The dispersion pattern of PM\textsubscript{10} and SO\textsubscript{2} on Highway Kuin Utara and Kuin Selatan Banjarmasin City based on GIS spatial model

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Abstract. The transportation sector primarily causes urban air pollution in Indonesia and has a significant role in environmental emissions. Emissions resulting from vehicles are particulate matter, SO\textsubscript{2}, CO\textsubscript{2}, CO, HC, and NO\textsubscript{x}. The concentration and dispersion of PM\textsubscript{10} and SO\textsubscript{2} from the activity of the traffic on the roads Kuin Utara and Kuin Selatan, Banjarmasin City, observed in this study. The dispersion model of the concentration of PM\textsubscript{10} and SO\textsubscript{2} from traffic activity using GIS Spatial Models has been conducted. Research has been carried out for two days as representing weekend and weekdays at the three stations. After modeling and mapping the highest value for the concentration of PM\textsubscript{10} on the weekend, it was obtained at station three, which was 167.3 \(\mu\text{g.m}^{-3}\). The highest level of PM\textsubscript{10} on weekdays was achieved at station 3 with an amount of 236.3 \(\mu\text{g.m}^{-3}\). Based on modeling, the highest level SO\textsubscript{2} on weekdays reached in station 3, which was 423 \(\mu\text{g.m}^{-3}\).

1. Introduction

At this time, the high level of air pollution in the urban environment is a concern of society, especially its negative influence on public health \cite{1-6}. Developing countries have problems that are more complex if compared with developed countries, and this is due to factors of urbanization and the quantity of the dense population \cite{7-9}. Urbanization leads to rapid development in the industrial sector, commercial business activities, transportation, which leads to significant energy consumption \cite{10}. Level PM\textsubscript{10} and PM\textsubscript{2.5} have been reported frequently above the established quality threshold \cite{11-12}. Furthermore, the health burden associated with air pollution is the highest predicted in LMICs (low- and middle-income countries) in the Western Pacific Region and Southeast Asia.

Rapid technological development in urban areas is closely related to environmental problems caused, one of which is air pollution \cite{13}. The occurrence of air pollution comes from the industrial sector, transportation, and household activities. The transportation sector is the dominant source of pollution in big cities. The transportation sector is proven to contribute to the highest air pollution in Indonesia, around 85\% \cite{14}. The transportation sector is a source of moving pollution, including cars, trucks, buses, motorcycles, planes, and ships. The use of fuel oil by the transportation sector is known to have a significant impact on the environment. According to the Ministry of Environment in 2012, air pollution...
from motor vehicles contributed 70.5% Carbon Monoxide, 18.34% Hydrocarbons, 8.89% Nitrogen Oxides, 1.33% Particulates, and 0.88% Sulfide Oxides.

The WHO reported that 92% of the world’s population had been exposed to air pollution are concentrated, where 90% of the cause of death in LMICs [2] as many as seven out of ten countries in Asia have been reported to have a concentration of PM$_{10}$ that exceeds the WHO average annual standard [15]. Air pollution outside of the room can result in public health is disturbed, and contributes to the risk of premature death in Asia and that about 2.1 million deaths annually [16]. Air pollution outside of space has been known as the ten most significant health risks in the world and among the top five risks in developing countries in Asia [11]. The impact of PM$_{10}$ can reduce lung and heart function, nervous system, and blood vessel disorders that come in contact for several days, weeks, months, even years [17]. Emissions SO$_{2}$ can cause an irritating effect on the airways causing symptoms of coughing, shortness of breath, and increasing asthma [18]. Based on data from the S. Parman Community Health Center, Upper Respiratory Tract Infection is the number 2 disease most complained by the community and obtained 2410 people in 2017.

South Kalimantan is a province that has many rivers. River Kuin that crosses The Kuin Utara, Kuin Selatan, and Kuin Cerucuk villages are still living on the banks of the river or above the river. Besides, increasing population growth has led to increased housing and road construction [19]. Based on observations, The Kuin Utara and Kuin Selatan roads are roads leading to tourism, industrial, and residential areas. This road section is crossed by motorized vehicles, cars, and trucks. Increased transportation through highway affects air quality. Also, The Kuin River is the primary access crossed by tourist or commercial motorized boats. Transport of water that separates The road Kuin Utara and Kuin Selatan is also expected to contribute from ship emissions motor. Based on this background and the data centers that show the number of respiratory diseases hence the importance of this study due to PM$_{10}$ and SO$_{2}$ in the air can cause disturbances in health, especially breathing. The concentration and dispersion of PM$_{10}$ and SO$_{2}$ from the activity of the traffic on the roads Kuin Utara and Kuin Selatan, Banjarmasin City, observed in this study.

