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Home > Archives > Vol 1, No 1 (2017)

Vol 1, No 1 (2017)

Science and Technology for Improving Quality of Life

Table of Contents

2017-1-1

A New Model Strategic Management in the Knowledge and Networked Innovation Economy Era Arif Sugiono, Yudith Dyah Hapsari	PDF 1-5
The Development of Mathematics Learning Devices by Using Problem Based Learning for Junior High School Students of Class VII Semester 1 in Coastal Areas Armis ., Suhermi ., Susda Heleni	PDF 6-11
The Development Model of Active Learning for English Chemistry and Model Effectiveness Asmadi Muhammad Noer	PDF 12-21
Analysis of Biomass and Carbon Reserves in Seagrass Ecosystem of Malang Rapat Village Bintan District, Kepulauan Riau Province Teguh Heriyanto, Bintal Amin	PDF 22-28
Water Level Measurement System with Gray-Coded Linear Encoder Budhi Anto, Tutut Herawan, Dian Yayan Sukma, Suwitno .	PDF 29-35
Service Quality Issue in Higher Education Debby Arisandi	PDF 36-40
Chemical Properties, Fatty Acid Composition, and Lipid Profiles of Picung (Pangium edule Reinw) Kernel Oil from Riau Province Dewi Fortuna Ayu, Yaakob Che Man, Abdul Rohman	PDF 41-46
The Effect of Process-genre Approach on EFL Students' Writing Performance Eliwanti ., Nooreiny Maarof	PDF 47-52
Analysis of Digital Forensic Evidence on Email Delivery Crime Evans Fuad, Hasanuddin ., Ardi Nugraha	PDF 53-58
Strengthening Prospective Teacher of Biology on Technological Pedagogical Content Knowledge (TPCK) Evi Suryawati, Yenita Roza	PDF 59-65
Productive Skills in Authentic Sources: A Supporting Language Program to Anticipate ASEAN Economic Community Fadly Azhar	PDF 66-70
Potassium Hydroxide Concentration on the Transformation of Eugenol into Iso-eugenol Derived from Coconut Palm Leaf Oil Faizah Hamzah, Yelmira Zalfiatri	PDF 71-77
The Chosen Strategies Used by The Students in Coping the Problems of Learning the Four Language Skills, Vocabulary, and Structure at English Department of FKIP Universitas Riau, Indonesia Fakhri Ras	PDF 78-84
The Application of Transportation Methods of PT Lion Air by Using Vogel's Method and Zero Suffix Method Fitri Maya Puspita, Putra BJ Bangun, Ayen Ruth Barus	PDF 85-90
Mitigation of 150 kV Electromagnetic Fields Exposure at Residential Area Fri Murdiya, Firdaus ., Dian Yayan Sukma, Febrizal .	PDF 91-96
Development of Webgis Based on Service Oriented Architecture and Cloud Computing Ibnu Daqiqil Id, Sukanto ., Evfi Mahdiyah	PDF 97-102
Development Incentive Program at Carbon Trading Activity in KPHP Tasik Besar Serkap Emy Sadjati, Muhammad Ikhwan, Ambar Tri Ratnaningsih	PDF 103-106
Application Membrane Technology for Water Treatment in Coastal Region: Preparation and Classification Jhon Armedi Pinem, Edi Saputra	PDF 107-114
Human Capital for Entrepreneurs Kurnianing Isololipu	PDF 115-120
Students Mathematical Reasoning Abilities in Class X-B of SMA Al-Muslimun Pelelawan Riau Province Maimunah ., Purwanto ., Cholis Sa'dijah, Sisworo .	PDF 121-125
Phylogenetic Study of Mangifera Central Sumatra Based on rbcL Sequences Fitmawati ., Erwina Juliantari, Nery Sofiyanti	PDF 126-131
Influence of Motivation and Language Learning Environment on the Successful EFL Learning Masyhur .	PDF 132-148
The Research and Service Management Online Applications in LPPM Universitas Lancang Kuning Nurliana Nasution, Mhd Arief Hasan, David Setiawan	PDF 149-154
Fabrication of Tricalcium Phosphate Scaffold Through Protein Foaming-Starch Consolidation Method Ahmad Fadli, Zuchra Helwani, Adi Maulana Putra	PDF 155-159
Vocabulary Learning Strategy Employed by University Students: A Qualitative Approach Alpino Susanto, Fazlinda binti Ab Halim	PDF 160-165
English Vocational Acquisition through Vocabulary Learning Strategy and Socio-Educational Factors: A Review Alpino Susanto, Fazlinda binti Ab Halim	PDF 166-173
Synthesis of Fluorinated Tin Oxide (FTO) Using Sustainable Precursors and Additions of Graphene with Spray Coating Deposition Methods for Transparent Conductive Material Applications Amun Amri, Rino Rinaldi, Khairat .	PDF 174-183
Teachers' Belief and Classroom Practices Toward Grammar Instruction in the Communicative Language Teaching Ance Jusmaya, Afriana .	PDF 184-192
The Improvement of Students' Creativity and Learning Achievement Through The Application of Problem Based Learning Atma Murni, Rini Dian Anggraini	PDF 193-196
Terrorism and the Crime of ISIS as a Crime Against Humanity in the Perspective of International Law	PDF

