

Expert Group Meeting
Access to transport for the urban poor in Asia
FINAL REPORT



Yogyakarta, Indonesia

27-29 MAY 2009

TABLE OF CONTENTS

1. BACKGROUND AND CONTEXT	3
1.1 Workshop objectives	3
1.2 Workshop structure	
2. OPENING STATEMENT BY THE DEPUTY MAYOR OF YOGYAKARTA	5
3. OPENING STATEMENT FROM UN-HABITAT EXECUTIVE DIRECTOR.....	6
4. ESTABLISHING GENUS IN ASIA	11
4.1 The GENUS networks structure	11
4.2 Establishment of a GENUS ASIA interim steering group	14
5. FORMAL PRESENTATIONS	15
5.1 Case studies on transport challenges for the poor - a study of slum settlements in Indonesia	15
5.2 Urbanization and trends in demand for sustainable transport - an overview	25
5.3 Energy access for the urban poor: an international perspective	27
5.4 Strategies for environmentally sustainable transport in Indonesia	28
5.5 Enhancing capabilities for access to transport services among deprived groups in the Philippines	29
5.6 Bus rapid transit's relation to clean transport for the urban poor	30
6. A SYNTHESIS OF DISCUSSIONS: CHALLENGES, KEY ACTORS AND POSSIBLE PILOT ACTIVITIES.....	31

LIST OF ANNEXES

Annex 1: Workshop Aide Memoire.....	35
Annex 2: Workshop Agenda.....	37
Annex 3: List of participants.....	39

1. BACKGROUND AND CONTEXT

This workshop was held on the 27th and 28th May 2009 in Yogyakarta, Indonesia. The workshop was jointly organised by UN-HABITAT, the Institute for Transportation Studies [Instran], Indonesia and Institute for Transportation [and Development [ITDP]. The overall organisation of the workshop was within the framework of a newly UN-sponsored partnership, the Global Energy Network for Urban Settlements [GENUS]. This is seen as a dynamic network of private, public civil society partnership that will encourage the support and design of energy access programmes for the urban poor through the exchange and dissemination of best practices and technologies, awareness creation, advocacy and knowledge management. GENUS is being implemented by the Energy and Transportation Section of the Water, Sanitation and Infrastructure Branch. GENUS structured geographically to operate in the developing regions of Latin America, Africa and Asia. Globally, GENUS will address three key contemporary themes of urban access: energy from waste, slum electrification and improved urban mobility for the poor.

The Asian region will lead on the theme of urban mobility for the urban poor.

The workshop took place against a backdrop of projected motor vehicle growth in Asia that is poised to overtake combined motor vehicle levels in Europe and America. While the dialogue on this issue broadly covers the options for delivering low carbon urban transport solutions, the mandate of GENUS is targeted on strengthening the mechanisms by which the poorer sections of urban population can gain improved access to affordable safe and efficient transport.

Some of the approaches to be applied by GENUS include improved access to efficient of mass transit systems, safe and accessible non-motorised transport infrastructure networks and transport services, and improved coordination between land-use plans and transport plans.

1.1 Workshop objectives

The workshop provided an opportunity to introduce GENUS in Asia and to explore possible areas of pilot work. The workshop objectives can be summarised as:

- to introduce GENUS and to clarify its mandate and network structure in Asia region

- mapping of key regional stakeholders that will help advance the work of GENUS in Asia
- to develop some broad agreement on a menu of possible pilot projects
- the co-ordination of GENUS in Asia
- how to initiate a robust mechanism for information sharing on issues related to the mandate of GENUS

1.2 Workshop structure

This was two days of formal workshop and a half a day field visit to Solo, a municipality near Yogyakarta. The first day of the workshop focused on deepening an understanding of the issues of transport and energy with a specific focus on approaches to developing better transport services for the urban poor. The second day was dedicated to exploring ways of establishing the GENUS network in Asia to focus on issues of transport and the urban poor. An interim steering committee for GENUS Asia was established.

The workshop was opened by the deputy mayor of Yogyakarta, who represented the mayor.

2. OPENING STATEMENT BY THE DEPUTY MAYOR OF YOGYAKARTA

The deputy mayor of Yogyakarta, Mr Haryadi Suyuti highlighted the links between transport, environmental pollution and global warming. He pointed out that rapid growth in motorisation is a major source of CO2 emissions particularly in many Asian cities. It is the responsibilities of all sectors of society to act in concert in effecting a new paradigm shift that to support modes of transport that are consistent with a healthy and sustainable urban environment.