2. Materials and methods

2.1. Study area

This research was conducted at Road Kuin Utara, and Kuin Selatan, Banjarmasin City. Sampling was carried out at three stations representing each region. The coordinates of the research location can be seen from Table 1, and visually it can be seen in Figure 1.

![Figure 1. Research location map](image-url)
Table 1. Research location coordinates

| Location                        | Coordinates       |
|---------------------------------|-------------------|
| Road Kuin Selatan Neighbourhood 16 | 03°17.406'       |
| Yard of Sultan Suriansah Mosque  | 03°17.649'       |
| Industrial Area Pertamina       | 03°17.879'       |
|                                 | 114°34.342'      |
|                                 | 114°34.763'      |
|                                 | 114°34.216'      |

2.2. Research design

This research was conducted for two days. This measurement has been carried out for two days, where one day on weekdays representing Monday to Friday, and weekends serving Saturday and Sunday. PM$_{10}$ concentration measurements were carried out for 24 hours based on SNI 7119.15: 2016 and South Kalimantan Governor Regulation Number 53 (2007). While SO$_2$ measurements were carried out for 1 hour based on SNI 7119.7: 2005 and South Kalimantan Governor Regulation number 53 the Year 2007. Analysis of SO$_2$ will be carried out on peak hours morning, afternoon, and evening. This research was conducted at three observation stations.

The calculation of the amount of land transportation that passes is calculated for 24 hours with a span of 1 hour ago converted to get the value of the volume of traffic in passenger car units (PCU). Then the emission rate of PM$_{10}$ concentration is calculated. The amount of water transportation that passes for 24 hours is then calculated the emission rate of the PM$_{10}$ level. As for SO$_2$, land and water transport will be calculated for 1 hour during the measurement. Determination of peak hours is done in the morning, afternoon, and evening based on the results of counting obtained. Then the results are converted into units of passenger cars that will get traffic volume.

2.3. Data analysis

The wind direction obtained from the laboratory results is then plotted into the WRPlot program. The result of WRPlot used is the dominant wind direction that will be inputted on the Caline4 program. Then the results from Caline4 produce a prediction of the concentration at the receptor station to be patterned on the Quantum GIS program. But there are differences for SO$_2$, after getting the WRPlot results and then entering it into the AERMOD View program. The dispersion pattern directly obtains the results of the AERMOD View program. So the dispersion patterns can be mapped in QGIS [21]. Using QGIS has an advantage that makes it easier to get information that has been processed and stored as attributes of a location or object. The main feature of data that can be utilized in geographic information systems is data that has been tied to the area and is primary data that has not been specified. The geographic Information system is a reliable tool for handling spatial data [22-24].

3. Results and Discussion

3.1. Measurement results concentration of PM$_{10}$ and SO$_2$

Particulate matter (PM$_{10}$) is particles of air in the form of solid with a diameter of fewer than 10 micrometers. The existence of those particles in a relatively long time will hover and enter into the human body through the respiratory tract, causing health disorders [14]. PM$_{10}$ can be either non-carcinogenic or carcinogenic. The nature of the carcinogenic PM$_{10}$ generated from the content contained in the PM$_{10}$, such as PAHs and lead. Carcinogenic properties can be seen from the acute effects and the effects of chronic caused by exposure to PM$_{10}$. The source of the main pollutant PM$_{10}$ derived from transportation activities [17]. Particulate matter is mostly generated from the presence of residue in the fuel. Such residues are not burnt and wasted through the exhaust pipes because of the processing of the fuel not better [25].

The measurement of the concentration of PM$_{10}$ in this study using the method of gravimetric. The results of the analysis of PM$_{10}$ on the weekend obtained at all points do not exceed the quality standard.
However, on weekdays only in station three, that exceeds the quality standard that is 205.0 μg.m⁻³. Based on The Governor Decree of South Kalimantan No. 53 (2007) for Maximum Limit Air Quality and Noise, the value PM₁₀ of 150 μg.m⁻³. The results of the measurement of PM₁₀ can be seen in Table 2.

| Station | Time    | Unit  | Concentration of PM₁₀ | Measurement results | Maximum Limit |
|---------|---------|-------|-----------------------|---------------------|---------------|
| I       | Weekend | μg.m⁻³| 65.8                  | 150                 |
|         | Weekdays| μg.m⁻³| 56.4                  | 150                 |
| II      | Weekend | μg.m⁻³| 131.4                 | 150                 |
|         | Weekdays| μg.m⁻³| 116.2                 | 150                 |
| III     | Weekend | μg.m⁻³| 147.9                 | 150                 |
|         | Weekdays| μg.m⁻³| 205.0                 | 150                 |
| Average |         |       | 120.45                | 150                 |

PM₁₀ concentration values in Banjarmasin are lower than in several cities in other countries. Pakistan has the most pollution levels. The PM₁₀ concentration value for each country is that Pakistan (2010) has average PM₁₀ pollution of 282 μg.m⁻³, Qatar (2012) has average PM₁₀ pollution of 165 μg.m⁻³, and Bangladesh (2013) has average PM₁₀ pollution of 163 μg.m⁻³[26].

