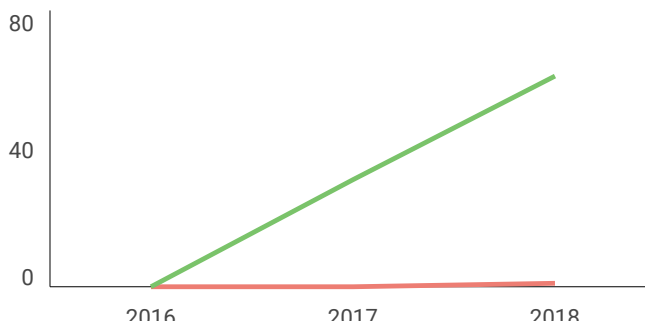
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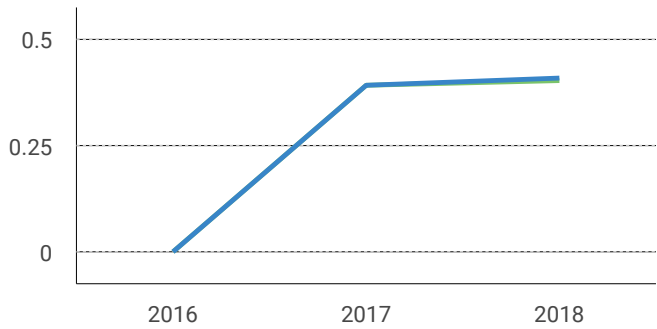
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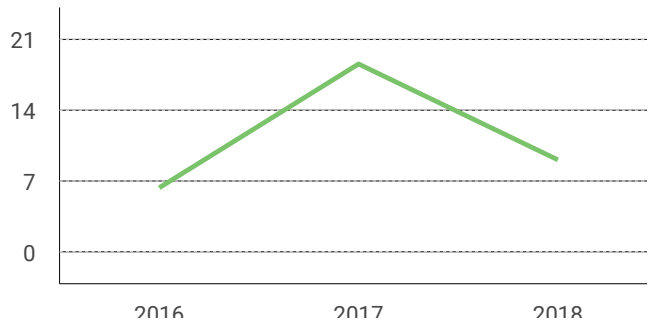
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01 - 08

 PDF

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Home   Editorial Board   Journal Topics   Archives   About the Journal   Submissions

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Search

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Mathematical Model for Commemoration of Death in Javanese Tradition
Agung Prabowo, Sukono, Mustafa Mamat, Wahyudin, Ruly Budiono

Physicochemical Characteristics Fish Protein Concentrate from Cyprinus carpio
Eddy Afrianto, Evi Liviawaty, Junianto, Iis Rostini, Subiyanto

Portfolio Optimization Model of Mean-Standard Deviation using Non-Singular Covariance Matrix and Singular Covariance Matrix Methods
Kalfin, Sukono, Ema Carnia, Haposan Sirait

Convergence Analysis of a New Coefficient Conjugate Gradient Method Under Exact Line Search
Maulana Malik, Mustafa Mamat, Siti Sabariah Abas, Sukono

A New Hybrid Conjugate Gradient Method with Global Convergence Properties
Maulana Malik, Siti Sabariah Abas, Mustafa Mamat, Sukono, Ibrahim Sulaiman Mohammed

Coastline Change Analysis through Numerical Flow Modelling on Batu Hiu, Pangadaran
Subiyanto, Titan Malik Ibrahim, Hazman Hiwari, Yuyun Hidayat, Yudi Nurul Ihsan, Sudradjat Supian

Hydrodynamic Model Simulation of Cikidang River Estuary, Pangandaran based on Two Season in Indonesia
Sudradjat Supian, Hazman Hiwari, Titan Malik Ibrahim, Subiyanto

Optimal Portfolio Analysis of Kelly Criteria and Markowitz Models Using the Lagrange Multiplier Method in the Foreign Exchange
Sukono, Endang Rusyaman, Evi Sulviah Ningsih, Kalfin

A Modified Differential Transform Method for Solving Nonlinear Systems
Saber T.R. Syouri, I. M. Sulaiman, Ibrahim M.M. Alghrouz, M. Mamat

An Accelerated Scheme for Solving Parameterized Fuzzy Nonlinear Equations
Mustafa Mamat, Ibrahim Mohammed Sulaiman, Puspa Liza Ghazali, Aceng Sambas

Analysis of Business Efficiency and Profit Factors of Local Broiler Duck Using Cobb-Douglas Production Function
Taslim Dawan, Sjafril Darana, Wendry Setiyadi, Sukono

Oil Sludge Phytoremediation Using Mangrove (Avicennia marina, Xylocarpus granatum, and Rhizopora mucronata)
Yudi Nurul Ihsan, Kalysta Fellatami, Tri Dewi K. Pribadi, Subiyanto

Spatial Encoding Of ASL Images Using Time Encoding Transform Techniques
Mrs.B.Rajeswari, R.V.Krishnachary, S.Bhanuvikas, B.Prasad, N.Kamal Teja

MICROCONTROLLER BASED AUTOMATIC WASTE SEGREGATION SYSTEM
K.V.Ashok,P. Sravani,CH.N. Krishnaveni, M.Anusha K.V.Ashok

Online Social Media Mining to Determine Mental Disorders in Social Network
Surla Govindu, K.Nandini, D. Divya Preethi, N.Sirisha, D.N.Prathyusha

Minimizing the Packets Drop by System Fault in Wireless Infrastructure less Network Due to Buffer Overflow and Constrained Energy
Dr. Mohammed Ali Hussain, Dr. Balaganesh Duraisamy

Smart Shopping with Integrated Secure System based on IoT

Dr.Ramkumar J, Dr.M. Baskar*, MViswak, M D Ashish

Machine learning approach to revolutionize use of Holistic Health Records for Personalized Healthcare
Swati B. Bhonde, Jayashree R Prasad

Performance Analysis of Artificial Neural Network Algorithms for Automatic Handwritten Devanagari Text Generation in Marathi Styles
Mr. Vajid Khan, Dr. Yogesh Kumar Sharma

Software Defect Prediction: A Survey with Machine Learning Approach
Ranjeet singh Suryawanshi, Amol Kadam , D.R.Anekar

A Review on Chatbot for HealthCare system using Recurrent Neural Network
Shreya B. Ahire, Dr. Jayashree R. Prasad

Diversified Machine Learning Techniques for Soil Management in Agriculture
Priti Prakash Jorvekar, Jayashree Rajesh Prasad

Overview for Security of Internet of Things Using Machine Learning
Nilam K. Kadale, Jayashree Rajesh Prasad

Security Challenges to provide Intelligence in SDN with the help of Machine Learning or Deep Learning
Shailesh Pramod Bendale, Jayashree Rajesh Prasad

Deep Learning Approach in Machine Translation for Indian context: A Survey and Discussion
Prof. S. P. Patil, Dr. J. R. Prasad

Users Truthfulness Identification & Cryptography in Data Market
Swati Phalke, Dr. Chaitanya Kulkarni, Mrs. Sushama Nanadgaonkar

Improvements in Stress Corrosion Cracking (SCC) of Aluminium Alloy (AA) 7075
Pavan Tejasvi.T, Dr. C N Chandrappa

DATA ANALYTICS FOR FINANCE USING R-PROGRAMMING APPLICATION ; A CASE STUDY ON MEASURING THE IMPACT OF WORKING CAPITAL MANAGEMENT ON PROFITABILITY WITH SPECIAL REFERENCE TO TATA MOTORS
Dr.Nitin Jaglal Untwal

Ring Signature Based Lightweight Dual Authentication Framework for Vehicular Adhoc Network
Kirti A. Yadav, Vijayakumar P

The Combinations of Lighting Technology, Neurological Processes and Language in Reducing of Acrophobia on Ifdil Perceptual Light Technique and Their Effect
Ifdil Ifdil, Nilma Zola, Rima Pratiwi Fadli, Elfi Churnia, Yola Eka Putri, Berru Amalianita

An Analysis on the Effect of School Policy towards Teachers' Participation in Cleanliness Program at Schools Receiving Adiwiyata Award in Surakarta City, Indonesia
Yonathan Suryo Pambudi, Aziddin Harahap, Moh. Mahbub, Sabarudin Sabarudin, Parji Parji

ECC based Dual Authentication of User Equipment for D2D Communication in LTE
Payal P. Tayade, Vijayakumar P

Determinants of Share Prices on Manufacturing Company: Evidence in Indonesia Stock Exchange
Bahtiar Usman , Henny Setyo Lestari

Macro Economics Effect to Gold Price Change in Indonesia
Soeharjoto, Debbie Aryani Tribudhi, Dini Hariyanti , Erny Tajib

Holotranscobalamin and Homocysteine as Biomarkers of Vitamin B12 Deficiency in Elderly Females
Pusparini, Yenny

Krüpple-Like Factor 5 Has a Strong Correlation with Reversionless 3-Like in Cervical Cancer Cells
Elfira Sutanto ,Monica Dwi Hartanti

The Metaphor Meaning of the Garuda Figures in the Mural Painting of the Social-Political Campaign in Election 2019
Wegig Murwonugroho , Suwarno Wisetrotomo

Online Social Influencer: The Impact of Modern Marketing Toward M-Shopping
Yolanda Masnita, Pipie Puspitasari, Khomsiyah , Hermien

Physical Setting Significance in Sense of Place Creation in Tangerang Old Market
Sarwosri Moertiningsih , Dedes Nurgandarum

How Indonesia's Village Fund, Play a Role in Gender Inequality Expenditure Per Capita, and Poverty
Hermien Triyowati, Yolanda Masnita , Khomsiyah

The Agreement Between of Vitek 2 and HybriSpot 24 in Identification of SHV-Type ESBLs and CTX-M-Type ESBLs from ESBL Producing Enterobacteriaceae Isolat
Jihan Samira, Mujahidah , Helmia Farida

The Effect of Attitude and Purchasing of Millennials Consumers Towards Brand Love in Sports Wear Brands
Siti Maemunah ,Puguh Hadi Susanto

Assessing Water Quality by Bioindicator Inat Pluit Reservoir in Jakarta Urban Area, Indonesia
Melati Ferianita Fachrul, Astri Rinanti, Diana Irvindiaty Hendrawan ,Aidian Satria

The Potentials Prediction of Kradenan and Kesongo Mud Volcano Systems in East Java
Muhammad Burhannudinnur

The Responsibility of Freight Company in Term of an Accident with reference to Article 1367 of the Civil Code
Elfrida Ratnawati

Determinant of Trust in the Bank and Attitudes on Technology of Mobile Banking
Kurniawati ,Desy Ratna Sari

The Impact of Job Demands and Job Resources to Work Engagement and Job Stress Mediated by Job Crafting: A Study from Event Organizer's Employees
Netania Emilisa, Egabetha Amirah Yudhaputri, Irene Kusuma Dewi , Gatri Lunarindiah

Future Jobs in Coming of Industry Revolution 4.0

Ana A, Danny Meirawan, Iwan Kustiawan, Nono Supriatna, Eki Nugraha, Asnul Dahar Minghat, Muktiarni , Vina Dwiyanti

A Prototyping of Additive Manufacturing Cell in Cyber Physical System for Maintenance 4.0 Preparation
Sally Cahyati, Syaifudin , Achdianto

Conceptual Framework of Studentification Impacts in Malang City, Indonesia
Rahel Situmorang, Antariksa Sudikno, Surjono Surjono, Agus Dwi Wicaksono

Infiltration Zonation Using Kostiakov Methods in Leftbank Jatigede District Indonesia
Sofyan Rachman , Rivolino Edison

The Jakarta Flood Disaster Mapping January 2020
Afiat Anugrahadi, Khomsiyah, Himmes Fitra Yuda , Novi Triany

Design of Shell and Tube Heat Exchanger for Waste Water Using Heat Transfer Research Inc.
Afwan Heru Cahya , Rosyida Permatasari

Relationship Capability as Antecedents for Success of New Product Development: A Strategic Fit Framework
Yolanda Masnita, Asep Hermawan, Husna Leila Yusran

Reorientation of Locational Investment Under Environmental Regulation Towards Improvement of Organizational Competitiveness
Anita Sitawati Wartaman, Taher Alhabsji, Andriani Kusumawati , Yusri Abdillah

Minimizing Total Tardiness in Parallel Machines with Simulated Annealing using Python
Docki Saraswati, Debbie Kemala Sari , Shelina Putri Kurniadi

Performance Enhancement of Different Machine Learning Algorithms Using Up-Sampling Technique
Chandrika C. P , Jagadish S Kallimani

Developing Ethical Science Trough Education
Teti Ratnasih, Tedi Priatna, Hariman Surya Siregar, Nurhamzah Nurhamzah

The Assessment of Strategic Planning and Strategic Change Management to Improve Organizational Performance
Agus Setiadji , Marsetio , Ahmadi

The Different Effect of Inquiry Learning Strategy on the Students' Environmental Knowledge
R. Sihadi Darmo Wihardjo, Yuliani Nurani, Syahrul Ramadhan, Nasaruddin

Books And Movies Recommendation And Rating Prediction Based On Collaborative Filtering Networks
Dr.D.Sivabalaselvamani, Ms.S.Vidhyasree,Ms.P.Pavithra, Ms.G.Soundarya, Ms.M.Preethika