The local government in Yogyakarta is promoting environmentally friendly transport approaches to reduce pollution. These include improvements to the public transport system and the cycling to work and to school programmes. The bike to school or work programme is aimed at entrenching the tradition of cycling as a way of increasing safe accessibility and improving air quality in the city.

To further this, bicycle maps and lanes have been developed in Yogyakarta. There are currently 70 bicycle communities in the city and every Friday, public officials are obliged to ride bicycles to work, especially those who live within a five-kilometre radius of their workplace.

Through the education agencies, the City Government encourages students to use bicycles on Saturdays. An accident insurance scheme and a separate cycle lane are used as an incentive though most of it is based on personal motivation. Bicycles also are also seen as having the potential to support tourism in the city of Yogyakarta.

The deputy mayor concluded by saying that a sign of a liveable city is the number of old people and children that feel safe enough to walk on the streets.

3. OPENING STATEMENT FROM UN-HABITAT EXECUTIVE DIRECTOR – *Mrs. Anna Tibaijuka*

It is my distinct personal and professional pleasure to be able to address this regional stakeholder consultation for UN-Habitat's GENUS program in Asia. As you all know, UN-Habitat's special concern within the United Nations Family are the urban poor residing in slums in developing country cities. It is this focus on these often-forgotten and neglected city residents that truly drives our work as an agency and makes us very distinct from other related international development institutions.

This meeting is coming at a critical juncture in human history. As of this year, half of humanity - or 3 billion people - now live in urban areas. Not only is this demographic shift irreversible, it is accelerating. And, a situation we are all too familiar with, getting from Point A to Point B in virtually any rapidly growing city is a test of patience and endurance. Regardless of income or social status, the conditions under which we travel have become more and more difficult and, for some, absolutely intolerable.

The unsustainable patterns of urban transport we deal with every day are usually perceived as a necessary evil of contemporary urban life. While improvements in transport technology have enabled us to move more people and goods, travel speeds in many urban areas have been reduced to levels associated with the horse and carriage. Whether we are in a private car, a bus, a tuk-tuk or a taxi, the time we spend transporting ourselves is longer, the costs are higher, while the air we breathe gets dirtier.

Many low-income dwellers on the outskirts of Rio de Janeiro spend four hours or more a day travelling to and from low-paying jobs, on overcrowded public transport vehicles, for which fares continue to rise.

Many upper and middle-income residents in Bangkok and Lagos also spend four or more hours a day stuck in traffic. They might be travelling in vehicles equipped with air-conditioning, telephones, and even portable toilets, but they, too, lose time and productivity.

Many of the urban poor of Nairobi, including school children, cannot afford public transport and spend up to four hours a day walking to and from their place of work or school. They risk their health and their lives on a daily basis.

While cities are making major contributions to the economic growth and wealth of developing nations, we are facing a situation where the physical and living environments are rapidly deteriorating. Sooner rather than later, this deterioration will

undermine the ability of congested cities and towns to fulfil their role as engines of growth.

Rapid motorization

While few cities in developing countries can afford the investment required to meet rising demand for transport infrastructure and services, there is no doubt that they can stretch their investment dollars much further. The issue is that most of the investment in transport infrastructure caters to the transport needs of the minority, namely the owners of private motor vehicles. Sustainable urban transport must address this fundamental imbalance and inequity. It can only do so by severely limiting the use of the private motorcar.

That this statement remains a provocative one, or is still open to debate, is a big part of the problem. We simply can no longer hide our heads in the sand.

If China or India alone were to have the motorization rate of North America, they would have to pave more than 60% of their arable land and end up consuming most of the planet's petroleum. Clearly, alternative modes and paradigms must be found.

These alternatives must be supported and enhanced by government policy. In a developed country context, finding such alternatives is imperative for future economic development, productivity and quality-of-life. In a developing country context, it is a matter of economic survival.

Alternatives to over-motorization

Many travel modes such as public transport and para-transport are quite sustainable. They are more efficient users of space; more efficient users of fuel; and are more affordable. And yet, what we are witnessing today is a reduction in the diversity of transport options. Government policies almost everywhere are forcing the movement of people and goods to conform to a few high-cost and fossil-fuel-dependent modes rather than encouraging a wider array of appropriate and affordable means of mobility.