[Journal Help](#)

FONT SIZE

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- [View](#)
- [Subscribe](#)

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Password

Remember me

JOURNAL CONTENT

Search

Search Scope

Browse

- [By Issue](#)
- [By Author](#)
- [By Title](#)

and Human Rights Aulia Rosa Nasution	197-203
Effect of Pre-carbonization Time on the Properties of Terminalia Catappa Fruit Shells-based Activated Carbon by Microwave Assisted KOH Activation Awidrus ., Ayu Maryani, Rakhmawati Farma, Iwantonoo ., Mohamad Deraman	PDF 204-209
Tap-Proof Encryption Using Perfect Forward Secrecy In Web Browser Mohd Nizam Omar, Dahlyusmanto ., Tutut Herawan, Irfham Ahmad, Angela Amphawan, Zurianawati Ibrahim	PDF 210-217
Culturing of Chlorella sp. with Different of Iron (Fe3+) Concentration in Bold's Basal Medium for Healthy and Nutritious Cookies Dian Iriani, Orasa Suriyaphan, Nittaya Chaiyanate, Bustari Hasan, Sumarto .	PDF 218-226
Implementation of Location Based Services (LBS) in Android Mobile To Mapping Palm Oil Plantation Management at Riau Indonesia Fiza Febriyani, Gita Sastria	PDF 227-233
Detection of Moving Object on UAV (Unmanned Aerial Vehicle) based Segmentation Using Wavelet and Sobel Operator Muhammad Khaerul Naim Mursalim	PDF 234-239
Design and Empirical Analysis Visualization Motion And Vector Analysis Program As Interactive Multimedia Physics Learning at Senior High School Pekanbaru, Indonesia Muhammad Nasir	PDF 240-247
The Enhancement of Mathematical Reasoning Ability of Senior High School Students Through Generative Learning in Riau Indonesia Nahor Murani Hutapea	PDF 248-254
Porosity Modelling in 3D Seismic Data Nur Islami	PDF 255-259
Outlier Detection on Mixed Type Data by Using AVF and Z-Score Algorithm Nur Rokhman, Yud Karismollah Choir	PDF 260-266
High Purity Silica from Palm Oil Mill Fly Ash for Catalyst ZSM-5 Zeolite Synthesis Aman ., Panca Setia Utama, Edy Saputra	PDF 267-272
Pre-service Teachers' Perception of Democratic Classroom in Teaching Multiplication through Video Rahmah Johar, Cut Morina Zubainur, Sulastri ., Cut Khairunnisak	PDF 273-278
Implementation of Project Based Learning: Research Overview Raimon Efendi, Roni Sanjaya	PDF 279-285
Structures Analysis of A Humic Acid of Peat Soil Which is Having Irreversible Drying Using Liquid Chromatography- Mass Spectroscopy (LC-MS) Rini Masril	PDF 286-292
Comparison of Random Forest Algorithm Which Implemented on Object and Pixel Based Classification For Mangrove Land Cover Mapping Romie Jhonnerie, Vincentius P. Siregar, Bisman Nababan	PDF 293-302
Implementation and Effectiveness of Web-Based Learning Roni Sanjaya, Muhammad Hasmil Adiya, Raimon Efendi	PDF 303-308
Structure, Conduct, and Performance: Implications For a Cooperative Marketing Farmapine Strategy in Kuala Nenas Village Riau Province Roza Yulida, Jum'atri Yusri, Novia Dewi	PDF 309-320
Optimization of GEL-Based Learning To Improve The Quality of The Maternity Nursing Lecture Sri Utami	PDF 321-332
Development of A Content Grabbing using php curl to Read News Online Syahtriatna Djusar, Zamzami ., Elvira Asril, Jeffri Supriatna	PDF 333-338
Students' Abilities in Developing Computer-Based Learning Media at Department of Mathematics Education Yenita Roza, Syarifah Nur Siregar, Titi Solfitri	PDF 339-343
Pharmaceuticals Wastewater Purification with Aerobic Granulation in Sequencing Batch Reactors Dimas Pradhasumitra, Arisman Adnan, Norhayati Abdullah	PDF 344-351
Strategy of Economic Empowerment Through Sustainable Livelihood System in Coastal Area in the District Indragiri Hilir at Riau Province Enni Savitri, Andreas ., Volto Diyanto	PDF 352-357
The Dynamics of Mechanical System With Nonholonomic Constraints on AND Configuration Space Ernidawati ., Muhammad Farchani Rosyid	PDF 358-365
The Development of Teaching Materials of Numerical Methods by Using Matlab Software Finola Marta Putri	PDF 366-369
The Quality Test of Refill Drinking Water in Batam Viewed from Bacteriology and Physical Hazimah ., Nurlinda Ayu Triwuri	PDF 370-374
Microwave-Assisted Synthesis, Molecular Docking Study and In Vitro Evaluation of Halogen Substituted Flavonols Against P388 Murine Leukemia Cells Ihsan Ikhtiarudin, Neni Frimayanti, Hilwan Y. Teruna, Adel Zamri	PDF 375-381
Stock Portfolio Performance Comparison between Conventional and Sharia Stocks with Single Index Model Approach: A Case Study on Indonesia Stock Exchange Intan Diane Binangkit, Enni Savitri, Kamaliah .	PDF 382-387
Analysis of Physical Properties Of Oil Palm Fresh Fruit Bunches Using ImageJ Minarni Shiddiq, Roni Salambue, Rasmiana Poja, Arian Trianov Solistio	PDF 388-394
Designing The Implementation of Bridging System Between SIMPUS and P-Care to Improve the Validity of Universal Health Coverage Patient Data Nuryati ., Nur Rokhman	PDF 395-401
Coastline Movement at Meskom Village, Bengkalis District, Riau Province, Indonesia Rifardi ., Chairunisa Rachmani	PDF 402-408
Numerical Simulation of Ship Collision to the Quay Ronad Mangasi Hutaaruk, Pareng Rengi	PDF 409-415
BIOETHANOL FERMENTATION FROM VERY HIGH GRAVITY NYPA SAP IN BATCH FERMENTATION WITH THE ADDITION OF Cordyceps mycelium POWDER AND UREA Sastiana Sadzirani, Fajar Restuhadi, Evy Rossi	PDF 416-421
The Behavior of Household Economic of Ex-Rubber Farmers of UPP TCSDP in Bina Baru Village Shorea Khaswarina, Yulia Andriani, Putri Wulandari	PDF 422-426
Concept Maps Versus Computer Based Learning: Comparing Problems Based Learning In Chemistry Course Sri Wilda Albeta	PDF 427-433
ECM (Employee Compliance Monitoring) Information Systems at PT Chevron Pacific Indonesia Syahtriatna Djusar, Muhamad Sadar, Eddies Syahputra Pane, Jamel Virgiawan	PDF 434-439
Acquiring Language Components in Understanding English Poetry by Indonesian Students Syofia Delfi	PDF 440-444
The Analysis of Productivity for Risha and Brikon Panel In Aceh Tengah District Tani Frisda	PDF 445-448