Creation of Bag of words using Map Reduce technique for Ham Email Classification
Priti Kulkarni ,Jatinderkumar R. Saini

Behavior of Low Alkali Concrete Exposed to Seawater in Long-Term Case Study Farø Bridge-Denmark
Van Quan Tran

Relationship of Body Mass Index And Skeletal Maturation in Children Ages 8-15 Years

Eka Erwansyah, Barunawaty Yunus, Irene E. Rieuwpassa, Fuad Husain Akbar, Tami Suryawansa

Disease Prediction and Diagnosis implementing Fuzzy Neural Classifier Based on IoT and Cloud
Eka Erwansyah, Barunawaty Yunus, Irene E. Rieuwpassa, Fuad Husain Akbar, Tami Suryawansa

How Technology has Improved Forensic Fingerprint Identification to Solve Crimes
Bandr Siraj Fakiha

Implementation of Frequency Efficient Multiplexer based CORDIC on FPGA
Basavoju Harish, K.Sivani, M.S.S.Rukmini

An Overview on V2V Communication with Respect to V2I Communication
G.Harish, Dr.P.Shyamala Bharathi

Performance estimation based recurrent-convolutional encoder decoder for speech enhancement
A.Karthik, Dr. J.L Mazher Iqbal

Data Mining Process with iAgents
Amar Jukuntla, Pavan Kumar Kolluru, M Bhargavi, N Uttej Kumar

EFFICIENT DEEP LEARNING MODEL FOR RECOGNIZE ARTISTS VOICE
Sajja Radharani, A Venkatesh, Kudaravalli Deepika, Deevi Radha Rani

A Novel Framework for Investigation of Cloud Attacks
Deevi Radha Rani , Nazma Sultana Shaik , Divya Vadlamudi, Sajja Radharani

Analysis of Unsupervised Dicretization Methods Impact on C4.5 Classification
Suneetha Bulla, J.Nageswara Rao, Radha Mothukuri

DEVELOPMENT OF ALERTING AND MONITORING SYSTEM FOR MANHOLE MANAGEMENT USING IOT
M. Venkata Sudhakar, Pegallapati Bhavya sree, Yepuri Surya Teja, Shaik John Shaida, Lanka Danuja

Analysis of Classification Technique for Prediction of Damages Levels in Building-Structures
M Vishnu Vardana Rao, Aparna Chaparala

TEMPERATURE INDEPENDENT VOLTAGE REFERENCE IC DESIGN USING SiC N-TYPE MESFET
Boggadi Nagarjuna Reddy, Dr.R.Varatharajan

DIGITAL LOGIC INTEGRATED CIRCUIT DESIGN USING 4H-SiC MESFETs
Boggadi Nagarjuna Reddy, Dr.R.Varatharajan

A SYSTEMATIC REVIEW OF GRAPH SIGNAL PROCESSING
Nagaraju Sonti, Dr.P.Venkatappa Reddy

An Improved RSSI Localization in LOS / NLOS Environment
M.Srinivas, P.Durgaprasadarao

Additive Tuning Lasso (AT-Lasso): A Proposed Smoothing Regularization technique for Shopping Sale Price Prediction
K.Lavanya, K.Harika, D. Monica, K.Sreshta

An Efficient Hybrid 3D Localization Using rssi and aoa measurements

P.Durgaprasadarao, M.Srinivas

FBP Recommendation System through Sentiment Analysis
Anupriya Koneru, S.Yamuna, G.Pavan, B.Divya

Privacy Management System Using Ip-Address
G. Vijay Kumar, V. Sushma Reddy, Y. Ruthvik, Ch. Padmavathi

AUTOMATED TESTING ANALYSIS ON MACHINE LEARNING MODELS TO PREDICT BRANCH COVERAGE
Dr P Ashok Reddy, V Prem Sai, V Narasimha Rao, D Hymavathi, G Kalyani

Design of Area Efficient and Low Power 16-Bit Hybrid MAC Unit using Vedic Mathematics
Jami Venkata Suman , G.M.Anitha Priyadarshini

BRAIN TUMOR IMAGE CLASSIFICATION USING CONVOLUTIONAL NEURAL NETWORKS
Moulana Mohammed , Sai Sree Nalluru, Sandhya Tadi, Rachana Samineni

ESTIMATION OF DISEASE RISK BY COUNTING RBC WBC AND PLATELETS
Sadiyah Tehreem Abdul Khalil, Ashwini Dhote, Amulaya Prabhakar, Mayur Bhiogade, Prof. A.D. Gotmare

A Novel & Optimized Integrated Road Edge Detection
R. S. Amshavalli, Ankur Ankit, Rajesh D. Borate, Alankrit Yadav

A Roadmap of Challenges for OpenFlow-SDN Based IoT Networks
Shanu Bhardwaj, S.N. Panda

DEMOGRAPHIC VARIABLES INFLUENCING FINANCIAL INVESTMENT OF URBAN INDIVIDUALS: A CASE STUDY OF SELECTED DISTRICTS OF MAHARASHTRA STATE
Dr. Vilas Gaikar, Sameer Aziz Lakhani

Mukim's Role in Managing Gampong's Fund: A Case Study in East Aceh, Indonesia
Muhammad Ikhsan Ahyat, Badaruddin, Humaizi, Heri Kusmanto

Financial Performance Evaluation of the commercial banks in Jordan: Based on the CAMELS Framework.
Dr. Ammar Daher Bashatweh, Prof Emad Yousif Ahmed

Image Classification of the Flower Species Identification using Machine Learning
Dr. Dayanand Lal N, Mrs. Sahana D S, Mrs. Veena R C, Dr. Brahmananda S H, Deepak S Sakkari

GSM CONTROLLED SECURITY AUTOMATION AND BURGLAR TRAP
M.Prabu , S. Nishanth , S.V.Aakash , K.Vishwa Dev

Design of Solar Tracker on Solar Panel with Fresnel Concentrator
Fitria Hidayanti, Fitri Rahmah, Joel Agusto

Design of a Switching Circuit to Improve Output Power of SPV Modules during Partial Shading
Shahzad Ali Rana, Majid Jamil, Mumtaz Ahmad Khan

The Influence of Culture and Social Structure on Political Behavior in the Election of Mayor of Kediri Indonesia
I Gusti Gede Heru Marwanto, Suwarno, Basrowi

IDENTIFICATION OF SHARIAH MARKETING DIGITAL CONSTRAINTS IN INDONESIA
Fauzi, Rita Irviani

Legal Protection of Supply Chain Management based on Technology in the Eradication of the Covid-19 Plague
Ariella Gitta Sari, Rizki Yudha Bramantyo

LEGAL PROTECTION OF MEDICAL RECORDS OF COVID-19 PATIENTS IN INDONESIA AND LEGAL MEASURES OF SPREAD PREVENTION
Indah Pitarti, Rahayu Subekti

A deep learning approach for predicting the active phytochemical constituent's presence in Premna Latifolia Leaf Extracts Data set.
Senthil Kumar Janahan, Arun Sahayadhas

Embedded Systems to monitor and improve indoor air quality due to the influence of terrariums
Hemanth Kumar S, Cyril Robinson Azariah J , Jenita T

Machine Learning based Identification of Melanoma Skin Cancer using Fractional Coefficients of Cosine Transformed Dermoscopy Images
Sudeep D. Thepade ,Shubham Mandhare

Model on the Job Training Based on the Increasing of Teachers Competence Basic School
Riswandi, Nopiana, Suryadi

Mapping of Vehicular Noise Pollution using GIS
K.Santhoshkumaar, N.Muralimohan, A.Sathiyaseelan, G.Santhosh, S.Sanjaikumar

EXPERIMENTAL INVESTIGATION ON MECHANICAL PROPERTIES OF SELF CONSOLIDATING CONCRETE WITH HYBRID FIBRE REINFORCED CONCRETE
B. Ponmohan kumar, S. Suchithra, V. Sureshvel

The Reduction Activity of Malondialdehide (Mda) Level in Combination of Ethanol Extracts of Moringa Leaf (Moringa Oleifera Lamk) and Clove Flower (Syzygium Aromaticum Merry & Perril)
Muhammad Fakhrul Hardani, Ririen Hardani, Nuur Aanisah, Baharuddin Hamzah, Sitti Rahmawati

An Enhanced Energy Efficient Secure Routing Protocol for MANET
Nippun Kamboj, Dalip,Dr. Munishwar Rai

NEW METHODOLOGY OF TARIFF CALCULATION FOR DOMESTIC CONSUMERS
PL.Somasundaram, M.Devanandhini , G.Elamathi , D.Sadhura

Performance and emission features of Argemone Mexicana Biodiesel added with TiO2 nanoparticle powered multi fuel compression variable engine
Mr.Vishwasinha V. Bhosale, Dr.Walmik S. Rathod

Role of Smart Grid in Electrical Power System
R.Venkatesan, C.R.Balamurugan

An end-to-end unified framework for assessing Turning Movements based Deep Neural Network
V.Ram Abhilash, Deepak Adithya Natarajan, S. Venkaesh, D.Prabu

The influence of Internal Marketing Practices on the employees' intention to leave: A study of the private hospitals in Jordan
Anber Abraheem Shlash Mohammad, Mohammed saleem khlif Alshura, Sulieman Ibraheem Shelash Al-Hawary, Mohammad Sultan Al-Syasneh, Thunyan Mannaa Seham Alhajri

The Knowledge of Mobile Learning and Quranic Symbols (Dabt al-Quran) in Mushaf Uthmani and Mobile Learning among al-Quran Teachers in IMTIAZ, Terengganu
Wan Mohd Khairul Firdaus Wan Khairuldin, Nurfaizah Fauzi, Wan Nur Izzati Wan Nor Anas, Abdul Hanis Embong, Mohd Mustaffami Imas, Azizul Hassan

Using Exhaustive Threshold Approach for Identification of foreground and background images from non-printed part of Medical Prescription Document
Hema Gaikwad, Jatinderkumar R. Saini

CLASSROOM MANAGEMENT IN MATHEMATICS CLASS: UNIVERSITY STUDENTS' PERCEPTION
Ahmad, Eka Setyaningsih

THE EFFECT OF HOUSEHOLD CHARACTERISTICS, DEMOGRAPHY, LAND USE AND TRANSPORTATION SYSTEM ON COMMUTER MOVEMENT IN MEDAN, BINJAI, DELI SERDANG AND KARO (MEBIDANGRO) AREA, INDONESIA
Agustinus Panjaitan, Abdul Rahim Matondang, Marlon Sihombing, Agus Purwoko

Library Book Modeling Data Using the Association Rule Method with Apriori Algorithm in determining Book Placement and Analysis of Book Loans
Dedy Rahman Prehanto, Aries Dwi Indriyanti, Ginanjar Setya Permadi, Tanhella Zein Vitadiar, F D Jayanti

The Primary Study of Peat Soil In Wood Plastic Composite
Mohd Fairuz Alias, Mohammad Sukri Mustapa, Yusri Yusof, Mohd Idrus Bin Mohd Masirin, Mahmod Abd Hakim Mohamad

THE ANALYSIS OF FACTORS THAT AFFECT THE COST OF THE SOIL WORK OF THE ROAD PROJECT
Riza Fandopa, Sofia W. Alisjahbana, Dadang M. Ma'soem

RISK ANALYSIS OF QUALITY DEVIATION IN THE IMPLEMENTATION OF FLEXIBLE PAVEMENT ROAD PROJECTS
Riza Fandopa

MODEL TEACHING FACTORY BASED LOCAL ADVANTAGES IN SMK
Mochamad Cholik, Soeryanto

Performance Improvement Factors of the Experts of the Design and Build Project of the State Buildings
Jujuk Kusumawati, Krishna Mochtar, Najid

THE EFFECT OF COOPERATIVE INTEGRATED READING AND COMPOSITION (CIRC) MODELS ON IMPROVING THE CAPABILITY OF HIGHER ORDER THINKING SKILLS (HOTS) IN TEACHING SOCIAL STUDIES STUDENTS OF CLASS VIII IN SMPN 15 BANDUNG CITY
Endang Komara

School-Community Interaction Patterns in Strengthening Character Education in Primary School in Madiun City (East Java, Indonesia)
Parji

The Adoption Level of Online E-Transportation Apps
Yosi Afandi, Endang Siti Astuti, Andriani Kusumawati, Yusri Abdillah

A STUDY ON THE INFLUENCING FACTORS OF ONLINE SHOPPING AND PURCHASING DECISIONS AMONG COLLEGE STUDENTS: AN EMPIRICAL STUDY
Jain Jacob M, Dr. M. Shanmugam

A REVIEW ON INFLUENCE OF DIRECTION FUNCTION ON EMPLOYEE ENGAGEMENT
Ms. M. Madhyvadany, Dr.S.Panboli

'WEAR ME' - GSM ENABLED SMART DEVICE FOR WOMEN SECURITY
Rathika Kannan ,Dr.M.Malathi

THE DIFFICULTIES OF LEARNING OF THE IRFAN ODES(By the example of Khakani's irfan odes)
Kamola Jumaeva

THE ISSUES OF THE CREATING AN INTERACTIVE MAP OF TASHKENT CITY POPULATION
Dilshod Rakhmonov, Lola Gulyamova, Asamberdi Egamberdiev, Olga Shchukina, Sanobar Abdukodirova