As we all know, the health and resilience of any eco-system depends on its bio-diversity. The same applies to any transportation system - its efficiency and reliability depends on the multiplicity of options that are available. A transportation system dependent on a limited choice of transport modes is far more susceptible to inefficiency, disruption, and system failure.

What is needed is an urban space in which different modes are allowed to operate, catering to different needs and wallets, within a competitive market environment, regulated to ensure safety and a fair allocation of public road space.

In many developing countries, annual increases in rates of motorization have approached 10 per cent. This represents a rate substantially higher than those historically found in countries like the United States. And yet, still only 10 to 20% of urban residents in most developing country cities actually own and operate a private automobile. Even so, we have already reached intolerable levels of congestion and air pollution.

The writing is clearly on the wall. Unless governments and local authorities alike invest in public transport infrastructure, many cities in the developing world are headed for long-term and protracted social, economic and environmental crisis.

The sheer inequity of existing transportation systems is not just about affordable transport. It is about access to housing, goods and services. More and more people, especially the poor, are being forced to move farther and farther out of central cities. This not only increases the cost and demand for travel, it also fosters less equitable access to services including health, education and recreation.

Where do we go from here?

The problem of transportation in large urban centers of developing countries has long been recognized and much investment has been made to find solutions. Yet urban transport problems not only persist, they are getting worse.

UN-HABITAT, as the agency responsible for housing and urban development, promotes urban transport as an integral part of the global sustainable development debate. Our research focuses on the economic and environmental impacts of transport-related public policy. Our advocacy focuses on the sharing and exchange of lessons learned from good practices with our partners.

Just like in the field of health, where prevention is more effective than cure, we strongly believe in transport demand management. The policies we recommend to reduce demand for transport are centered on better integration of land-use planning with transport infrastructure.

Denser, more compact cities and complete communities shorten trip distances, make certain forms of transport more economically viable, and reduce the amount of travel by co-locating work, school and employment facilities. They make walking feasible and desirable. They also make our communities safer, more secure and more liveable. It is this

holistic approach and integrated perspective for sustainable urban development that lies at the core of our mission and vision.

Globally, the level of knowledge, understanding and action on the interdisciplinary problems of transport in human settlements has been relatively low. However, the tide appears to be shifting and the issue is gaining resonance throughout the world in various public fora.

Transport has long been thought of as the exclusive domain of technical experts, and many of the solutions have been engineering-oriented. Now the social, economic and political dimensions of mobility and transport are beginning to be more widely understood and discussed. Sustainable urban transport dictates that this shift must occur. Awareness-raising, advocacy, lobbying and policy change must take place at the same level of intensity as it has in other areas such gender equality and good governance.

Environment

It is no co-incidence that climate change has become a leading international development issue at the same time that world has become predominantly urban. Urbanisation brings about irreversible changes in our production and consumption patterns. We change the way we use land, water and energy, and we generate more waste.

The battle against climate change will therefore be fought in our cities. How we plan, manage, operate and consume energy in our cities is, and will increasingly be, the key determinant to global warming. We are only half urban as of today, yet 75% of global energy consumption occurs in cities and 80% of greenhouse gas emissions come from cities.

Roughly half of these emissions come from domestic and industrial use. The other half comes from burning fossil fuels for urban transport. While much of the media has been focusing on reducing domestic energy consumption and cleaner production, little attention is being accorded to the fact that urban transport is the planet's fastest growing source of green house gas emissions.

The challenge before us is clear: 95% of urban growth is occurring in developing countries. The majority of these urban dwellers still have little or no access to motorized transport. But the demand is already there. We have only two choices. We can adopt an attitude of business as usual and promote the same solutions and perpetuate the same mistakes. The social, economic and environmental costs, I believe, will be high indeed. Or we can harness our collective creativity and our science and technology to make a

difference. I would like to believe that human intelligence will prevail and that we will pursue the latter.

It has been a distinct honor and pleasure for me to join you today at this closing session and I pledge my organization's full support to promote public transport.

Thank you for your kind attention.

4. ESTABLISHING GENUS IN ASIA

GENUS is part of a UN-HABITAT programme on access to energy for the urban poor. GENUS will operate as a global network coordinated by regional anchor institutions, with UN-HABITAT providing overall leadership.