Study of Vernacular Coastal Architecture: The Construction of Akit's House in Rupert Island Yohannes Firzal, Muhammad Rijal, Gun Faisal	PDF 449-451
The Study of Pedagogical and Cognitive Competency Through Workshop For PPG SM3T Participants of Riau University Yustina ., Wansyafii .	PDF 452-456
Influence of Computer Based Management Information System to Improve Performance of Tambusai Tengah Sub-District Office Rokan Hulu Riau Province Seprini .	PDF 457-464
The Effect of Experiential Learning Models on Entrepreneurship Interest on Optical Technology for Students of Akademi Refraksi Optisi Padang Alvia Wesnita, Muharika Dewi, Surfa Yondri	PDF 465-471
Acceleration Strategies For Rural Economic Development Through The Development of Natural Rubber Industry in Riau Province Almasdi Syahza, Brilliant Asmit	PDF 472-477
A Note on the Fern (Pteridophyte) Diversity from Riau Nery Sofiyanti, Dyah Iriani, Fitmawati ., Afni Atika Marpaung	PDF 478-481
Prediction for Probability of Fatigue-Related Accident in Motorcyclists Pada Lumba, Sigit Priyanto, Imam Muthohar	PDF 482-488
The ureC Gene Diversity of Soil Bacteria in Tropical Rain Forest and Oil Palm Plantations Zulfarina ., Iman Rusmana, Nisa Rachmania Mubarik, Dwi Andreas Santosa	PDF 489-496
The Stability of the Passive Layer on Mild Steel Surface in NaCl, NaOH, HCl, and H2SO4 Solutions Using Carboxymethyl Chitosan as a Corrosion Inhibitor Maria Erna, Emriadi ., Admin Alif, Syukri Arief	PDF 497-503
Expert System Design of Digital English-Indonesian Illustrated Dictionary for Grade 1 Primary School in Batam City Nia Ekawati, Muhammad Riza	PDF 504-509
Decision Analysis in a Flare Reduction Project Using Value Focused Thinking and Analytic Hierarchy Process Aprica Ariesta Widi, Utomo Sarjono Putro	PDF 510-515
Institutional Development of Rubber Farmers in the Implementation of Social Capital Sujiyanto ., Hesti Asriwandari, Nur Laila Meilani, Syofian ., Abdul Sadad	PDF 516-520
Controlling of Traffic Light in Four Crossroads By Visual Basic Noveri Lysbetti Marpaung, Edy Ervianto, Rahyul Amri	PDF 521-531
Degradation of Cellulose and Hemicellulose in Rice Straw by Consortium Bacteria Cellulolytic Tetty Marta Linda, Sahila Abd Mutalib, Salmijah Surif	PDF 531-536
Zoning of Marine Tourism in Rupert Island Using Geographic Information Systems Roni Salambue, Nurdin ., Benny Putra, Rangga Putra Pratama	PDF 537-542
The Social Capital and Empowerment of Rice Farmers Group in Kuok District, Kampar Regency, Riau Kausar ., Isnaini .	PDF 543-545
Students' Mental Model on the Chemical Reaction Concept Siti Katmiati, Wiji ., Sri Mulyani	PDF 546-555
Managing The Curriculum Salwa ., Sri Kamaliasari, Titin Sumarni	PDF 556-560
Integrating Technology into Extensive Reading for Students of English Study Program Batdal Niati	PDF 561-564
Development and Evaluation of Virtual Physics Laboratory As Multimedia Learning Physics On Senior High Schools (SMA) Pekanbaru Muhammad Nasir, Fakhruddin ., Syahril .	PDF 565-572
The Impact of Mathematics Learning Model Implementation Based on APOS Theory (APOS Model) (A Case Study on Integral Calculus Learning) Hanifah .	PDF 573-579
Analysis of Students Code Mixing in Facebook Social Networking Evi Kasyulita	PDF 580-587
Analyzing the Influence of Celebrity Endorser Citra Kirana and Product Placement of Elzatta at Tukang Bubur Naik Haji The Series Cinema to Brand Image and Brand Equity Jushermi ., Marhadi ., Isra Rosairi Abidin	PDF 588-591
Analysis of Ethanol Extract and Infusion of Tamarind Leaves, Parasite Herbs, Mimosa Herbs as Antidiabetic Silvera Devi Sy, Musyirna Rahmah Nst, Riryn Novianty	PDF 592-596
The Effectiveness of Quantum Learning Method Technology-Based Assisted Learning Media Toward Students' Learning Achievement on Indonesian Subject at Grade XII of SMAN 5 Batam Yunisa Oktavia	PDF 597-604