COMPARATIVE SELF-ASSESSMENT OF THE TEACHERS' HEALTH OF HIGHER EDUCATION INSTITUTIONS OF THE REPUBLIC OF UZBEKISTAN
Nigora Akhmadalieva, Feruza Salomova, Dilafruz Nigmatullaeva, Adkham Kamilov, Durdona Hakimova

EYE INJURY AS A REASON FOR DISABILITY
Zebiniso Niyazova, Botir Buzrukov

THE ROLE OF WOMEN IN THE CULTURAL PROCESSES OF UZBEKISTAN IN THE XX CENTURY
Nilufar Djuraeva, Nodira Toliboeva

CHANGES IN THE NATIONAL COMPOSITION OF THE POPULATION OF UZBEKISTAN (1946-1991)
NodiraBabadjanova, Bakhodir Isakov

PECULIARITIES OF PEDAGOGICAL EXPERIMENTAL WORKS ON FORMS AND METHODS FOR DEVELOPING HEALTHY THINKING IN STUDENTS OF THE SYSTEM OF HIGHER EDUCATION
Sayera Atakhanova

STUDY OF ISSUES OF RELATIONSHIP OF THE SOVIET STATE TO WOMEN IN WESTERN HISTORIOGRAPHY
Nilufar Djuraeva

SUPPORTING WOMEN, PROTECTING THEIR RIGHTS AND INTERESTS IS A PRIORITY IN THE STATE POLICY OF UZBEKISTAN
Nilufar Djuraeva, Nodira Babadjanova, Muslima Bazarova

HISTORICAL AND CULTURAL HERITAGE OF THE CITY OF SHAHRISABZ UNDER THE ATTENTION OF UNESCO
Soyib Safarov

THE ROLE OF WOMEN IN PROMOTING ECONOMIC REFORMS DURING INDEPENDENCE YEARS(AS AN EXAMPLE OF KHOREZM REGION)
Dilfuza Ataeva

THE USE OF EXISTING RESOURCES AND OPPORTUNITIES OF THE RICH NATURAL, CULTURAL AND HISTORICAL HERITAGE OF UZBEKISTAN IN THE FURTHER DEVELOPMENT OF TOURISM
Dilorom Bobojonova, Durdona Madaminova

THE SIGNING OF THE PEACE AGREEMENT BETWEEN BUKHARA AND THE RUSSIAN FEDERATION AND ITS CONSEQUENCES
Rahbar Khalikova

ADVANTAGES OF BLENDED LEARNING IN ENGLISH LANGUAGE TEACHING
Feruza Adambaeva, Iroda Khajiyeva, Nargiza Klicheva

MIGRATION PROCESS; THE MANAGEMENT MECHANISM OF THE INTERNATIONAL AND INTERNAL MIGRATION IN AZERBAIJAN
Ahmadli Arifa Abbasali

REPRESENTATION OF THE NATIONAL PICTURE OF THE WORLD IN LITERARY TRANSLATION
Raima Shirinova, Mutabar Kuldashova, Gulsanam Rakhimova, Guliston Shamuratova, Ismoil Eshmamatov

CYTOKINE PROFILE IN CHRONIC HEART FAILURE
Ruzieva Amira

USING OF PROTECTIVE COATING OF THE CONTACT SURFACE OF PLASTIC DENTURES BY USING AN ADHESIVE SYSTEM FOR PREVENTION AND TREATMENT OF HIV-INFECTED PATIENTS WITH INTOLERANCE TO ACRYLIC DENTAL PROSTHESES
Alisher Alimov, AnvarAlimov, FakhriddinShamsiev,Alisher Azizov

RATIONALE AND HISTORY OF HUMAN REFLECTIONS IN THE MUSLIM PHILOSOPHY
Umarova Ruzigul, Jurabaev Nasirjan, Abdullayev Dilmurodkhakim, Hasanov Mirshod, Erniyozov Urozboy

DYNAMICS COURCE OF WOUND HEALING AFTER RHINOPLASTY
Ibatov Nodir, Shamsiev Djakhangir

TECHNOLOGY FOR PREPARING EDUCATIONAL AND COGNITIVE PROBLEMS FOR PRIMARY SCHOOL STUDENTS
Zarif Umurov

IMPROVEMENT OF STUDENTS' TECHNICAL THINKING DEVELOPMENT TECHNOLOGIES AT ENGLISH CLASSES
Shakhida Yusupova

ISSUES ON ENCREASING MOTIVATION IN LANGUAGE LEARNING PROCESS
Umida Khaydarova, Noila Mustafaeva, Bakhodir Abdurakhmonov

EFFECTIVENESS OF SMART TECHNOLOGIES IN TEACHING FOREIGN LANGUAGES
Kuysin Tukhtaeva

LEXICAL SKILLS AND THEIR PLACE IN THE PROCESS OF TEACHING A FOREIGN LANGUAGE
Manzura Usmonova, Nigora Yusupova, Nasiba Umarova, Rano Muslimova

KESH-SHAKHRISABZ OASIS IN THE MIDDLE AGES
Akram Hasanov

THE IMPORTANCE OF SPIRITUAL VALUES IN THE UPBRINGING OF THE HARMONIOUSLY DEVELOPED PERSON IN TEACHING AND LEARNING PROCESS
Xajieva Iroda, Adambaeva Feruza, Kenjayeva Khurshida , Babadjanova Umida,

RESOURCE-SAVING MAINTENANCE AND REPAIR OF THE TRACTION TRANSFORMER BASED ON ITS DIAGNOSTICS
Sulton Amirov, Mirjalil Yakubov, Kamalbek Turdibekov, Absaid Sulliev

Improvement of methods of calculation of key parameters roller coaster for Uzbekistan
Matluba Khadjimuhametova

IMPACT OF CHLAMYDIA INFECTION ON QUALITY OF LIFE OF RHEUMATOID ARTHRITIS PATIENTS
Dilrabo Abdurazzakova, Seytbay Matchanov

DEMOCRATIC PARADOXES OF CIVIL PROCESSES AND NECESSARY OF NEW NATIONAL IDEA IN UZBEKISTAN
Sadulla Otamuratov, Asliddin Sultonov

Ethnic Tolerance In The Public Mind Of People Of Uzbekistan
Marifat Ganieva, Nodira Latipova, Victoria Alekseeva, Marietta Karamyan

THE ROLE OF RUSSIAN SCIENTISTS IN THE SOURCE STUDY OF THE BUKHARA KHANATE
Oltinoy Masalieva

MODELLING OF DIFFICULT EFFECTS BELONG TO THE PHYSICS ON THE BASIS OF ICT
Mirzaahmad Kurbonov, Shokhida Sodikova, Xayotjon Kurbonov, Pokiza Jalolova

CINEMATOGRAPHER'S ABILITY IN THE CREATION OF GRAPHIC IMAGE IN UZBEK HISTORICAL FILMS
Ikbal Melikuziev

Relationship between Uzbekistan and the People's Republic of China: Comparative analysis of some socio-political tendencies during the reformation period
Shazamanov Shoazim, Humoyun Shoazimzoda

CALENDARS OF ANCIENT KHOREZM AND ANCIENT SOGD
Abdivali Dostov, Mukhammadjon Ganiev

Imaging methods in sinonasal cancer staging
Yulduz Khodjibekova, Nozima Akramova

SPECIFIC FEATURES OF THE GLAUTEX DRAINAGEIMPLANTATION TECHNIQUE IN SURGICAL TREATMENT OF CONGENITALGLAUCOMA
Zulfiya Nazirova, DilfuzaTurakulova, Lola Babadjanova

THE DEVELOPMENT OF THE PROCESS OF TEACHING ENGLISH TO THE PERSONNEL OF PROSECUTORS' OFFICE ON THE BASIS OF E-LEARNING
Svetlana Kurbanova

LAND RESOURCES OF THE REPUBLIC OF UZBEKISTAN AS AN OBJECT OF POLITICAL RESEARCH
Hamid Y. Sadikov

ISSUES OF IMPROVING THE QUALITY OF TRAINING OF HIGHLY QUALIFIED SPECIALISTS
Alokhon Alikarieva, Nuriddin Alikariev, Olimkhon Aliqoriev, Umida Sabirova, Shahnoza Rashidova

DETERMINATION OF QUANTITATION OF THE HER2/NEU GENE IN TUMORS BY ART-PCR METHOD
Shokhista Rustamova, Alisher Abdullayev, Shahlo Turdikulova

CONSTITUTIONALISM AS THE BASIC PRINCIPLE OF DEMOCRATIZATION AND MODERNIZATION OF THE SOCIO-POLITICAL SYSTEM OF THE REPUBLIC OF UZBEKISTAN AND THE REPUBLIC OF KARAKALPAKSTAN
A. Kojageldiev

CONTENT ANALYSIS OF BLOGS FOR CIVIC JOURNALISTS IN KARAKALPAKSTAN
Sakhibjamal Esemuratova

PHILOSOPHICAL ANALYSIS OF THE ISSUE OF SPIRITUALITY
Nurnazar Pirnazarov

INTERPRETATION AND ARTISTIC FUNCTION OF THE CONCEPT OF FAQR IN ALISHER NAVOI'S LYRICS
Nodir Ramazonov, Elyor Khonnazarov, Orifjon Choriev, Ochilbek Yulbarsov

DYNAMICS OF MORBIDITY OF FREQUENTLY SICK CHILDREN OF PRESCHOOL AGE ACCORDING TO DATA OF CIRCULATION AND COMPREHENSIVE MEDICAL EXAMINATIONS
Nilufar Askarova, Durdona Rakhimova

Multifunctional properties of Bacillus thuringiensis bacteria strains and a new approach in struggle with a cotton bollworm
Ilkhom Khalilov, Gulchekhra Kadirova, Feruza Khalilova

Scientific-theoretical aspects of improving the employment structure in the national economy
Muyassar Mirzakarimova, Bahtiyor Khajiev

Structural And Semantic Analyses Of Shortened Slang Words.
Bunyodbek Sotvoldiyev

Needs Analysis For Encouraging Applicants Of International And State Universities
Dilrabo Kasimova

LITERARY WORK AND MUSIC AS A TOOL FOR UNDERSTANDING INTERCULTURAL DIFFERENCES
Kunduzkhon Nishonboeva Shoyira Nusratova, Zukhra Arzibaeva, Nilufar Khudoykulova

THE IMPORTANCE OF USING INTERACTIVE SENSORY DISPLAY IN CONDUCTING LESSONS OF HIGHER MATHEMATICS

Mukhriddin Kambarov

AUDIT REPORT: NATIONAL STANDARDS OF UZBEKISTAN AND INTERNATIONAL PRACTICE
Mutabar Khodjayeva, Durdona Karimova

TO THE QUESTION OF THE CHARACTERISTICS OF THE NEUROLOGICAL STATUS IN CHILDREN AT DIFFERENT STAGES OF HIV INFECTION
Dilnoza F. Mirzaeva, Shaanvar Sh. Shamansurov

MAIN PECULIARITIES OF TEACHING EFL IN MIXED-ABILITY GROUPS
Kuysin Tukhtaeva,Karima Karaeva,Surayyo Saidova,Zarifa Ibragimova,Mokhira Djuraeva

THE USE OF INFORMATION AND COMMUNICATION TECHNOLOGIES TO IMPROVE THE QUALITY OF TEACHING IN ENGLISH
Farangiz Muzaffarova

Geochemical background in contamination soils of ATTP with lead and zinc (Tashkent region, Uzbekistan)
Maftuna Vokhidova, Malgorzata Suska-Malawska, Toxtasin Abdrakhmonov, Boguslaw Wilkomirki, Shavkat Akhmedov

CRIMINAL RESPONSIBILITY FOR INCHOATE OFFENCEACCORDING CRIMINAL CODE OF THE REPUBLIC OF UZBEKISTAN
X.Ochilov, D.Kamalova

MODERN INNOVATIVE TECHNOLOGIES IN EDUCATION
Dilbar Dadajanova, Shoira Khayitmuradova, Ziyoda Muratkhodjaeva, Makhbuba Kuvondikova

DEVELOPMENT OF COMMUNICATIVE COMPETENCE AS AN IMPORTANT ELEMENT IN THE FORMATION OF A STUDENT'S PERSONALITY
Nasiba Abdukadirova, Guljahon Norimova, Dilfuza Shavkieva, Makhfuza Togaeva, Zebo Norkuzieva

STUDY OF THE DEVELOPMENT LEVEL OF RISK FACTORS IN DANGEROUS TUMORS CAUSING LONELY ARTERIAL THROMBOEMBOLIA
Abadjon Avezov, Mahmuda Kattahodjaeva, Feruza Boltoeva, Sayyora Yuldasheva

GUARANTEE OF LEGAL BASIS OF SUPPORTING HUMAN RIGHTS IN NEW LEVEL OF UZBEKISTAN'S DEVELOPMENT
Aziza Makhmudova

THE MAIN TRENDS OF INCREASING THE ROLE OF THE TEACHER IN THE INNOVATIVE DEVELOPMENT OF UZBEKISTAN
Ismail Saifnazarov, Gulbakhor Abdullahanova, Nargis Alimatova, Umida Kudratova