SO₂ is a component of pollutants in the atmosphere obtained from the burning of fossil fuels and other processes that have sulfate content. SO₂ can cause acid rain, which is the accumulation of acidic substances in the air so that it is dangerous for the health of living things. SO₂ has a characteristic odor that is sharp and does not burn. SO₂ can cause an irritating effect on the airways causing symptoms of coughing, shortness of breath, and increasing asthma. SO₂ is a gas that is very soluble in water. SO₂ in the air can dissolve in water vapor, then form acid and fall as acid rain. The impact of acid rain can occur in areas far from SO₂ polluting sources due to the influence of wind [18].

The measurement of the concentration of SO₂ in this study using the method of pararosaniline. The results of the analysis of SO₂ on weekends and weekdays are obtained at all points and do not exceed the quality standard. Based on the Governor decree of South Kalimantan No 53 (2007) for Maximum Limit Air Quality and Noise, the value SO₂ of 900 μg.m⁻³. The results of the measurement of SO₂ can be seen in Table 3.

| Station | Time    | Unit  | Concentration of SO₂ | Measurement results | Maximum Limit |
|---------|---------|-------|----------------------|---------------------|---------------|
| I       | Weekend | μg.m⁻³| 5.4                  | 900                 |
|         | Weekdays| μg.m⁻³| 5.4                  | 900                 |
| II      | Weekend | μg.m⁻³| 5.4                  | 900                 |
|         | Weekdays| μg.m⁻³| 5.4                  | 900                 |
| III     | Weekend | μg.m⁻³| 154.1                | 900                 |
|         | Weekdays| μg.m⁻³| 5.4                  | 900                 |

Based on the highest SO₂ concentration values from the measurement results, it is known that SO₂ pollution in Banjarmasin City is lower than in several cities in other countries. China has the highest pollution level. The SO₂ concentration value of each country is that China has average SO₂ pollution of 17300 μg.m⁻³, Malaysia has a common SO₂ infection of 8300 μg.m⁻³, and South Korea has average SO₂ pollution of 8600 μg.m⁻³[27].
3.2. The dispersion pattern of the concentration of PM$_{10}$

Map the dispersion pattern of PM$_{10}$ is obtained from the program Caline4. The visualization of the dispersion pattern of concentrations of PM$_{10}$ using the QGIS program. The QGIS Program used for making contour maps by doing plotting of the data of XYZ to be the grid. The concentration of PM$_{10}$ produced from the pollutants generated by the activity of traffic on a toll road. Figure 2 showed the dispersion pattern of the level PM$_{10}$ on the weekend at station 1 to a maximum was 90.6 μg.m$^{-3}$ and the level of the minimum amount of 63.3 μg.m$^{-3}$. At station 1, the direction of the wind towards the south at an average speed of 0.8025 m.s$^{-1}$. Figure 3 shows the dispersion pattern of PM$_{10}$ concentration on weekend s at the maximum station 2 of 146.8 μg.m$^{-3}$ and the minimum level of 132.7 μg.m$^{-3}$.

At station 2, the wind direction goes east with an average speed of 2.387 m.s$^{-1}$. Figure 4 shows the dispersion pattern of PM$_{10}$ concentration on weekend s at the maximum station 3 of 167.3 μg.m$^{-3}$ and the minimum level of 146.7 μg.m$^{-3}$. At station 3, the wind direction goes east with an average speed of 0.756 m.s$^{-1}$. The high degree of pollutants is influenced by the direction and speed of the wind, and the volume of traffic. According to Huda, the direction and speed of the wind that blows will affect the spread of concentration. The farther away from the source of pollutants from the receptor station, the level of contaminants will decrease [28].