Indexing:



Prediction for Probability of Fatigue-Related Accident in Motorcyclists

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Abstract: This study emphasizes on the probability of fatigue-related accidents in motorcyclists. 70.93% accidents that occurred from July 1, 2015 until December 31, 2015 throughout Indonesia involved motorcycles. The research took place in Bekasi City, Indonesia. Samples were comprised of 238 respondents taken using interview. Attributes that affect the probability of fatigue-related accidents were: long duration of driving, age, road side variability, road geometry, road condition, riding time. The result of Structure of Bayesian Network Model indicates that the probability of fatigue-related accidents was 48%. Model accuracy calculation employed new data consisting of 60 respondents. The model accuracy calculation indicated that the Mean Absolute Deviation (MAD) was 26.28%. Scenario 1 indicated that a 90 minute trip was a safe limit for a monotonous highway driving. Scenario 2 indicated that road side variability and winding road would decrease the monotonous levels from 43% to 22%. Furthermore, scenario 3 indicated that the probability of fatigue-related accidents increased from 06:00 AM to 12:00 PM, 12:00 PM to 06:00 PM, 06.00 PM-12.00 AM by 39%, 47%, 67% respectively. Meanwhile, in the period of 12:00 AM to 06:00 AM the probability of fatigue-related accidents decreased by 54%.