- **THE INNOVATIONAL DEVELOPMENT OF TOURISM AND OTHER THEORETICAL FRAMEWORKS OF COMPETITIVENESS**
Bekzot Janzakov

IN THE TWENTIETH CENTURY, TURKESTAN NATIONAL MEDIA OUTREACH IDEAS PUBLISHED BY ABDURAKHMON SAYYOH TASHKENDY, ENTITLED "RULE OF LAW"
Abrorkhon Asatulloev, Kendjaev Shavkatdjon, Ravshanova Gulkhayo

PRIORITY ASPECTS APPLICATION OF THE INSTITUTE OF MEDIATION IN RESOLUTION OF DISPUTES: NATIONAL AND FOREIGN EXPERIENCE
Zamira Esanova

PECULIARITIES OF TEACHING FOREIGN LANGUAGES IN PRESCHOOL CHILDREN (PSYCHO-PEDAGOGICAL ASPECTS)
Jamila Djumabaeva

TEACHING AUTHENTIC TEXTS OF LINGUOCULTURAL CONTENT AT THE INITIAL STAGE OF TEACHING A FOREIGN LANGUAGE
Shahida Abdurazakova, Laylo Khalilova, Komila Askarova, DilbaAyupova, Sabohat Muhiddinova

Analysis of the transition to an innovative economy in developed countries(on the example of Israel)
Stella Arzumanyan , Shakhlo Davirova, Zokhida Adilova, Nargiza Khujanazarova, Aziza Karimova

EFFICIENCY OF PULSE THERAPY OF RECURRING POLYCHONDRITIS
Nabiyeva Dildoraxon, Ganiyeva Nafisa, Akhmedova Nigora, Aripova Nozima, Rakhmatullaeva Gulnoza

HEALTHY LIFESTYLE – AS AN OF INDICATOR OF HUMAN LIFE QUALITY
Hasan Akramov

Interpretation about the periphrases of expressive devices
Begali Mardiyev

The principles of creating a bilingual e-poetical dictionary, as well as similar and different aspects of the means of artistic images in Uzbek and English
Odilova Gulnoza, Djumabayeva Jamila Sharipovna, Mahmudova Maftuna Abdurashidovna

PROBLEMS OF SURGICAL TACTICS FOR THE TREATMENT OF DIABETIC FOOT SYNDROME
Sayfullo Abdullaev, Abdukhomid Toirov Adkham Akhmedov,Davlatshokh Djalolov

FEATURES OF DIGITAL SYSTEMS IN ASEAN COUNTRIES
Sherbek Khayitov, Aziz Muxamedaminov, Akmal Boboev, Jamshid Yusubov, Dinara Atadjanova

Religious tolerance, unity of knowledge and faith issues highlighting in Imam Bukhari Hadiths
Ismoil Saifnazarov, Azamat Muhtarov, Tursunboy Sultonov, Abdurauf Tolibov

ELEMENTS OF OPTOELECTRONICS IN THE COURSE OF GENERAL PHYSICS
Mirzaakhmad Kurbanov, Shokhida Sodikova, Khayotjon Kurbanov, Shokhida Pazilova,

DIAGNOSTIC CHARACTERISTIC OF CHILDREN WITH CONGENITAL GLAUCOMA
Zulfiya Nazirova, Dilfuza Turakulova, Lola Babadjanova, Botir Buzrukov

THE IMPORTANCE OF COMPARATIVE CONTRASTIVE METHOD USED IN THE WORK "INDIA" BY ABU RAYHAN BERUNI
Lola Yuldasheva, Gulchekhra Abdukarimova, Nazokat Saminova

14-3-3(ETA) PROTEIN AS A NEW BIOMARKER IN RHEUMATOID ARTHRITIS
Tashpulatova Maktuba, Nabiyeva Dildoraxon, Djurayeva Elnora, Sagatova Dilnoza, Askarov Nurbek

Barno Abdullaeva, Khujaev Alijon, Muminov Komil, Soliev Ilkhom, Yakhyaev Sobir, Gulnoza Sobirova,

METHODS OF INNOVATION TECHNOLOGIES IN PRIMARY EDUCATION
Barno Abdullaeva, Elbek Otakulov, Laylo Akhmedova, Nigora Valikhanova, Gulruh Saidova, Tashkent State Pedagogical University, Republic of Uzbekistan, Feruza Rakhmatova

PECULIARITIES OF BORROWING OF ECONOMIC TERMS AND THEIR ASSIMILATION
Barno Abdullaeva, Shin, Sung-Jae , Abduvalieva Dilsora Shamuratov Rustam Artikbaeva Sayyora

WAYS TO PROMOTE ECOTOURISM AS A RESPONSIBLE TOURISM IN UZBEKISTAN
F. Tursunov

SPECIFICITY OF INDIVIDUAL APPROACH TO STUDENTS WITH LOW WRITING AND READING ABILITIES
Barno Abdullaeva, Normurodova Nigora, Masharipova Umida, Bakieva Khilola, Usmanova Umida

INCREASING THE IMPACT OF SERVICE SECTOR ON THE LIVING STANDARDS OF POPULATION IN INNOVATIVE ECONOMY ENVIRONMENT
Yulduz P. Urunbaeva

Problems of the works of F.Sagan in the translation of the works into Uzbek
Dilnoza T.Mazlitdinova

Changes in the subpopulation composition of lymphocytes in women with genital endometriosis
Dildora Ismoilova Urgench, Nargiza Magzumova, Dilorom Musohodjaeva

Adaptive Model For Meeting Urban Forest Space Needs In Central Sulawesi
Akhbar, Hasriani Muis, Mahfudz, Golar, Adam Malik, Muhammad Fardhal Pratama, Rahmat Kurniadi Akhbar

Accuracy of Data Cluster Using Modify K-Mean Algorithm by Local Deviation Method
S. Sriadhi, Syawal Gultom, M. Martiano

The Effect of Entrepreneurial Risk Awareness, Financial Capability and Capital Availability on e-Commerce Entrepreneurial Intention
Ade Maharini Adiandari, Hendra Winata, Bagus Arya Wijaya, Ratih Damianti

Developing Environmental Awareness and Actualizing Complete Piety Based on Quran
Muhammad Yusuf, Ismail Suardi Wekke

The Influence Of Aceh Culture-Based Learning Model (MPB2A) Integrated Media Information Communication and Technology on Student Learning Outcomes in Science Learning
Lili Kasmini, Mardhatillah

SOEs under the Soeharto's New Order Regime and Reformasi Era
Teuku Syahrul Ansari, Budi Santoso, Paramitha Prananingtyas, Darminto Hartono, Herdi Sahrasad, and Arif Zainudin

Government Internet Financial Reporting in the African Countries
Indrawati Yuhertiana, Lukman Arief, Fajar Syaiful Akbar, Devy Sylvia Puspitasari, Oluwatoyin Muse Johnson Popoola

n-Dimensional Multi-Linear Transformation (nD-MLT) : Non Linear DynamicsApplication to Cryptography
Prajwalasimha S N

Comparative Analysis of OFDM, FBMC, UFMC & GFDM for 5G Wireless Communications
R. Anil Kumar, Kodati Satya Prasad

User Authenticating and Necessary Data Processing without Private Key in Cloud Computing
K.Ravi sekhar, Dr.K.Subrahmanyam

Effect of Surface Dry Layer Thickness on the Smoldering Combustion of a Stratified Moisture Content Peat Layer
Pither Palamba, Rombe Allo, EngkosAchmad Kosasih, YuliantoSulistyo Nugroho

Design of Zebra Cross Violation Detection Model in Traffic Light Using the Adaptive Background Subtraction Method
Dr. Pushpendra Kumar Verma, Dr. Deepak K. Sinha

Optimizing Model and Feature Selection using Evolutionary Swarm Intelligence for Image Classification
Chethan Sharma, Raloue Kapoor, Ajitha Shenoy K.B, Poornalatha G

Review of GaN HEMT High Power Amplifiers for Microwave Applications
Vivek V. Ratnaparkhi, Anil S. Hiwale

How Indonesia uses Big Data "Indonesian One Data" for the Future of Policy Making
Prakoso Bhairawa Putera, Lindung Parningotan Manik, Yan Rianto, Ajeng Arum Sari, Rifki Sadikin

Identification of Cognitive Workload via EEG Based Brain Mapping in Real Time
Anshul, Dipali Bansal, Rashima Mahajan

An Efficient Approach – Patterns of Oriented Motion Flow based Facial Expression Recognition from Depth Video
Ms.V Surya, Chinmay Bhatt, Stephin Stanly

Implementation Plan for Augmented Reality in the Mobile Banking Application
Friska Giovanny Br. Ginting, Natasha Angelica, Emil R. Kaburuan, Nilo Legowo

An Experimental Investigation on the Performance, Combustion and Emission Characteristics of CI Diesel Engine at Various Compression Ratios with Different Ethanol-Biodiesel Blends
Subramanyam Pavuluri, Dr.B.Sidda Reddy, Dr.B.Durga Prasad

Concept Image and its Influence on Beliefs: Case Study on Undergraduate Engineering Students in Solving of Calculus Concept Problems
Budi Nurwahyu, Georgina Maria Tinungki

Continuous Health Monitoring System for Remote Patients using ATmega328
Ms. Adlene P., Mr. Saurav Chaudhuri, Ms. Anideepa Mitra

Changing Dynamics of Rani-Chapori River Island of Brahmaputra River, Assam
Pranab Dutta, Syed Muzaffar Saba Anjum, Kasturi Borkotoky, Syeda Fahima Shahnaz Sultana, Sujata Medhi

An Effective Approach of Sentiment Analysis for Price Prediction
MD.Sirajuddin, S.Suresh Babu, Ramya Asa Latha Busi, Koppisetty RMC Sekhar

Corona virus Covid 19: The Journey around the Globe so Far
Kavitha Chandu, Madhavaprasad Dasari

The Application of the Multi-Layer Perceptron Neural Network Technique for Developing the Career-Suggestion Simulation Model for Undergraduate Students
Sumitra Nuanmeesri, Wongkot Sriurai

Classification Necessity of Potential Electrical Energy Storage and Developing Advanced Rechargeable Li-Ion Batteries
D. Praveena, G. Anusha

Heart Disease Recognition from ECG Signal Using Deep Learning
Padmavathi C , Veenadevi S V

Quality of Air Status in Selected Traffic Junction Points of Bengaluru City - A Case Study
Dr. S Harinath, Pavithra P, Puspha Lumina

Preventing Food Wastage using Mobile Application
R.A. Karthika, P.Sriramya

Corrosion Behaviour of Stir Casted AZ31 Magnesium Alloy-CaSiO3 Compositesin an Aqueous Solution
Penugonda Suresh Babu, K. L. Narayana, V. V. Kondaiah

Android Application for Call Recording Details Providing Tab to View on Web Portal Interface
Nisha Rani, Amit Kishor

A PI and Fuzzy Controller Based High Gain DC-DC Converter for Solar PV Grid Applications
M.Kala Rathi, K.Jayanthi

A Comparative Study on Decision Tree and Random Forest using Konstanz Information Miner (KNIME)
Dr. Akanksha Khanna, Nibedita Dey

Batik Digital Museum Design with Ontology
Emil Robert Kaburuan, Matius Richard

A Single-switch Bi-polar Triple Output Converter with Fuzzy Control
Suganthi K, Idris Hadi Salih, Ganesh Babu Loganathan, Sundararaman K

Hybridizing Local and Global Features by Sequential Fusion Technique for Object Detection and Learning
D. Hema, Dr.S. Kannan

Linear Regression Analysis on Black Cotton Soil treated with Silica Fume
Kanneganti Sravani, Suresh Kommu, S.S.Asadi, Venkateswararao Lakkoju

The Problem of Good and Evil in the World According to the Philosophical Teachings of Avecinna
Kutibaeva Elizaveta, Yuldasheva Govkherjan, Mukhitdinova Firyuza Abdurashidovна

Identification of Minimum Support Price using Linear and Logistic Regression

Rishi Agrawal

A Study on Intervention of Neurocognitive Skills for Primary School Students in Sivagangai Educational district
A. AdaikalaJeya, Dr. A. PioAlbina

Advancement in Indian Voting System
K.Hari Kiran, M.Hemanth Varma, Chirag Pattanaik, Ms.C.Lekha

Nano Perspective for Mentality Revolution Method of Indonesian Society
Rudy Pramono, Agus Purwanto, Masduki Asbari, Fredson Kotamena

What Industry Needs of Vocational School Graduate Competence in the Era of Industrial Revolution 4.0
Wagiran, Pardjono, Herminarto Sofyan

Gamification of Work: The overview of Behavior and Performance Expectation on Drivers of online Transportation
Honorata Ratnawati Dwi Putranti, Retnowati Retnowati, Wijaya

Patient Perception of Health Care Services and Role of CRM Tools to Enhance In Healthcare Sector
M.Sujatha, D.Prasanna kumar, M. Vijaya Lakshmi, SS. Asadi

Developing the Compressive Sensing Basis Matrix by Employing the Music Key as a Watermark and Acquire the Audio Signal
Electa Alice Jayarani.A, Mahabaleswara Ram Bhatt , Geetha. D.D

Engineering Graduate Student's class Attentiveness Based Smart Attendance Monitoring System using Multi-Layer Deep Neural Network
P.Natesan, E.Gothai, K.M. Naveen, J.Santhosh, L.Naresh Chanthiran

An Adapative Neuro Fuzzy Inference Sentiment Analysis using Nonlinear SVM
Katta Padmaja, Nagaratna P.Hegde

Personality Prediction using Indonesian Twitter Data with Modified Stacking Method
Yuli Sopianti, Emil R. Kaburuan, Arie Ardiyanti Suryani

Enhanced Smart Security System Using Biometric Recognition
Kayam Eekshitha, Bhuvaneswari Balachander

Factors Influencing Purchase Decision and Brand Switching in the Passenger Car Segment in Bengaluru
Adishesha Sairam K B, Dr. Barkathunissa A

Exploration of Text Classification Approach to Classify News Classification
Pawan Kumar Verma

The Underlying Motives of the Central Kalimantan Dayak Indigenous Council to Actualize the Dayak Customary Rights
Jhon Retei Alfri Sandi

Optimal Design of Building Structures
Klyuev S.V., Shlychkov D.I., Muravyov K.A., Ksenofontova T.K.