In Asia, GENUS will focus have a programme of work focusing on “Improved Urban Mobility for the poor”. The programme will be implemented in partnerships with several government organisations, NGOs, Civil Societies and other UN organisations in working in the Asia-Pacific Region.

4.1 The GENUS network structure

GENUS Asia will be part of an international network platform, the other regions being Africa and Latin America. A three-tier model is foreseen.

The first tier will consist of in-country partners who will be linked together through a variety of mechanisms such as pilot projects and information sharing activities. The second tier will be a platform for regional joint action among country and regional actors. The regional network will be coordinated by a regional anchor institution. The third tier will be the international network bringing together the regional networks and international partners. This will be coordinated by the UN-HABITAT.

Figure 1: Network model for GENUS

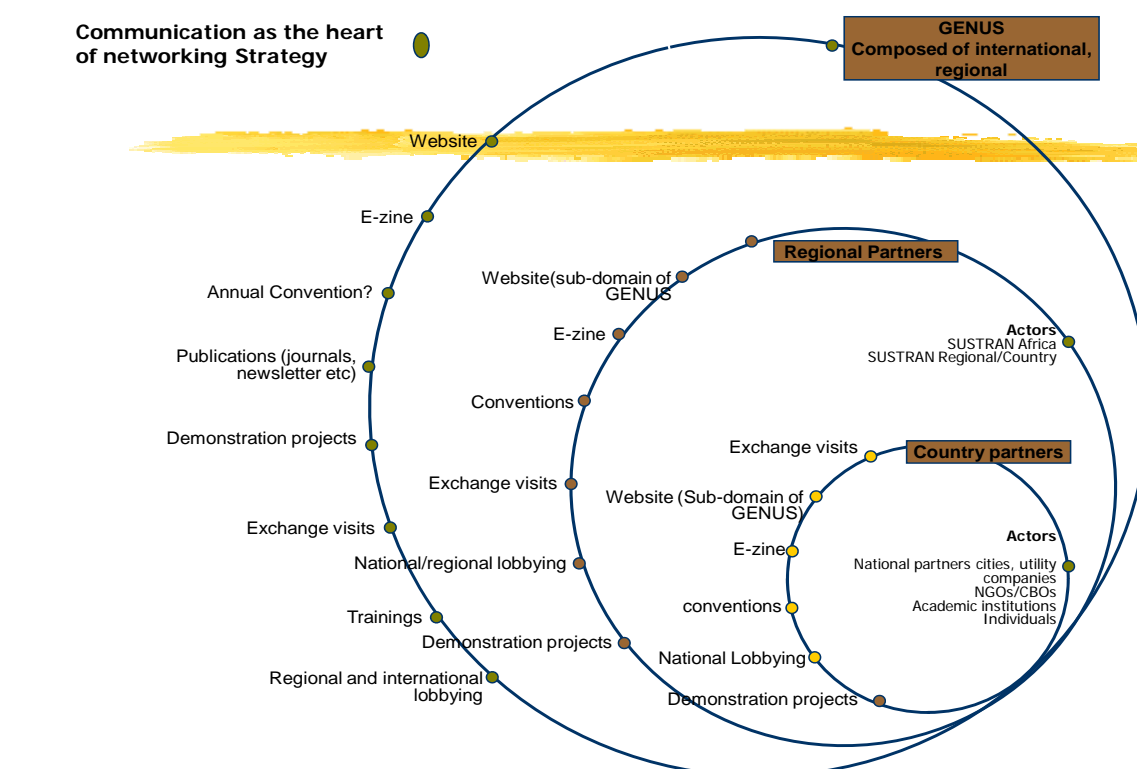


Table 1: Summary of the network structure

Structure	Functions and outputs	Criteria
Regional anchor institution	<p>To act as the regional capacity building hub on transport for the urban poor. The anchor will deliver on the following outputs:</p> <ul style="list-style-type: none"> increased level of knowledge among policymakers, municipal managers and within informal settlements in cities of developing countries on how best to address the issues of access to transport for the urban poor support capacity building hubs at country level to enhance capacity to effectively address the above issue 	<ul style="list-style-type: none"> Experience in capacity building for sustainable urban development, with a focus on pro-poor transport approaches; Knowledge of policy and institutional issues in urban transport Knowledge of urban poverty dynamics and how this relates to transportation. Experience in policy advocacy, awareness raising, capacity building at various levels Knowledge in networking, knowledge exchange and developing and managing partnerships and strategic alliance