![Figure 2. PM$_{10}$ dispersion patterns station I (weekend)](image)

![Figure 3. PM$_{10}$ dispersion patterns station II (weekend)](image)
Figure 4. PM$_{10}$ dispersion patterns station III (weekend)

Figure 5 showed the dispersion pattern of PM$_{10}$ concentration on weekdays at station one maximum of 132.5 μg.m$^{-3}$ and a minimum level of 32.5 μg.m$^{-3}$. At station 1, the direction of the wind is going west with an average speed of 0.37 m.s$^{-1}$. Figure 6 shows the dispersion pattern of PM$_{10}$ concentration on weekdays at the maximum station 2 of 164.8 μg.m$^{-3}$ and the minimum level of 119.5 μg.m$^{-3}$. At Station 2, the direction of the wind is heading east with an average speed of 0.707 m.s$^{-1}$. Figure 7 shows the dispersion pattern of PM$_{10}$ concentration on weekdays at the maximum station 3 of 236.3 μg.m$^{-3}$ and the minimum level of 203.1 μg.m$^{-3}$. At Station 3, the wind direction is heading south with an average speed of 0.292 m.s$^{-1}$. The high concentration of PM$_{10}$ is influenced by the direction and speed of the wind, and the volume of traffic. According to Huda, the direction and speed of the wind that blows will affect the spread of concentration. The farther away from the source of pollutants from the receptor station, the level of PM$_{10}$ will decrease [28]. Based on Appendix E, the partial t-test shows that the wind speed variable has a probability value <0.05. So, it can be concluded that the wind speed variable has a significant effect on PM$_{10}$ concentration. PM$_{10}$ is very dangerous for human health. The existence of PM$_{10}$ in the air is relatively long will enter the human body through breathing, and into the lungs. PB is one of the ingredients of PM$_{10}$. The presence of Pb in ambient air can cause anemia, increased blood pressure, kidney damage, nervous system disorders, damage the brain, and decrease IQ [14].
3.3. The dispersion pattern of the concentration of SO$_2$

This SO$_2$ dispersion pattern map was obtained from the AERMOD View program. Visualization of SO$_2$ concentration dispersion patterns using the AERMOD View program. The AERMOD View program is used for air quality simulations and can directly create contour maps based on a grid. SO$_2$ concentrations generated from pollutants generated by traffic activities on a road section. Figure 8 shows the dispersion pattern of the SO$_2$ level of weekend s at peak daylight hours at the maximum station of 67.5 $\mu$g.m$^{-3}$ and the minimum concentration of 0.7 $\mu$g.m$^{-3}$. At station 1, the wind direction goes east with an average speed of 1.98 m.s$^{-1}$. Figure 9 shows the dispersion pattern of the SO$_2$ concentration of weekend s at peak daylight hours at a maximum station of 38.7 $\mu$g.m$^{-3}$ and a minimum level of 0.4 $\mu$g.m$^{-3}$. At station 2, the wind direction goes east with an average speed of 3.49 m.s$^{-1}$. Figure 10 shows the dispersion pattern of the SO$_2$ concentration of weekend s at peak afternoon hours at the maximum station of 423 $\mu$g.m$^{-3}$ and the minimum level of 4 $\mu$g.m$^{-3}$. At station 3, the direction of the wind is heading south with an average speed of 0.81 m.s$^{-1}$. 

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**Figure 6.** PM$_{10}$ dispersion patterns station II (weekdays)

**Figure 7.** PM$_{10}$ dispersion patterns station III (weekdays)
The high concentration of pollutants is influenced by the direction, speed wind, and the volume of traffic. According to Huda, the direction and speed of the wind that blows will affect the spread of...
concentration. The farther away from the source of pollutants from the receptor station, the concentration of pollutants will decrease [28]. Based on Appendix E, the partial t-test shows that the wind speed variable has a probability value <0.05. So, it can be concluded that the wind speed variable has a significant influence on SO₂ concentration. The impact of SO₂ in the air can cause respiratory tract irritation and an increase in mucosal secretions. SO₂ emissions are known as substances that are harmful to health, especially in patients with chronic respiratory diseases and the elderly. At very high concentrations can cause death [29-30].

4. Conclusion
The results of direct measurements on the Kuin Utara and Kuin Selatan highway sections obtained only PM₁₀ concentrations that exceeded the quality standard station three, which was 167.3 μg.m⁻³. The highest level of PM₁₀ on weekdays was achieved at station 3 with an amount of 236.3 μg.m⁻³. The results of the mapping dispersion pattern of concentration of SO₂ obtained in a station three at the peak hours of the day to a maximum was 423 μg.m⁻³. Whereas on immediate measures of SO₂ level, nothing exceeded the quality standards based on South Kalimantan Governor Regulation No. 53 (2007). Although the SO₂ level is small, however, if exposed for long periods will cause changes in lung function.

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