Effect of Firm Size, Gearing Ratio, and Gender Diversity on Extent of Risk Disclosure
Thea Herawati Rahardjo, Nurainun Bangun, Tri Handayani Amalia

Contemplate Study of Contemporary Evolutionary Approaches Used for Mining High Utility itemset
K.Logeswaran, Dr.P.Suresh, A.P. Ponselvakumar, G.Renuga, M.Priyadharshini, R.Nivetha

A Two-State M/M/1 Retrial Queueing Model with Feedback
Neelam Singla, Sonia Kalra

Technology of Qualitative Analysis to Understand Community Political Behaviors in Regional Head Election in Wates District, Kediri, Indonesia
Suwarno, I Gusti Gede Heru Marwanto, Basrowi

The Effect of Cloud Computing Adoption on the Sustainability of E-Government Services: A Review
Fathey Mohammed, Fekry Olayah, Abdullah Ali, Nadhmi A. Gazem

Key Success Factor of Characteristics Learning Community to Support Structured Learning at the Culinary Community: A Systematic Literature Review
Winanti, Ford Lumban Gaol, Meyliana, Harjanto Prabowo, Francisca Sestri Goestjahjanti

Social Media Sentimental Analysis using Machine Learning
Mr. Manoj K, Ms. Akhila R, Mr. Ganesh M, Mr. Parikshith Nayaka S K

Analysis of Earth Dam Design Problems under Confidence Theory Applied to PhuNinh Main Dam in Quang Nam
Quang Hung Nguyen, Lan Huong Nguyen, Van Quan Tran

Analyzing Factors Influencing the Research Progression of Faculty in STEM based Universities
Dr. Kamepalli Sujatha, Dr. K. V. Krishna Kishore, Dr. Bandaru Srinivasa Rao

Benefit Analysis on Speed, Distance, Time, and Fare of Becak Motor as Main Paratransit in Gorontalo Province, Indonesia
Anton Kaharu

From Engineering to Programming: Smart Multi-Agent Application Using ARL
Salaheddin J. Juneidi

Artificial Neural Networks in UWB Image Processing for Early Detection of Breast Cancer
Ennam. Govinda, Dr.Vemuri.B.S.Srilatha Indira Dutt

The Linked of Role Career-Based Anchors and Organizational Commitment in Disruption Era: Evidence from Plywood Corporate Staff In South Kalimantan
Rahmi Widyanti, Basuki, Kurniaty, M. Zainul, Erni Alfisah, Susiladewi, Purboyo

Civil Security Model Based on Control of Public Facilities
Umesh Kumar Pandey, Dr. Snehlata Barde

An Approach for Remove Missing Values in Numerical and Categorical Values Using Two Way Table Marginal Joint Probability
VengatesanK, E Saravana Kumar, S. Yuvaraj, Punjabi Shivkumar Tanesh, Abhishek Kumar

Comparison of Seismic analysis of Buildings resting on sloping / uneven ground using STAAD Pro and E-TABS
Mangali Vasu, Dr.Vaishali.G.Ghorpade , Dr.H.Sudarsana Rao

Data Analytics Used in Boosting the Retail Business

Sunil Bhutada, Abhishek Jha, V. Saravana Kumar

Prediction of Human Motion Detection in Video Surveillance Environment Using Tensor Flow
Manikandan S, Chinnadurai M, Thiruvenkatasuresh M.P, Sivakumar M

Face Recognition System Based user Authentication and Resource Allocation
Dileep Kumar. Gopaluni, R. Ramesh, Veera Raghava Rao Atukuri

Face recognition attendance marking using YOLOv3
G.Rajkumar, Vaibhav Garg, Anmol Anand, M.Eshasree

Predicting Solar Power Potential via Refurbished ANN in Associated with Artificial Fish Swarm Optimization (AFSO)
Swamy.S.M, Marsaline Beno.M, Valarmathi .IR

Edge Methods and Ensemble Classifier for Leukaemia Diagnosis
T. Preethi, D. Maheswari

A Study of Big Data Analytics with Two Fatal Diseases Using Apache Spark Framework
Yogesh Kumar Gupta, Shirasthi Choudhary

Speech Emotion Recognition and Features Extraction Based on NN Classifier
M.Prabu, Aditi Tiwari, Ritesh Kumar Singh, Rohan Yadav

Proportional Exploration of Stock Exchange Data Corresponding to Various Sectors Using Apache Pig
Yogesh Kumar Gupta, Sumun Kamboj, Ashok Kumar

A Point of Interest Recommendation Engine for Suggesting Sightseeing Spots by User Ratings
T.Sangeetha, Dr.V.Sellam

Secure Data Transfer using Compression, Encryption algorithm in the Cloud Environment
Shanthakumari R, Nalini C, Madhumitha Kaiser P, Gayathri S, Mohanraj G S

Internalization of Multicultural Values on Pesantren (Case Study At Pesantren Darul Hikmah Pekanbaru, Indonesia)
Mas'ud Zein, Rian Vebrianto, Akhyar, Muhammad Luthfi Hamzah
2885 - 2893

Financial Literacy in the FinTech Era: A Study of Scheduled Tribes in Kerala
Jins Varkey

Deep Learning Based Long Short Term Memory Model for Emotions with Intensity Level Sentiment Classification for Twitter Texts
V. Ganesh, Dr. M. Kamarasan

Guest Attitude towards Introducing Automation Using Service Robots in Hotels of Delhi
Rakesh Sharma, Dr Mahesh Uniyal, Dr Neha Sharma

The Effect of Individual and Social Integration on Economic Student Retention
Nina Farliana, Inaya Sari Melati, Khasan Setiaji, Hanif Hardianto

Reducing the Operational Costs of Data Centers through Deep Q-Learning
Abhijeet Nawale, Rajeshkannan Regunathan

Image Based Classification of Waste Material Using Convolution Neural Network
Chandaluru Priyanka, P. Sriramya

Identification and Recognition of Human Face using Machine Learning
J.Vishnu Vardhan Reddy, Mrs R.Priyanka

The Awareness and Readiness of Construction Service Provider in Facing The Global Era: A Case Study in Purworejo, Indonesia
Nur Kholis, Heru Budi Utomo, Samsul Hadi, Djemari Mardapi

Developing Learning Media Multimedia Interactive Based
Nur Kholis, Yuwono Indro Hatmojo, Sunaryo Soenarto, Djemari Mardapi

Students' Preference and Satisfaction towards Restaurants in Chennai City
Umamaheswari S, Bhuvaneswari R

Teaching Learning Based Optimized Support Vector Regression Model for Prediction of Indian Stock Market
Ankita Singh, Jatindra Kumar Dash, Biswajit Behura, S. Chakravarty

Smart Supply Chain Management: A Perspective of Industry 4.0
Bhaveshkumar N. Pasi, Dr. Subhash K. Mahajan, Dr. Santosh B. Rane

Catalytic Aromatization of Oil Satellite Gases
S.Yu. Bobomurodova., N.I. Fayzullaev., K.A. Usmanova

Intelligent Securing of the Industrial IoT data based on Consensus Mechanism
Mr Arun Kumar S, Rahul Pallath, Mohit A, Bharath KK

Privacy Preserving Data Mining: Implications and Advancements
Mohana Chelvan P, Dr. Perumal K

Impacts of Thermophoresis, Joule heating and Soret & Dufour effects on mixed convective Jeffery fluid flow over an elongated sheet
M. Radha Madhavi, M. Veeranjaneyulu, N.Srimannarayana, N.Vijaya

An Approach to Identify and Categorize Various Human Emotions Using Support Vector Machine
A NagaTejeswara Reddy, M S ShobanaPriya

Implimentation of Automatic Fire Extinguisher Robot
G. Dileep Kumar, Dr. I. Chandra

A Study on the Factors Affecting usage of Voice Assistants and the Interface Transition from Touch to Voice
Karthik Santhanaraj, Dr. Barkathunissa A

A Trash Barrel Suitable for Both Indoor and Outdoor Uses (A Better Way To Clean Your Garbage)
P. Deeraj, G. Rohit, K.S. Abhishek, S.S Subashka

Effective Health Care Analytics & Diagnosing using Artificial intelligence Approaches
Abeer M. Mahmoud, Hanen Karamti, Fadwa Alrowais Mariam Hadjouni

Arabic in the Faculty of Religion and Non-Religion at Universitas Islam Negeri Sunan Gunung Djati Bandung, West Java, Indonesia
Akmaliyah, Mohammad Rosyid Ridho, Setia Gumilar, Teti Ratnasih

Learning Organization in Organizational Management in Post-Conflict Disaster and Disaster Vocational areas : A Study of Grounded Theory
Lestari Moerdijat, Hendrawan Supratikno, Rudy Pramono

Analyses and Modeling of Deep Learning Neural Networks for Sequence-to-Sequence Translation
R Lokeshkumar, K Jayakumar, Vishal Prem, Mark Sheridan Nonghuloo

Human Hand and Leg movement Identification using Machine Learning Classifiers
K Venkata sumanth, Ms. Shobanapriya

Form and Trend of Violence against Women and the Legal Protection Strategy
Soenyono, Basrowi

Evaluation process of Program Outcomes through direct and indirect attainments- A comprehensive approach
Poongodi C, Deepa D

Precise Farming Using Convulationalal Neural Networks
Sujeetha, V.R.Rupesh, S.Praveen Kumar, G.Deepak

Survey on Recent Trends in Pipeline Monitoring to Detect and Localize Leaks using Sensors
Preetha P

Ransomware Prediction Tool Based On Datasets And Recurrent Neural Network (RNN)
S Abinayaa, Arulpradeep S P, G Raghav, G S Nilavarasan

Removal of Organic Content and Nutrients from Wastewater By Using Rotating Biological Contactor
Pragnya Das, Jayashree Bhuyan, Minakshi Mishra

A Review on Skull Extraction Process from MRI Images using Intelligent Techniques
Radha R, GopalaKrishnan R, Sasikala E

Detection of Advertisement Click Fraud Using Machine Learning
B. Viruthika, Suman Sangeeta Das, E Manish Kumar, D Prabhu

Massive MIMO: Network Design to Improve Energy Efficiency for 5G Technology
Suresh Dannana, Gottapusasibhushana Rao

Energy Management in Smart Grid with Various Load Patterns
Padmanabha Raju Chinda, B.Varshini, B.Harsha Naga Karthik, Ch.Venkata Rajesh Kumar, G.Manoja

Design and Implementation of Solar Powered Hydroponics Systems for Agriculture Plant Cultivation
D.Sarathkumar, Dr.K.Venkateswaran, Vijayalaxmi.A

An IoT Smart Cradle for Tracking Babies
Rekha S, Mrs.Veena R C, Archana J, Niveditha N, Dr. Brahmananda S H

Complete Blood Checkup using Image Processing
Guda Sai Manisha, Rohith. R. Bharadwaj, Nayani Lathasree, Chinnareddyvari Nikhil, Rashmi. K

Many Facets of a River Basin: Morphometric characteristics of Barnadi River Basin, Assam using GIS and Remote Sensing Techniques

Kasturi Borkotoky, Sourav Chetia, Sujata Medhi, Ambika Rabha, Ashok Kumar Bora

e-AGROBOT- A Robot for Early Crop Disease Detection using Raspberry Pi
G. Kalyani, K. Amrutha, S. Alekhya, S. Lalitha Samrajyam, D. Chaya Sirisha, Y. Yamini, V. Meghana

Land Use and Land Cover Change Dynamics using Geospatial Techniques of Palasbari Revenue Circle, Kamrup district, Assam, India
Meghna Das, Binod Kumar Nath

Map Reduce based Deep Hierarchical Extreme Learning Machine with Feature Augmentation for Accurate Intrusion Detection in Big data Environment
P.Sudha, R.Gunavathi

Policy Process Model of Secondary Education Based on Disadvantaged Areas
Fredrik Abia Kande, Sugiyono, Lantip Diat Prasojo, SugengWidarso

An Enhanced 8x8 Vedic Multiplier Design By ApplyingUrdhva-Tiryakbhyam Sutra
M. Sakthimohan, J. Deny

Performance Analysis on High Efficient Score Level Fusion based Multimodal Biometric Person Recognition method for High Security Applications
Vinothkumar.C, Esakkiappan.C, Marshiana.D, Ramadevi.R

The Impact of Mobile Communication Power Supply Systems on Communication Reliability and Viability and Their Solutions
Matyokubov U.K., Davronbekov D.A.