Keywords: Bayesian, Probability, Motorcyclist.

1. Introduction

Based on data in 2009, in Indonesia every 9.1 minutes one case of accident occurred and every 20 minutes there was one life lost in highway [16]. Moreover, in 2010, 2011 and 2012 the number of accidents was increasing by 15.18%, 63.48%, 8.51% respectively [2,3,4]. In 2013 the number of accidents decreased by 15.1% [5]. Based on vehicle types, 70.93% accidents that occurred from July 1, 2015 to December 31, 2015 throughout Indonesia involved motorcycles [13]. Riders of age group 15-25 year are most vulnerable to traffic accidents in Indonesia [13]. In 2010 the number of motorcycles was 61,078,188, or 79.42% of other vehicles. The average annual growth of motorcycles in Indonesia was 13.43% [1]. There are several factors that contribute to accidents such as human error, road and environment as well as vehicle condition. Of these three factors, 75% of accidents are caused by human error, one of which is due to driver fatigue. Driver fatigue is caused by several factors: lack of rest, long duration of driving, and monotonous road [15]. There are not the study related to safe limit for monotonous highway driving for the motorcyclists until now unless for driver of the car. Based on the aforementioned conditions, a study is deemed necessary in order to reduce the risk of accidents, particularly in motorcyclists due to fatigue. This study aims to identify variables that affect the risk of fatigue-related accidents and to identify the extent that those variables affect the probability of accidents.

2. Literature Review

Fatigue can reduce the ability of the driver to drive safely [8]. Some of the factors that affect driver's fatigue and behavior on the road are: driver's job, long duration of driving, work routines, driving a vehicle in the middle of the night, the use of stimulants, work schedules and speed [10]. In addition, driver behavior is also affected by several factors that can increase the risk of accidents such as age, gender, experience, road conditions and characteristics of the vehicle [18]. Driver fatigue is caused by several factors: lack of rest, long trip duration, and monotonous road [15]. In general, fatigue-related crashes often occur between midnight and 6 AM. Overall, fatigue-related crashes occur between noon to 6 PM [9]. A study conducted by Queensland Transport of Australia by analyzing accident data from 2001 to 2005 indicated that 1.9% of fatigue-related accidents mostly occurred between 2 PM and 4pm [11]. Samples of more than 2000 accidents involving drivers aged 60 years or older in the United Kingdom (UK) from 1994 to 2007 indicated that the fatigue-related accidents on old drivers were concentrated in the afternoon, and almost half of the events occurred within 4 hours between noon to 4 PM [6].

A study in Northern California in 1998 with a sample size of 1403 people, 312 participants had sleep-related accidents, 155 participants had fatigue-related accidents, 529 participants had accidents not related to sleep and fatigue, and 407 participants did not have accidents. The job factor related to the sleep-related accidents includes: part-time job, night shift job, work schedules, and working 60 hours or more a week. In addition, the probability of accident in the driver who on average slept less than five hours each night increased nearly 5-fold. Furthermore, more than half of drivers who had sleep-related accidents had slept less than six hours before the crashes, and a third had slept less than five hours, and almost 1 out of 5 drivers who has sleep-related crashes was reportedly awake for 20 hours or more before the accident. Sleep disorders did not significantly influence the sleep-related accidents, but high levels of sleepiness during the day would likely increase sleep-related accidents [19]. A monotonous highway driving was influenced by *road design monotony* and *roadside variability* [14].

Bayesian Network (BN) is based on Bayes' theorem, an approach to an uncertainty. Bayesian Network (BN) is a Directed Acyclic Graph (DAG) and is equipped with Conditional Probability distribution Table (CPT) for each node. Each node represents a variable domain and each arrow between nodes represents a probabilistic dependency [16]. Bayes' theorem is used to calculate the probability of the occurrence of an event based on the influence obtained from the observation. This theorem describes the correlation between the probability of occurrence of event A on condition that event B has occurred, which is formulated in the equation below:

$$P(A|B) = \frac{P(B|A) P(A)}{P(B)}$$

$$P(A|B) = \frac{P(B|A) P(A)}{P(B|A) P(A) + P(B|-A) P(-A)} \quad (1)$$

Where P=Probability, $P(A|B)$ = posterior probability of structure A, $P(A)$ = prior probability distribution of B, $P(B)$ = probability distribution of data set B.