	<ul style="list-style-type: none"> strengthen the sharing of knowledge and expertise between across all stakeholders in the region. support implementation of pilot projects to demonstrate practical approaches 	
Pilot project [s]	<p>To provide practical example on the design and implementation of transport programmes that benefit the poor. Key outputs include:</p> <ul style="list-style-type: none"> development of practical tools replication 	<ul style="list-style-type: none"> Project structured to provide learning. Project able to strengthen the network
Network Membership	<p><u>General Members:</u> to act as individual advocates for issues being advanced by GENUS</p>	Individuals interested in urban transport for the poor and committed to information sharing
	<p><u>Institutional Members:</u> Provide institutional support to the work of GENUS</p>	<ul style="list-style-type: none"> Experience and credibility on transport for the poor. Commitment to providing institutional support to GENUS activities and programmes.
Governance	<p><u>Coordinating Committee:</u> To help the Anchor institution in managing the GENUS programme of work</p>	To be elected at the General Assembly
	<p><u>General Assembly:</u> A body representing institutional and individual members. Provides policy direction</p>	Meets every two years
	<p><u>UN-HABITAT:</u> Overall coordination of the GENUS network, provides oversight and coherence to the network information exchange and policy engagement</p>	

4.2 Establishment of a GENUS ASIA interim steering group

An interim group to steer the work of GENUS in Asia was selected from among the participants. This consists of:

1. John Ernst - ITDP
2. Ramon Fernan – Independent Consultant, the Phillipines
3. Chavvi Dhingra – Terri, India
4. Maria Renny – Instran, Indonesia

The steering group would have the responsibility of helping develop a work-plan for GENUS Asia, including prioritisation of possible pilot projects.

5. FORMAL PRESENTATIONS

5.1 Case studies on transport challenges for the poor - a study of slum settlements in Indonesia – *Ms. Maria Renny, Institute of Transport Studies, Indonesia*

This presentation was based on the results of a study carried out in 5 Slum Settlements in Indonesia. The studies had been commissioned by UN-HABITAT as a way of identifying the main nexus between transport and the urban poor.

The study areas were three slum settlements in Jakarta, one area in Yogyakarta, and another one in Surakarta. Jakarta was chosen to represent a megapolist city with higher complexity, while Yogyakarta and Surakarta were chosen to represent cities where the roles of non-motorised transport are significant.

It sought to answer questions such as where the slum dwellers travel to, the travel distance, the means of transport used, and how much it cost them. It sought to understand the key challenges in the existing transport system and to find ways on how the transport system can be improved.

Based on the case studies, the paper found issues that influence the travel patterns of the urban poor. These include:

- occupation
- location
- affordability
- nature of public transport

In the observations of the study areas, what was apparent was residents' preference to live closer to their working places to keep transportation cost minimum. Although they spend only about 10% of their income for transport, the study noted that high living and social costs compel them to use the cheapest transport choices.

Occupation is the key determinant of modal choice because it determines the travel purposes, destinations, and travel cost. Three main occupation categories were identified: breadwinner, housesitter and student. These three occupations represent

three main travel purposes. The breadwinner is the one working, the house-sitter is shopping and the student is studying.

The long working hours that the breadwinner takes to provide a sufficient income for the household hinder him/her from undertaking multiple journeys during a day. The route from home to the workplace is likely to be a single route that the breadwinner passes through daily. It is apparent from the case studies that public transport is the main choice for this category.

For the housesitter, most of the travelling is for shopping and/or social purposes. To shop, the resident will head to the nearest market, food stalls or wait for a mobile food seller to pass their house. Housesitters are most likely to use a neighbourhood-scale mode of transport such as walking or non-motorised vehicles because of the short journey. Meanwhile, the students either travel alone to the educational facility or travel with their parents. In the latter case, the breadwinner or the housesitter will have to make multiple journeys per day.

The second determinant is the settlement location. Location here means the area's proximity to the urban center. There are more transport choices in downtown locations and the surrounding settlements. Most public transport services terminate at the urban center and residents easily find direct routes to different parts of the city.

The transport system in such situations opens up greater economic opportunities as the residents are not confined to work in just a few areas. Even if there is no direct route, the residents can still choose the most efficient journey for them.