Analysis of Enterprise Architecture using the TOGAF Framework in Educational Services
Suhartono Lolo, Emil. R. Kaburuan, Nilo Legowo

Online Conversion of Tamil Language into Tactile for Visual Impaired People
Navadeepika.K.M.R, Dr.V.D.Ambeth Kumar

Implementation of SVM based Matrix Converter with Wind turbine and DFIG
Sathya Prishma.J, Uma.J

An Efficient Credit Card Fraud Detection Model Based on Machine Learning Methods
Naresh Kumar Trivedi, Sarita Simaiya, Umesh Kumar Lilhore, Sanjeev Kumar Sharma

Stock Index Prediction using Artificial Neural Network and Econometric Model: The case of Nifty 50
Dr. Manu KS, Dr. Rameesha Kalra, Ms. Shubhika

IPL Match Prediction using Machine Learning
Sunil Bhutada, Subhani Shaik, Aishwarya Laxmi Nethi, Pabba Adeeshwar, Sairam Parshi

Rapid Chloride Permeability Studies on High Strength Concrete with Nano Al2o3 and Silica Fume
B. Ajitha, H. Sudarsana Rao

A Comparative Study on Abstractive Techniques For Text Summarization
Jay Desai, Vishvesh Khandpur, Nimesh Italiya, Aadarsh Ghodasara, Prof. Mrugendra Rahevar

Performance Analysis of Intrusion Detection System using Feature Selection and Feature Reduction Method
Karthik K N, Sowmya BJ, Seema S, Srinivasa K G

Effective Detection Method for Fruit Recognition with Deep Learning
Dr.T.Abirami, Ms.R.Elankeerthana, B.Ruthrak Anish, S.Sanjay Hariharan, E.S.Kishore

Group-Theoretical study of Certain Generating Functions for Two variable Hypergeometric Polynomials
Tadikonda Srinivasulu, P.L.R.Kameswari, V. S. Bhagavan

Phase Transformation and Micro structural evolution in Age Hardening of Al 2585 Alloy
M.Maruthirao, Dr.NVVS Sudheer

Industrial Automation with Raspberry Pi and IoT
G.Vara Lakshmi , U.Ganesh , C.Sai Venkata Sahadev , Dr. P.Sobha Rani

Configuring Optimal Hybrid RE System with the Aid of Efficient Social Spider Optimization (ESSO)
Sandeep Segu Ramadas, Rudranna Nandihalli

Wavelet Transform based Weighted Averaging Technique for Visual Evoked Potential detection
Mr. Bhargav N, Dr. Viswanatha V.M, Dr. Shailesh M.L.

Design Technique for Head Selection in WSNs to Enhance the Network Performance Based on Nodes Residual Status: an Extension to EBRS Method
Amairullah Khan Lodhi, M.S.S Rukmini, Syed Abdulsattar, Mazher Khan, Shaikh Zeba Tabassum

Quality of Information Analysis to Ensure Quality of Service
Prathviraj N, Santosh L Deshpande, Anusha Hegde

Time Value Analysis of Driver Due to Traffic Jam During Bridge Construction: Case Study in Kalibone Bridge Construction Maros-Pangkep Axis, Indonesia
Mursalim, Firdaus Chaeruddin, Hasmar Halim, Zubair Saing

Design and Implementation of I2C Master Controller for Serial Communication using VHDL
Sujata. S. Chiwande, Riya Wankhede, Diksha Dhawale, Aishwarya Chayande, Bharati Pahune

Attendance Monitoring System By LBPH Algorithm
T. Suresh, S.Prem kumar

Enhancing the Energy Efficiency using AMH Protocol for Wireless Sensor Networks
U. Hariharan, K. Rajkumar, Nilotpal Pathak

Recent Advances in the Development of Floating Microspheres for the Treatment of Gastric Ulcers
Radha Rani, Manish Kumar, Narendra Yadav, Shailendra Bhatt, Anuj Malik, Beena Kumari, Sangeeta, Dilshad, Anil Kumar

Scientific recognition of image manipulation using Histogram Equalization and Median Filtering
N.Noor Alleema, Shwetha Shanmugam, Sandhiya Bharathidasan, Kajal Kasat

Psychological Safety and Organisational Performance: A Systematic Literature Review
Abror Abror, Dina Patrisia

Smart Parking Assistance System
Mr. Yathish D P, Mr. Shiva Prasad K H , Mr. Manikanta K B, Mr. T Senthilkumaran

Face Recognition System Based on Haar Cascade Classifier
M.S. Minu, Kshitij Arun, Anmol Tiwari, Priyansh Rampuria

Jeopardy and Arrival Analysis of Certain Cement Securities in India
Dr. P. Subramanyam, Dr. Nalla Bala Kalyan

An Approach to Identify Problematic Nodes Based on Threshold in Mobile Ad-Hoc Networks
Nitin Tyagi1, Manas Kumar Mishra

Cunning Strategies and Lack, Aporia, Poverty
Andaleep Sadi Ades

Early Prediction of Lungs Cancer by Deep Learning Algorithms from the CT Images with LBP Features
Denny Dominic, Krishnan Balachandran

Survey Based on Mobile Phones Usage among Students and Teachers
Praveshika Sinval , Aman Singla, Amarveer Singh Bajwa, Shivendu Prashar

Efficient Machine Learning Algorithms for Knowledge Discovery in Big data: A literature Review
Bilal Abdualgalil, Sajimon Abraham

Feasibility of Plastic and Rubber Emulsified Road Pavements & its Contribution to Solid Waste Management in India
Abrar Hussain Gatoo, Sandeep Singla

Information Hiding using Steganography and LSB Technique
Asheesh Tiwari, Piyush Vashistha, Ajeet Kumar Sharma

The Role and Concept of Divine Love in the Poetry of Three Generations in the Era of Digitalization
Muhammad Luthfi

Development of SITA Learning Model to Improve Midshipman Psychomotor Ability at Amphibious Raid Courses at Naval Academy
Munasita, Mustaji, Andi Mariono

Reality Construction on Framing The Online Islamic Media of Eid Ghadir Culture
Agus Masrukhin

A Review of Challenges on Cyber Security and Latest Mechanism
Piyush Vashistha, Ajeet Kumar Sharma, Asheesh Tiwari

Prediction of Monthly Mean Temperature by SARIMA Model
Jiten Hazarika, Kuldeep Goswami, Sulaxana Bharali, Shyam Lochan Bora, Arnab Narayan Patowary

Automated Foot-Print Based Human Identification System Using Neural Network for Image Labelling
Varnikhaa.P, Dr.V.D.Ambeth Kumar

LTE and Wi-Fi Coexistence Using New Semantic Co-ordination Protocol
Bhausaheb E. Shinde, V. Vijayabaskar

Benefit Analysis on Speed, Distance, Time, and Fare of *Becak Motor* as Main Paratransit in Gorontalo Province, Indonesia

Anton Kaharu

Faculty of Engineering, Universitas Negeri Gorontalo
E-mail: antonkaharu@hotmail.com

Abstract

Becak Bermotor (Bentor) is one of the popular paratransit transportation modes in Gorontalo Province, Indonesia. In addition to having an aesthetic value, the load ability and the coverage of the bentor that can be door to door are also the advantages of this mode of transport. However, bentor is often linked to disarrangement due to the inexistence of formal policy from the local government to accommodate this type of transport. Thus, this study aims to find out the characteristics and benefit analysis of the bentor as a paratransit based on speed, distance, time, and fare.

This study employed survey methods in the city of Gorontalo, Gorontalo Province. Based on the characteristics of the population, the proportional sampling method was used by selecting 66 bentor as the samples in the survey of the travel distance, travel time, and travel fare variables. The descriptive quantitative analysis was utilized to obtain the correlation between speed, distance, time, and fare of the bentor.

Based on the modeling, there is a correlation between variables, the distance and travel time (X in km and Y1 in minute) following the tendency of the further the distance, the longer the travel time and resulting in a linear equation of $Y1=4.4653+1.1666X$ $(R2=0.6166)$ in the condition that the bentor has full passengers and $Y1=1.6332+2.0376X$ $(R2=0.4535)$ in a condition where bentor has no passenger. Inroads with the inclination between 20% – 35%, the correlation between distance and travel has a linear equation of $Y1=1.4094+1.8585X$ $(R2=0.9417)$ and $Y1=1.0082+1.6707X$ $(R2=0.9853)$. The correlation between the distance and fare (X in Km and Y2 in rupiah) follows the tendency of the longer the distance, the higher the fare and has the linear equation of $Y2=1291.98+145.92X$ $(R2=0.5628)$ and $Y2=846.62+196.66X$ $(R2=0.7702)$.

Keywords: Speed, distance, time, fare, transportation mode, paratransit, bentor.

1. Introduction

Becak Bermotor (motored becak, and throughout this article referred to as Bentor) is a paratransit and a door to door transportation that is popular in Gorontalo. In addition to having an aesthetic value, the load capacity, and coverage of the bentor have made this public transport its popularity [1]. On the other hand, bentor is also a growing concern due to its rapid growth rate and is identic with chaos [2]. These are also due to the inexistence of formal policy from the local government on this bentor to accommodate this type of transport [3]. In general, it seems that the existence of this bentor is about not only the transportation technique, but also other factors such as social, economic, and cultural problems [4] [5]. This type of transport is a local innovation that modifies traditional becak to be powered with motor. The utilization of engine/motor in this vehicle is expected to increase mobility (coverage and load ability) of the vehicle [6].

The growth of bentor in Gorontalo province has shown a significant increase over the years, especially in the city of Gorontalo. Currently, the bentor can be found in other regions, including North Sulawesi, Central Sulawesi, and South Sulawesi [7]

[8]. Data show that bentor, specifically in Gorontalo, had started to appear in around 1997 [9][10]. At that time, the number of bentor is limited, as Gorontalo economy was just starting to grow. In time, the number of bentor is growing and has become 'unique public transport in Gorontalo. Bentor reaches its highest growth around 2004 – 2010. The number significantly increases from 7,500 to 18,000 units [9]. From here, the number has been growing uncontrollably and caused another public transport mode, namely bendi and other formal transport modes within the city, to disappear. Presently, the provincial government is yet to have data on the exact number of Bentor in Gorontalo. It is predicted that in 2018, there are about 30 – 50 thousand units of bentor in Gorontalo, and from that number, it is predicted that 15 – 20,000 units will be operated in this city [11].

In general, the main problem in managing the bentor as transport in Gorontalo Province is the legal aspect. As stipulated within the Act No. 2 of 2009 on Traffic and Road Transport, bentor is not public transport [12] [13]. Another problem is that the more bentor operates in Gorontalo city, especially in the main roads, the segregation between the fast lane and slow lane does not exist. The traffic jam and environment, irrational tariff, bad operational management, and the role of bentor within public transport are yet maximized [14] [15]. Considering the available network system and development of number of vehicles operating in Gorontalo city, it is time to design efficient road space utilization. Regarding this, a study on the characteristic of this bentor as input in managing the operation of vehicles on the road; thus, public interest in utilization of vehicle service is needed.

2. Characteristics, Services, and Operation of the Transport Mode

The characteristic of transport mode within the transportation system is an important aspect that needs to be considered by academics and road practitioners. Characteristic itself means certain unique characteristics. For instance, there are two characteristics of public transports, technical characteristics (transportation engineer) and social-economic. The technical perspective relates to the performance, which includes capacity, speed, distance, travel time, and fare. Further, within this technical category is the vehicle operation and service system which are related to the service frequency, operation time, coverage, load ability, passenger's destination, and utilized operation system. Meanwhile, from the socio-economic perspective, the characteristics are related to the driver, passenger, and owner of the vehicle. These are in forms of socio-economic data of the bentor itself.

Public transport, which serves the community, is categorized into two categories. The first category is the type of non-motored vehicle as traditional public transports, which is yet to have clear regulations. Traditional public transports included in this category are bendi, non-motored becak, cow-carriage, horse-carriage, and bicycle. Second is the type of motored vehicle where its existence is growing to increase its service to the community. Public vehicles categorized into this second category are city bus, taxi, minibus, pick-up, goods transport, and bentor (motored-becak) [16].

In traveling, travelers should decide which mode of transport that suits them. Selecting means of transport is not a random thing and influenced by many determining factors, which attributed to the offered transport mode, such as speed, comfort, likeability, fare, dependability, travel distance, age of the travelers, socioeconomic status of the travelers, and travel goals [17] [18]. These factors can be independent or confounding factors. Oftentimes the desired public transports do not meet the expectation; thus, travelers should accept the available means of transport [19].

The task of the public transport management is to arrange the needs of the user with the available transport means available together with all the service attributes, effectively and efficiently within the reasonable cost to become one of the economic, socio-cultural, political, and defense-security motor [20] [21].

3. Bentor as paratransit

Bentor is one of the most effective means of transport for long-distance travel and to link the residential area with other public transport routes and vice versa. This is a three-wheel transportation mode as a modification of the traditional tri-cycle becak. It can take up to 2-3 passengers. Hence, bentor can be defined as a motored-becak provided for general transportation, where passengers should pay some money as the payment for the service rendered. This definition is a modification of the becak and ojek definition. Both are non-formal public transports with the paratransit system [5]. Bentor has no fixed schedule, so that it can be utilized based on the needs of the travelers. Therefore, the fare is based on the rendered service and the willingness of the traveler.