The accuracy of a forecasting model can be measured by considering the value of error, which is a deviation between the results of forecast and actual data. The type of error in this study used as an indicator to measure the accuracy of the model was the Mean Absolute Deviation (MAD). The equation below is used to calculate the value of MAD :

$$\frac{1}{n} \sum | \text{Actual} - \text{Forecast} | \quad (2)$$

3. Materials and Methodology

3.1. Data

The research took place in Bekasi, Indonesia. Bekasi was chosen as the location for the study because it has the largest commuter line in Jabodetabek, around 2.43 million compared to other cities in Jabodetabek. Approximately 58.19% of commuter trips in Jabodetabek use the mode of motorcycles. In addition, 94.6% of commuter trips in the city of Bekasi have a travel time of over 30 minutes. Therefore, the city is appropriate to look for respondents for this study. Meanwhile, in order to validate the model, data were also collected outside Bekasi. Criteria for the respondents are motorcyclists who had experienced a traffic accident with a minimum age of 17 years old. The data were collected from April to June 2016. The samples of this study consisted of 238 respondents who had experienced an accident. The data then, were analyzed using the Bayesian network method, which indicates a causal relationship between the variables contained in the structure of Bayesian network and this Bayesian network was built with the conditional probability approach. The characteristics of respondents and accident location based on the perception of respondents are shown in Table 1. Accidents occurred more frequently on a 30 minute trip duration than those on other trip duration. Energy drink and coffee did not affect significantly on the probability fatigue-related accident in motorcyclists. In addition, accidents occurred more frequently in the straight road than those in curve. Collection and analyze of data are shown in Figure 1.

Table 1. Characteristics of respondents and accident location

No	Variabel	Condition	Percentage
1	Time of Accident	06:00 AM -12:00 PM	34.45
		12:00 PM - 06:00 PM	42.86
		06.00 PM - 12.00 AM	17.23
		12.00 AM - 06.00 AM	5.46
2	Age	≤ 20 Year	67.65
		> 20 Year	32.35
3	Trip duration	30 minutes	69.75
		60 minutes	18.91
		90 minutes	2.10
		> 90 minutes	9.24
4	Road Side Variability	Variability	77.73
		Not variability	22.27
5	Road Geometry	Flat and straight	84.03
		Hilly and winding	15.97
6	Road Condition	Monotonous	42.02
		Unmonotonous	57.98
7	Energy drink	Yes	4.20
		No	95.80
8	Coffee	Yes	12.61
		No	87.39
9	Fatigue	Yes	47.90
		No	52.10

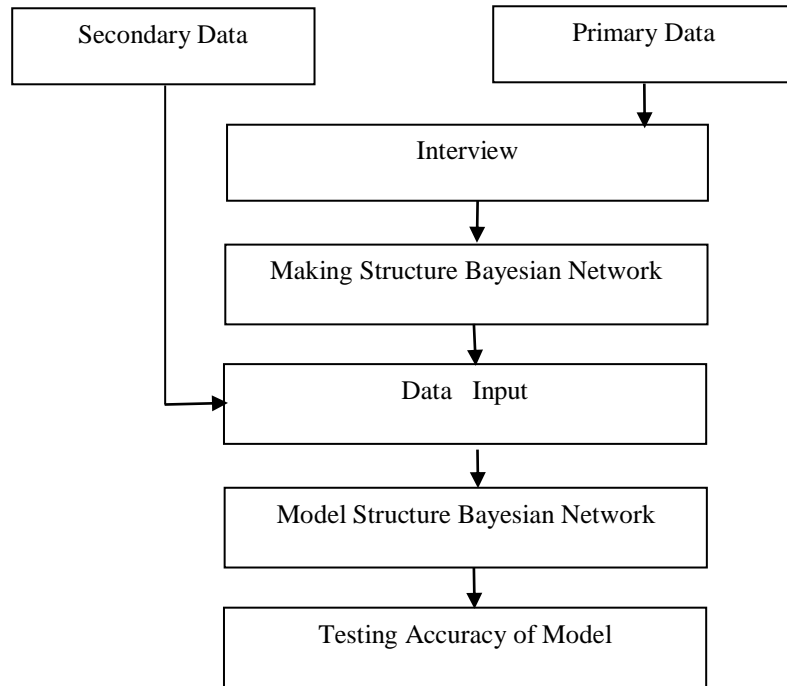


Figure 1. Research process flowchart

4. Results and Discussion

4.1. Results

Some attributes which affect the probability of fatigue-related accidents are: long duration of driving, age, road side variability, road geometry, road condition, driving time. The results of the analysis using the method of Bayesian network indicated that the probability of fatigue-related accidents was 48% as shown in Figure 2.