On the other hand, urban settlements located quite far from the urban or employment center are usually not served by public transport. The case studies revealed greater dependence on private motorised vehicles to cater to their mobility needs. Motorcycles become the most affordable, flexible, and fastest choice.

Each location has its own implications. Those living in central urban areas depend on public transport services and tend to ignore the service quality. Living costs in the urban center was also considerably higher than the peri-urban area. The residents cannot afford to spend much on more comfortable travel.

Meanwhile, settlements at the peri-urban area have a limited public transport service. Some even have no public transport service in their area. With motorcycles as the only choice, the residents pay little heed of their safety and even less on how it pollutes the environment.

Previous studies have shown that there are trade offs that the poorer people had to make between transport cost and space. Likewise, for survival, the residents surveyed

here prefer to live closer to urban centers even though it was in unhealthy conditions. Living downtown provided easier access to collective infrastructures and public services. They would have to spend more if they chose to live further away where cleaner air and water exists, especially when there is no dedicated transport policy for the urban poor.

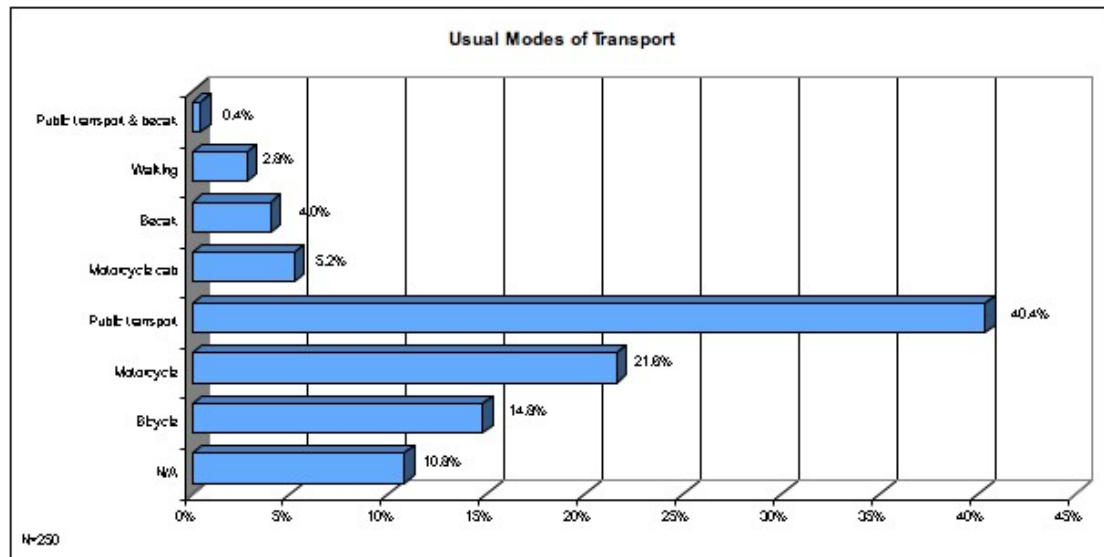


Figure 1: Daily Modes of Transport used by Residents in Study Areas

From the case studies, the paper draws the conclusion that transport affordability is the main concern among the residents. Cheaper public transport ranks as the first expectation among residents in urban center. There are several cases where public transport remains the main mode of transport but the household still owns a motorcycle for flexibility.

The survey found that motorcycles can cater for a family's mobility needs. A family with two small children can go out together during the weekend for recreational purposes. The fact that buying a motorcycle on credit is possible for lower income families has made motorcycles more appealing. Combined with its speed and flexibility, motorcycles have become part of the urban poor travel pattern.

People living within proximity of public transport services rarely buy a private vehicle. Therefore, their movement is limited to within the area of the public transport service. The case studies show that the urban poor mostly travel within the region or are even confined to adjacent sub-districts.

The household then should have a motorcycle, as with the case of Cilincing sub-district, to compensate for the lack of public transport service in the area. In cities where non-

motorised transport has become part of its transportation culture, a bicycle is the alternative.

There is a tendency, nonetheless, for the urban poor to consider public transport as their most viable choice. It is affordable and generally connects settlements and employment centers. In a metropolis such as Jakarta, this tendency is obvious because the existing public transport system provides good coverage in the city. There is always an expectation of public transport provision in an area. As long as the cost of travelling with public transport remains minimal, the paper believes that the trend will remain.