Travel distance and time

Bentor is one of the most effective means of transport for long-distance travel and to link the residential area with other public transport routes and vice versa. This is a three-wheel transportation mode as a modification of the traditional tri-cycle becak. It can take up to 2-3 passengers. Hence, bentor can be defined as a motored-becak provided for general transportation, where passengers should pay some money as the payment for the service rendered. This definition is a modification of the becak and ojek definition. Both are non-formal public transports with the paratransit system [5]. Bentor has no fixed schedule, so that it can be utilized based on the needs of the travelers. Therefore, the fare is based on the rendered service and the willingness of the traveler.

Travel distance and travel speed

According to Jacub (1992) the performance of a non-motored vehicle cannot be determined by engineering; however the degree of velocity and slowness will be constant when it goes through a track [7]. In reverse, a motor-powered vehicle, the speed is expected to meet the experiment; yet, it depends on the need and condition of the road as well as the traffic [22] [23]. The speed of a non-motored vehicle (e.g., becak) is highly dependent on several factors. For instance, the inclination of the road (i), level of traffic performance (p), travel distance (d), the carried load (m), physical condition of the driver, and other factors. Thus, the velocity function can be described as follows: $V = f (i, p, d, m, h,)$. The ability of the driver itself is different from one travel to another. Theoretically, a too-long distance will slow the driver, and the speed will be lowered.

Travel time and speed

The non-motored and motored vehicles will have different travel times, where the motored vehicles will travel faster in a shorter time than the non-motored vehicles [24] [25]. Nevertheless, the travel time and speed are also influenced by the road performance, the behavior of the drivers, the pause time within the travel, thus the total time needed to reach a destination can take more time than estimated. The basic concept of the correlation of travel time and speed is proposed by Homburger as cited in Jacub (1992) [7], is presented in Figure 3, where the travel time is stated

in hour/km, and speed is shown in km/hour. The more the travel time needed, the slower the speed

Travel fare

Based on the coverage ability, travel speed, travel time, and service toward the passenger have made it difficult to determine the travel fare for motored and non-motored vehicles. The travel fare per kilometer for this non-formal transport mode, both motored and non-motored is yet calculated in detail. Therefore, there is no standard fare for such transportation mode. However, there is a minimum fare which is different from one driver to another.

It is different from the formal public transport (e.g. taxi), where speed, comfort, are the result of engineering manufacture. Thus, the comfort and speed are far better than the non-motored vehicles; hence, the fare is higher. The minimum fare for first kilometer is determined, regardless of the traveling distance that is less than one kilometer; the fare will be that of one kilometer. This fare calculation is based on the vehicle depreciation, the maintenance cost, the expenditure for the operator, and the fuel cost.

4. Method

The purpose of this study is to find out the operation model of motored-becak motor (bentor) in the city Gorontalo using the speed, distance, time, and fare analysis. The research site was suited to the observation site and the technical data observation in the field, which focused on places where the bentor waited for its passengers, taking into consideration the road sections where the bentor operated. The data collection method was a direct observation towards the bentor, which operated in several road sections in Gorontalo city with a total of 132 samples. These bentors were bentors with full passengers (four including the driver) and 66 samples with no passengers. The sampling method was based on the hypothesis about the average speed of the bentor which was 30 km/hour with at least 70% of the samples, taken with the reliability level of 99%, hence the minimum samples to

$$\text{be observed was: } \quad n \geq \frac{p.q}{\sigma_e^2} = \left[\frac{(0,5)^2.(0,5)}{\left| \frac{0,7-0,5}{2,58} \right|^2} \right] = 42, \text{ where :}$$

n   = number of minimum samples
p   = percentage of the hypothesis (Ho) stated in chance of = 0.5
q   = z-0,5. If the reliability level is 99 % then z=2.58

$$\sigma_e^2 = \frac{Ha - Ho}{z} = \frac{70\% - 50\%}{2,58}$$

The collected data were the characteristics of speed, distance, time, and fare of the travel, which consisted of:
a. Trip length from the original point to the destination measured used odometer of the observer's motorcycle, where during the trip, the observer's vehicle observed the object from behind, with the distance level accuracy up to 100 meters.
b. Travel time spent to cruise that distance, was read using a digital watch, and the accuracy was measured in second.
c. The fare was the payment given by the passenger to the driver of the bentor.
d. The highest speed produced by the object during the travel could be measured using the speedometer of the observer's vehicle.
e. The road inclination was measured by applying the waterpass.

The data processing and analysis were statistical approach with several supporting software (Excel and SPSS), which comprised:

a. Descriptive statistical analysis, the minimum score, maximum, mean, deviation standard, frequency, histogram, and graphic.

b. Inferential statistical analysis, statistical test (hypothesis), simple correlation, simple linear regression and estimation curve, with the significance level of 1% and 5%.

The results of the study on the speed, travel time, and fare are the functions of X and, variation of one of the random variable as the value of other variables that can be calculated using regression analysis [26]. The two events that often correlate are said to have correlation. This correlation analysis is aimed at finding out the extent of correlation between X and Y. Hence, the regression analysis is carried out the extent of quantitative influence of the change X against Y, estimates the value of Y if the value of X is known. The extent of correlation between X and Y is seen from the correlation coefficient (r), the value of r will be between -1<r<1. The r-value is determined using the following formula:

$$r_{xy} = \frac{n\left(\sum XY\right) - \left(\sum X\right)\left(\sum Y\right)}{\sqrt{n\left(\sum X^2\right) - \left(\sum X\right)^2} - \sqrt{n\left(\sum Y^2\right) - \left(\sum Y\right)^2}}$$

The diagram data will produce two types of regression forms: linear and non-linear regression. Linear regression forms a straight line, whereas non-linear regression will form a curve line. The models are presented in the following formulas:

a. Linear model, with the general equation of: $Y = a + bx$

b. Non-linear models consist of:

    1) Logarithmic model, with the formula of: $Y = a + \ln x$

    2) Exponent model, with the general equation of: $Y = ab^x$ y

    3) Geometric model, with the general formula of: $Y = ax^b$ y

In which, a = the constant of regression, b, c, d = regression coefficient, and x= independent variable.

The association value has interpretative significance; showing the proportion of total quadrant deviation of the independent variable, which associated with the regression formula [27] [28]. It is also called determinant coefficient (R2). When R2 = 0, it shows that the independent variable is an insignificant predictor, whereas R2 = 1, indicating that the independent variable is the perfect predictor. This determinant coefficient (R2) has interval from 0 to 1 (0 ≤ R2≤1). The larger the R2 (almost 1), the better the regression model. The closer the value to zero, the more unable the independent variable to describe the variability of the dependent variable. The formula for the R2is:

$$R^2 = \frac{\sum (Y^* - \overline{Y})^2 / k}{\sum (Y - Y^*)^2 / k} = \frac{number of square_{regression}}{number of square_{total}}$$

where:

Y = observation value;

Y* = the value of Y estimated using the regression model;

$\overline{Y}$ = the average observation value; and

k = number of independent variables

5. Result and discussion

The travel distance and the travel time of the bentor will produce the average speed, both in full passengers (4 passengers) and in no passengers. The relative frequency of the average speed of the bentor is portrayed in the following histograms with normal curve in Figure 1 below.

| a. Bentor with full passenger condition | b. No Passenger Condition |
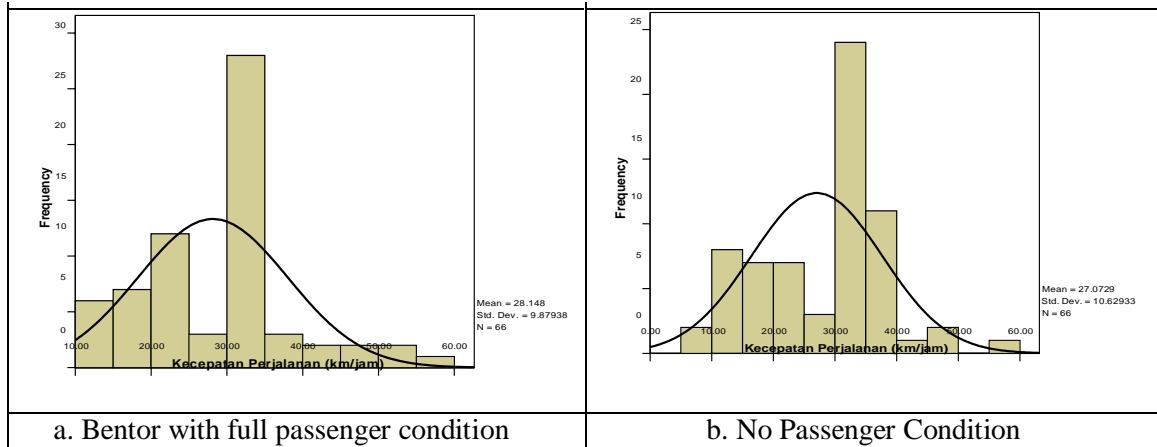
Figure 4: Relative Frequency and Normal Curve of the Average Speed of the Bentor.

Based on figure 1 (a and b), the histogram generally implies that bentor has similar tendency, where the bar is below the normal curve; hence, it can be concluded that these data have normal distribution. The result of analysis from both graphics above is presented in Table 1 below.

Table 1: The Result of Average Speed Frequency Distribution of the Bentor

No	Bentor with Full Passenger			Bentor with No Passenger		
	Travel speed (km/hour)	Frequency	%	Travel speed (km/hour)	Frequency	%
1	5 - 10	0	0	5 - 10	2	3.03
2	10 - 15	6	9.09	10 - 15	8	12.12
3	15 - 20	7	10.61	15 - 20	7	10.61
4	20 - 25	12	18.18	20 - 25	7	10.61
5	25 - 30	3	4.55	25 - 30	3	4.55
6	30 - 35	28	42.42	30 - 35	24	36.36
7	35 - 40	3	4.55	35 - 40	11	16.67
8	40 - 45	2	3.03	40 - 45	1	1.52
9	45 - 50	2	3.03	45 - 50	2	3.03
10	50 - 55	2	3.03	50 - 55	0	0.00
11	55 - 60	1	1.52	55 - 60	1	1.52
	Total	66	100	Total	66	100

Statistically, the result of the calculation of the frequency of those variables is presented in Table 2 and 3 below.

Table 2: Statistical Result of Time, Distance, Speed, and Fare

Variable		Speed	Time	Distance	Fare
N	Valid	66	66	66	66
	Missing	0	0	0	0
Mean		28.1480	12.5765	6.0289	2111.1106
Std. Error Mean		1.21607	1.08280	.61722	122.63475
Std. Deviation		9.87938	8.79671	5.01431	996.28942
Minimum		12.00	2.50	1.00	1000.00

Maximum	60.00	33.00	17.00	5000.00

Table 3: Statistical Result of the Time, Distance, and Speed Variables

Variable		Speed	Time	Distance
N	Valid	66	66	66
	Missing	0	0	0
Mean		27.0729	9.7606	4.5364
Std. Error Mean		1.30838	.97952	.58434
Std. Deviation		10.62933	7.95767	4.74720
Minimum		6.86	1.00	.80
Maximum		60.00	31.00	17.00

Analysis of Correlation Among Time, Distance, Speed, and Travel Fare.

The result of the analysis of correlation coefficient among Distance, Speed, Time and Fare of the travel is presented in Table 4 and 5.

Table 4: Correlation Coefficient Time, Distance, Speed, and Fare

		Time	Distance	Speed	Fare
Time	Pearson Correlation	1	.916	.040	.788
	Sig. (2-tailed)	.	.000	.751	.000
	N	66	66	66	66
Distance	Pearson Correlation	.916	1	.372	.740
	Sig. (2-tailed)	.000	.	.002	.000
	N	66	66	66	66
Speed	Pearson Correlation	.040	.372	1	.061
	Sig. (2-tailed)	.751	.002	.	.626
	N	66	66	66	66
Fare	Pearson Correlation	.788	.740	.061	1
	Sig. (2-tailed)	.000	.000	.626	.
	N	66	66	66	66

Table 5: Correlation Coefficient Time, distance, and Speed

		Time	Distance	Speed
Time	Pearson Correlation	1	.945	.095
	Sig. (2-tailed)	.	.000	.447
	N	66	66	66
Distance	Pearson Correlation	.945	1	.354
	Sig. (2-tailed)	.000	.	.004
	N	66	66	66
Speed	Pearson Correlation	.095	.354	1
	Sig. (2-tailed)	.447	.004	.
	N	66	66	66

Based on the above table 4 and 5, the variables that have a significant correlation coefficient are time and distance by 0.916 (91.6%) and 0.945 (94.5%), respectively. The correlation between time and travel fare is 0.788 (78.8%), with the average significance number is less than the required significance level, $0.0001 < \alpha = 0.01$. Meanwhile, distance and speed show a low correlation with each condition of the

bentor, with the correlation value of 0.372 (37.2%) and 0.354 (35.4%), respectively and the significance level is less than $\alpha = 0.01$ by 0.002 and 0.004. Further, it is evident from the tables above that there is no significant correlation between time and speed, and between fare and speed, both in the conditions of bentor with full passengers and no passengers.

The Analysis of Correlation between Distance and Time

The correlation between distance and travel time variables is made based on the hypothesis that travel time (Y) is highly influenced by the distance of the travel (X). It implies that the increase in distance will be followed by the increase in traveling time. In this case, the travel time is a dependent variable whereas the distance is an independent variable. Based on the data analysis, it is obtained that both models (linear and algorithmic) can be used to describe the regression between time variable (Y) and distance variable (X); thus, the model as presented in Table 6 is obtained.