The accuracy levels of Bayesian Network Model were measured by calculating the Mean Absolute Deviation (MAD). In order to calculate the value of MAD, new data numbering 60 respondents from outside Bekasi City were used. The results of the accuracy calculation of the model indicated that the MAD value was 26.28%, meaning that an average absolute deviation of the model was 26.28%, as shown in Table 2.

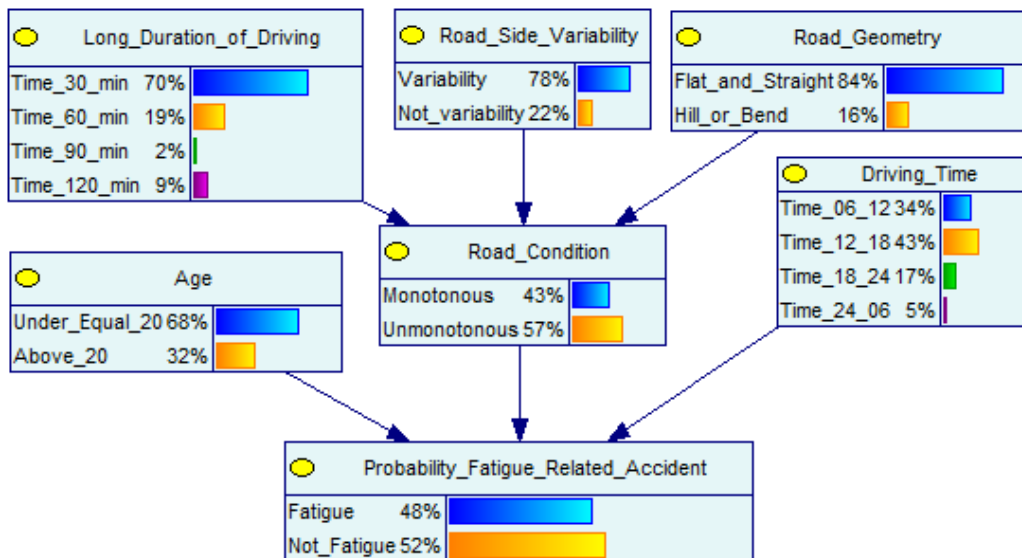


Figure 2. Structure of Bayesian Network

Table 2. The Calculation of the value of Mean Absolute Deviation (MAD)

Probability	Driving Time	Age	Road Condition	Probability of Fatigue-related Accident		Difference %
				Actual %	Model %	
1	06:00 AM - 12:00 PM	< 20	Monotonous	33.33	37.00	3.67
2	06:00 AM - 12:00 PM	< 20	Unmonotonous	42.86	35.00	7.86
3	06:00 AM - 12:00 PM	> 20	Monotonous	33.33	45.00	11.67
4	06:00 AM - 12:00 PM	> 20	Unmonotonous	20.00	43.00	23.00
5	12:00 PM - 06:00 PM	< 20	Monotonous	30.00	54.00	24.00
6	12:00 PM - 06:00 PM	< 20	Unmonotonous	75.00	50.00	25.00
7	12:00 PM - 06:00 PM	> 20	Monotonous	26.92	41.00	14.08
8	12:00 PM - 06:00 PM	> 20	Unmonotonous	8.33	31.00	22.67
9	06:00 PM - 12:00 AM	< 20	Monotonous	100.00	61.00	39.00
10	06:00 PM - 12:00 AM	< 20	Unmonotonous	0.00	73.00	73.00
11	06:00 PM - 12:00 AM	> 20	Monotonous	0.00	79.00	79.00
12	06:00 PM - 12:00 AM	> 20	Unmonotonous	50.00	55.00	5.00
14	12:00 AM - 06:00 AM	< 20	Unmonotonous	50.00	41.00	9.00
16	12:00 AM - 06:00 AM	> 20	Unmonotonous	100.00	69.00	31.00
Mean Absolute Deviation (MAD)						26.28

4.2. Discussion

Based on the basic model as shown in Figure 2, several scenarios were performed by changing the probability of particular variables, namely:

1) Scenario 1 indicated a 90 minute trip duration was the safe limit for monotonous highway driving, and after 90 minutes the probability of accident due to monotonous highway driving decreased as shown in Figure 3. There are differences in the results of this research with the research conducted by [20]. A previous research for driver of car indicated that a 80 minute long duration of driving was the safe limit for monotonous highway driving [20]. Based on data, after a 90 minute trip the motorcyclists took a rest for some times because of fatigue.

