

# IRG Activity Report

Date of Submission: 10 / Oct /2012

## 1. IRG code and name of IRG

- 1) IRG code: IRG - 15 -2009
- 2) Name of IRG Sustainable Transport Futures for Cities in Asia and the Pacific

## 2. List of research members

- 1) (REPRESENTATIVE) Iderlina MATEO-BABIANO, PhD, School of Geography, Planning and Environmental Management, The University of Queensland, PHILIPPINES/AUSTRALIA
- 2) Associate Professor Brian Canlas GOZUN, PhD, College of Business, De La Salle University Manila, PHILIPPINES
- 3) Marie Danielle GUILLEN, Ph.D., Associate Consultant/Transport and Traffic Planning Inc. Faculty (part-time)/School of Social Sciences, Ateneo de Manila University, PHILIPPINES
- 4) Tri Basuki JOEWONO, D.Eng., Department of Civil Engineering, Parahyangan Catholic University, Bandung, INDONESIA
- 5) Associate Professor Sorawit NARUPITI, Ph.D.; Transport Research Laboratory, Chulalongkorn University, Bangkok, THAILAND
- 6) Michelle Parumog PERNIA, D.Eng.; Mapua Institute of Technology, Muralla St, Intramuros, Manila, PHILIPPINES
- 7) Jane ROMERO, D.Eng., Institute for Global Environmental Strategies, JAPAN
- 8) Yusak O. SUSILO, D.Eng.; The University of the West of England, Bristol; INDONESIA/UNITED KINGDOM
- 9) Vu Anh TUAN, D. Eng.; Institute for Transport Policy Studies (ITPS), Tokyo; JAPAN/VIETNAM

## 3. Purpose and Mission of IRG

Climate change is a global issue that has local roots. While previous approaches has focused on various mitigating measures, it was only recently that planning for adapting has become an important agenda to address the anticipated climate change impacts (IPCC, 2007). Anticipatory adaptation strategy (such as considering the potential role of indigenous transport in developing cities) increases the adaptive capacity of communities (Sperling and Szekely, 2005) especially in Asia. As an example, Dhaka city, the capital of Bangladesh, suffers from monsoon flooding annually. During the flooding period, only rickshaws have the operational capacity to provide the much needed mobility and access to different parts of the city (Hossain and Susilo, 2010). In many cities and towns of developing nations in Asia, the presence of indigenous transportation like the public utility jeepneys in the Philippines, ankot in Indonesia, tuttuk in Thailand has been the acceptable and common public transport system. For example in Manila and Davao City, indigenous transport mode such as tricycles and pedicabs even complements mainstream transport system within gated communities (Guillen and Ishida, 2004; Guillen, 2008). Electronic jeepneys (e-jeeps) in the Philippines have been rolled out as pilot projects in a number of key cities to provide a low-carbon public transport mode alternative for its users (Yap, 2007).

A number of definitions have been used to describe the concept. Susilo (2010) defines indigenous transport as a transport mode developed by locals, based on local conditions and cultures which can serve as a cultural artifact that provides continuity of past to present. Some examples would be tuk-tuk in Bangkok, rikisha in the historic Asakusa district. Guillen (2004) defines indigenous public transport modes as low-cost vehicles utilized for commuting passengers, of paratransit and informal character, basically homegrown and have unique designs identifying its country of origin. Guillen (2008) further defines indigenous public transport system as a microenterprise, private in nature, is a mixture of locally designed transport modes adopted by the community and accepted for transporting passengers. Historical and cultural analysis of transport development in Asia has illustrated the presence of diverse indigenous transport modes which were initially utilized as the main mode of moving people, goods and services (i.e. cycle rickshaws, becak), then to complementing mainstream transport (i.e. jeepneys as feeder modes) and to providing transport alternatives in areas with a pronounced lack (i.e. role of “habal-habal”).

Moreover, while indigenous knowledge systems have been extensively utilised in the field of environmental management and ecological research, its wider application of looking at indigenous transport as a means of climate change adaptation has remained elusive and has not yet been well-established. Recent international progress in the field has also been sparse. The study attempts to identify the existing roles of indigenous transport in various cities in developing countries and explores its potential to be further used as an alternative of sustainable transport modes in the future. It also aims to examine the value of indigenous knowledge on transport in climate change mitigation and adaptation strategies within the region. The initial scope seeks to collate and assess existing materials on the topic (i.e. literature survey, experts interview, focused group) such as but not limited to transport issues of indigenous communities, indigenous transport modes native to a particular contemporary context, indigenous modes/vehicles (i.e. Philippine jeepneys, Thailand’s tuktuks, Indonesia’s angkot), traditional knowledge on transport or local transport history of original inhabitants in a particular area, among others. It then becomes imperative to document and profile such information and consider this as a project of its own prior to its incorporation into another scientific undertaking.

The anticipated outcomes will advance the knowledge base in transport planning, contribute to preserving local transport knowledge and provide link to past, present and future generations. This will help in establishing identity, better understanding, preserving culture, and contribute to cultural-awareness and sensitive planning and transport policies.

#### **4. Achievements of IRG in 2011-2012**

The project has been communicated in a number of UQ documents

Ø Information about the project: [http://www.gpem.uq.edu.au/climate - adaptation - transport - planning](http://www.gpem.uq.edu.au/climate-adaptation-transport-planning)

Ø UQ GPEM’s Tackling the Big Issues, a bi-annual documentation of projects undertaken by UQ GPEM staff:

[http://www.gpem.uq.edu.au/docs/research/tackling\\_the\\_big\\_issues\\_environment\\_climate\\_cha](http://www.gpem.uq.edu.au/docs/research/tackling_the_big_issues_environment_climate_cha)

nge\_plannin

Ø Video recording of the seminar held at the University of Queensland:

[http://www.gpem.uq.edu.au/indigenous - transport - developing - cities](http://www.gpem.uq.edu.au/indigenous%20-%20transport%20-%20developing%20-%20cities)

Ø Two high calibre students are joining me for a summer research scholarship to work on two papers on the

IRG: [http://www.gpem.uq.edu.au/summer - research](http://www.gpem.uq.edu.au/summer%20-%20research)

Ø Video recording of the seminar held at the University of Queensland:

[http://www.gpem.uq.edu.au/indigenous - transport - developing - cities](http://www.gpem.uq.edu.au/indigenous%20-%20transport%20-%20developing%20-%20cities)

**5. Will you continue your IRG's activity till 2013 EASTS conference?**

**Please select the answer. (No)**

We will complete the IRG in 2013.

**6. Future research plan and including time frame with the following items:**

We plan to hold a special session during the EASTS 2013 conference.