Table 6: Linear and Non-Linear Model of the Distance and Travel Time Correlation.

Regression equation	Model	R	R2	Sig. F	Sig. t	Level of Sig.
Full Passenger						
Y = 2,8850 +1,6075X	Linier	0.9163	0,8396	0,0000	0,0000	0,01
					0,0000	0,01
Y = −3,332 + 10,5149ln(X)	Logarithmic	0,8762	0,7678	0,0000	0,0078	0,01
					0,0000	0,01
No Passenger						
Y = 2,5768+1,5836X	Linier	0,9447	0,8925	0,0000	0,0000	0,01
					0,0000	0,01
Y = 1,0316 + 7,8870ln(X)	Logarithmic	0,8634	0,7456	0,0000	0,2068	0,01
					0,0000	0,01

Based on R2 and the significance level, the linear model is the most suitable model to describe the correlation between the distance (X) and time (Y). Each increase in distance by 1 km will result in the additional of 1.61 minute in the condition of bentor with full passengers and 1.58 minute in bentor with no passengers. The estimation curve between the distance variable and the time is shown in Figure 2.

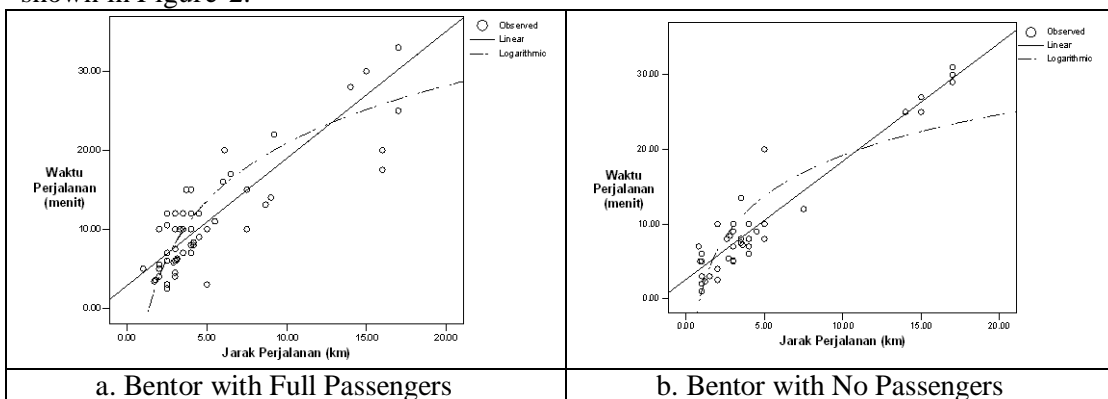| a. Bentor with Full Passengers | b. Bentor with No Passengers |

Figure 5:   The Result of Estimation Curve for Correlation between Distance and Time Variable in Conditions where Bentor is Full with Passengers and Bentor with No Passengers

Based on Figure 2 above, the diagram for the bentor for both conditions reveals that the increase in distance will increase in the travel time.

The Analysis of Correlation between Distance and Speed

If it is assumed that the distance will influence travel speed, thus, the further the distance, the faster the transport mode that will be selected to cover the distance [29] [30]. The distance (km) is treated as independent variable, whereas speed (km/hour) is the dependent one. From the analysis above, it indicates that there is a tendency for the model to be approached using linear and non-linear models. The result of the modeling is given in Table 7 below.

Table 7: Linear and Non-Linear Models of the Correlation between Distance and Speed.

Regression Model	Model	R	R2	Sig. F	Sig. t	Level of Sig.
Full Passenger						
$Y = 23,7264 + 0,7334X$	Linear	0.3722	0,1386	0,0021	0,0000	0,01
					0,0021	0,01
$Y = 20,1772 + 5,2680\ln(X)$	Logarithmic	0,3909	0,1529	0,0012	0,0000	0,01
					0,0012	0,01
No Passenger						
$Y = 23,4799 + 0,7921X$	Linear	0,3537	0,1251	0,0036	0,0000	0,01
					0,0036	0,01
$Y = 21,4024 + 5,1235(X)$	Logarithmic	0,4199	0,1763	0,0004	0,0000	0,01
					0,0004	0,01

Source: Result of Analysis

Based on the R2 and the significance level, the logarithmic model is most suitable to describe the correlation between distance (X) and speed (Y). If the distance covered is added by 1 km, then the speed will be constant both in the full passenger condition and no passenger condition. Speed will increase when the distance is added by 1 km. The regression result between distance variable and speed is presented through the estimation curve in the following Figure 3.
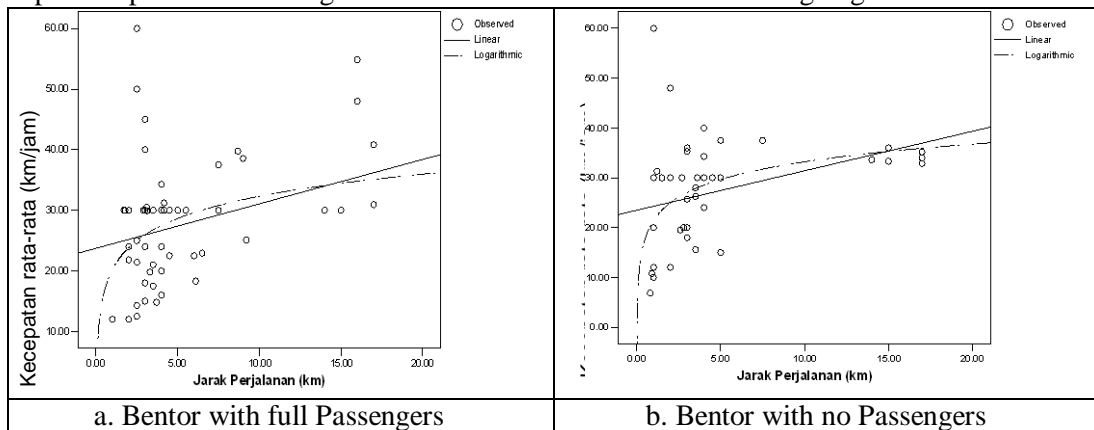

| a. Bentor with full Passengers | b. Bentor with no Passengers |

Figure 6: Curve of Correlation between Distance and Average Speed Variables in Bentor with Full Passengers and No Passengers.

It is clear from the above figure that the diagram for the bentor in both conditions signifies that the increase in distance will be followed by the increase in travel speed.

Analysis of Correlation between Time and Travel Fare

The short amount of time needed to arrive in the destination is one of the indicators for the level of service provided by the means of transport used by the user. Travel time is related to speed as speed is the function of time. Therefore, the higher the speed of travel of a transportation mode, the more it will be preferred by the users. For this reason, the speed of travel will be followed by the travel fare that should be paid. The result of the regression correlation between time and travel cost resulted in regression equation and the statistical criteria is shown in Table 8.

Table 8: Linear and Non-Linear Model of the Correlation between Time and Travel Fare

Regression Equation	Model	R	R2	Sig. F	Sig. t	Level of Sig.
Full Passenger						
Y = 989.22+ 89,21X	Linearr	0.7876	0.6204	0,0000	0,0000	0,01
					0,0000	0,01
Y = -297,80 + 1042,63ln(X)	Logarithmic am	0.7021	0.4930	0,0000	0,3523	0,01
					0,0000	0,01

The value of R2 and its significance level shows that the most suitable model to describe the correlation between time and fare variables of the bentor transportation mode is the linear model. The result is not against the previous assumption that travel fare will be highly influenced by the traveling time. The estimation curve of the correlation between travel fare and the travel speed is portrayed in Figure 7.
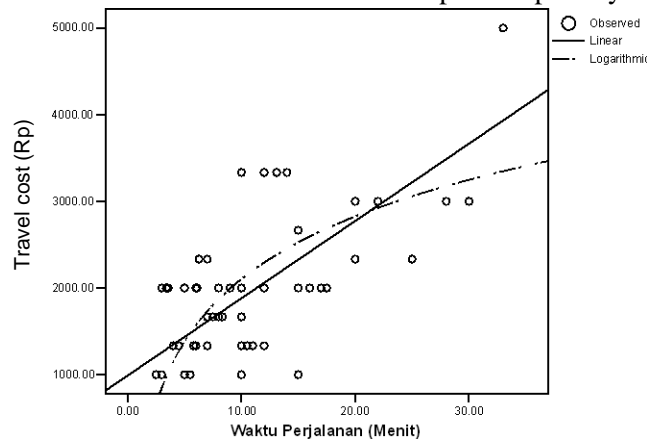
Figure 7. Curve of the Correlation between Time and Travel Fare

The table above shows that the diagram of the bentor, where addition of travel time will be followed by the addition of the travel cost.

5.4 Analysis of Correlation between Distance and Travel Fare

Within the hypothesis, it is assumed that the travel fare will be influenced by distance, where each increase of traveling distance will make the travel cost higher. The result of the correlation between distance (X) and travel cost (Y) produces the regression equation and the statistical criteria used as presented in Table 9.

Table 9. Linear and Non- Linear Regression Model on the Correlation between Distance and Travel Fare.

Regression Equation	Model	R	R2	Sig. F	Sig. t	Level of Sig.
Y = 1224,18 + 147,11X	Linear	0.7502	0.5482	0,0000	0,0000	0,01
					0,0000	0,01
Y = 679,59 + 948,10ln(X)	Logarithmic	0.7261	0.4866	0,0000	0,0015	0,01
					0,0000	0,01

From the SPSS data processing, it is obtained that both models (linear and non-linear) can use regression between the distance variable (X) and the fare variable (Y). The R2 and its significance indicate that linear model is more suitable to describe the correlation between distance (X) and fare (Y). This implies that the equation model is not in contrast with the hypothesis proposed, where each increase of distance will incur higher fare cost. Thus, if the distance increase by one km, then the fare will increase by IDR. 147,11,-. Therefore the fare for each passenger is IDR. 1371,29,-.

The bentor transportation mode will always show linear cost increase, regardless of the distance. The minimum fare set for less than one km is set by the driver of the bentor by IDR. 1000,- per person. Therefore, the regression equation model for the distance above one km is a linear regression model of $Y = 1224,1813 + 147,1138X$ with the correlation of R=0.7502. The increase of fare is calculated beyond one km shows the increase of fare by IDR. 147.11/km/passenger. In detail, the correlation between distance and the travel fare is reflected in the estimated curve presented in Figure 8.
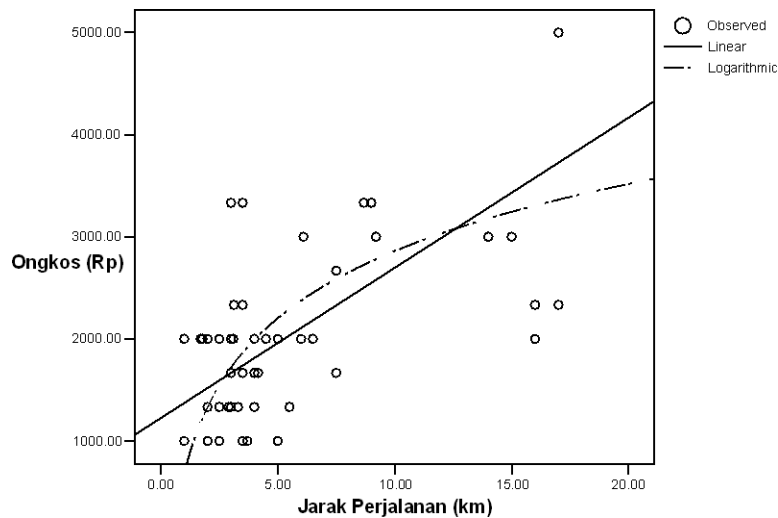

Figure 8. Estimation Curve of Correlation between Distance Variable and the Travel Fare

Based on the linear equation model presented in Table 9 and the estimation curve in Figure 8, the previous hypothesis is correct where it states that the increas e in traveling distance will be followed by the increase in travel fare.

6. Conclusion

The correlation between distance and traveling time follows the tendency of the further the distance, the longer the traveling time in both bentor with passengers an d bentor with no passengers. The degree of the velocity of the bentor is not influenced by the distance, the travel fare, or the traveling time, but rather by level of local traffic performance. Based on the time, average fare of bentor per minute per passenger is divided by the total traveling time; hence the average fare is IDR. 167.81 per minute. The correlation between distance and fare shows that it follows a tendency where the longer the distance, the higher the fare. Based on the total distance that the bentor traveled divided by number of total fare per passenger, the average bentor fare per km is IDR 350.170,-/km. The land inclination also plays an important role on the traveling time and distance. The results are 67.7% in full passenger condition and 54.2% in no passenger condition. Meanwhile, the influence of inclination toward the travel fare is 51.7%. The table further shows that the inclination insignificantly influences the velocity/speed of the bentor. The correlation between the inclination of the street with time and distance shows that the increase in road inclination will also be followed by the increase in traveling time and distance linearly. In addition, the travel fare shows that each increase in inclination will be followed by the increase in fare linearly.

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Authors

Anton Kaharu, Anton Kaharu is senior lecturer at Faculty of Engineering, Universitas Negeri Gorontalo, Indonesia.