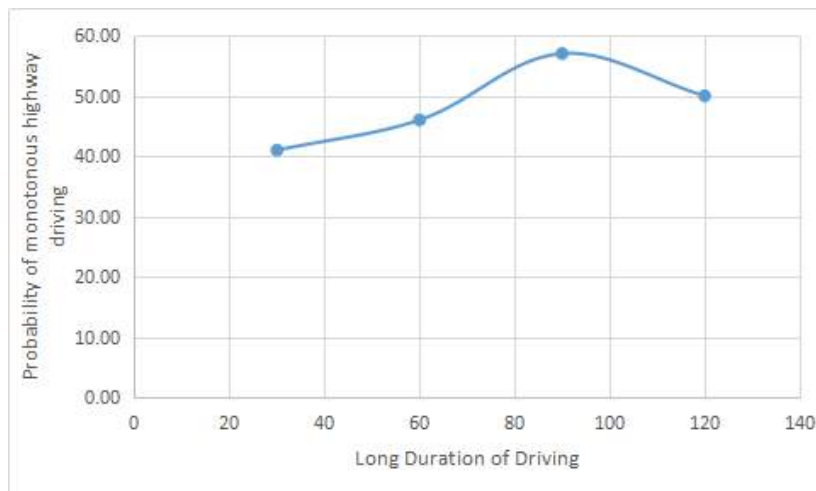


Figure 3. Correlation between the probability of monotonous highway driving and long duration of driving

2) Scenario 2 indicated that road side variability and winding road would decrease the monotonous level of the motorcyclists from 43% to 22% and it would decrease the probability of accident by 2%. The result is in accordance with the studies conducted by Laurea dkk (2001). The straight

road would decrease level of vigilance of the driver, whereas the curve would increase level of vigilance of the driver [14].

- 3) Furthermore, scenario 3 indicated that the probability of fatigue-related accidents tended to increase, especially in the periods of 06:00 AM – 12:00 PM, 12:00 PM to 06:00 PM, 06:00 PM – 12:00 AM by 42%, 50%, 66% respectively. Meanwhile, in the period of 12:00 AM – 06:00 AM the probability of accidents decreased by 50% as shown in Figure 4. Previous research related to the time of accident were conducted by ([21], [7]). The accident occurred in city of Zagreb was between midnight and 06.00 AM [21]. A research conducted in Saudi Arabia indicated that 59% of motorcycle accidents occurred between 04:00 PM and 08:00 PM [7].

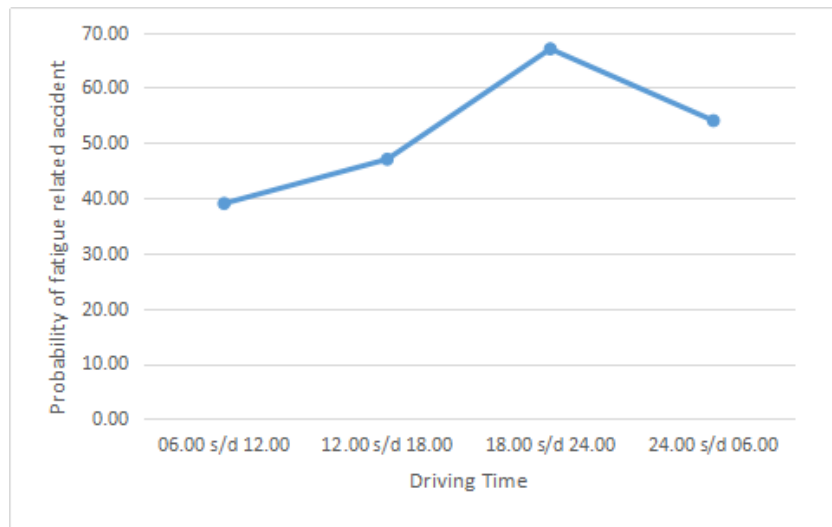


Figure 4 Correlation between the probability of fatigue-related accident and driving time

5. Conclusion

Based on the above conditions, several conclusions can be drawn as follows:

1. The probability of accidents was affected by several variables including: long duration of driving, age, road side variability, road geometry, road condition, driving time.
2. The results of the Bayesian Network analysis indicated that the probability of fatigue related accident was 48%.
3. 90 minutes was the safe limit for monotonous highway driving in order to minimize traffic accident.
4. Road side variability and winding road would decrease the monotonous level of the motorcyclists and it would decrease the probability of accident.
5. The probability of fatigue-related accidents tended to increase from 06:00 AM – 12:00 AM, Meanwhile, but in the period of 12:00 AM – 06:00 AM the probability of accidents decreased.

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