Key mobility challenges identified.

For public transport users, the main concerns are affordability, speed, safety and comfort. Although they prefer to use public transport because of its affordability, they still consider it too expensive for their income level especially when their income is irregular.

They will be more concerned if there is no direct route and they have to transfer two or three times. Besides becoming more expensive, the journey becomes inconvenient. Consequently, with traffic congestion, it will take too long to reach a destination. In addition, public transport usually waits for passengers to fill up the vehicles. In Jakarta, three to five hours a day are spent on the road if using public transport. Even for those living downtown, travel time remains an issue.

The next issues are more personal. The levels of safety and comfort are varied and the urban poor are usually more tolerant to the situation. Yet they still feel unsafe and uncomfortable when travelling on public transport. Safety concerns relate not only to how the drivers drive their vehicles but also security inside the buses and para transit.

City buses and para transit operate on commission basis so the drivers tend to speed to compete with other fleets in finding passengers. The habit of speeding and then suddenly stopping has made public transport dangerous not only to the passengers but also to other road users. In addition, public transport passengers have to contend with pickpockets and bag snatchers, especially during peak hours.

Public transport is renowned for not providing a comfortable travel experience. Overcrowding is inevitable and rude services are anticipated. These problems may not be restricted to the urban poor, but they have few other choices, if any. If they can pay more, they can upgrade to business class, with air-conditioned buses with closed doors for added safety.

Coping is what they do best and it creates a problem in itself. The urban poor, because of the enormity of their daily problems, tend to ignore some issues simply by considering

them insignificant. They have been living in such situations for so long that they feel that they have adapted to the situation.

They will say that they have no problem with the existing transportation system. Even when there is no infrastructure that can improve their safety and security during their journey, they will not see it as a problem. Often, during the study, the citizens considered safety and security as personal issues. As long as they are careful enough when crossing a street or with their property in a bus, there will be no harm done. It does not matter if the street has heavy traffic and no pedestrian crossing.

The study suspects that because of high levels of tolerance to the problem, no improvements are made. The municipal government is unaware of the issues because there is no information from the citizens. At local level, there is no initiative because people do not consider it a problem. The study finds that their concerns stop at their having roads in the area that connect to the main roads. Street furniture is often neglected and although the roads are more appropriate for pedestrian and non-motorised function, more roads are fashioned for high-speed vehicles.

Their high level of tolerance on bad infrastructure or public transport service shows that they have no critical awareness on the issue. They do not realise that the government should provide good public services, which are accessible to everyone. This attitude is nurtured by the belief that the poor are an urban problem with no right over public services and no claim over the services. There should be a new awareness where everyone, regardless of income, should be able to access their city's resources.

Non-Motorised Transport

The study finds that environmentally friendly transportation modes such as walking and non-motorised vehicles (NMV) are an important part of local transportation system but are often neglected. People usually walk to the nearest food stalls, markets, the main roads and other destinations which are under two kilometres away. Most of them cite no problems in their journeys. However, considering that infrastructure for walking and NMV are poor in the survey areas, the paper suspects that the importance of walking and NMV travels is underrated.

Preliminary observations find that walking and NMV infrastructures in the slum settlements are insufficient to guarantee safe and comfortable journeys. Despite being more vulnerable, they often have to share road spaces with fast-moving automobiles and motorcycles without even the protection of sidewalks. Because of fast-growing motorcycle ownership, neighbourhood roads are paved with asphalt that offers no barrier to vehicle speed.

At night, pedestrians sometimes rely only on house lights rather than designated street lights. The absence of pedestrian crossings is common while slow lanes are converted to parking spaces.

However, despite the poor infrastructure, more than 70% of the survey respondents mentioned no problems during their journey. Instead of pointing out infrastructure defects, they are more concerned with the weather. The fact that there is no covered sidewalk within the neighbourhood is not explicitly mentioned. Their next concerns are uncomfortable modes and difficulty with reaching their destination using their chosen mode.

Because walking and NMVs are often not the main modes of travel, people tend to ignore their importance and never propose an improvement to the infrastructure. Consequently, the government also never initiates improvement programmes for walking and NMT at local level. Jakarta, Yogyakarta, and Surakarta design pedestrian and NMT facility improvements limited to city center that function more as icons than a transport network.

On the city's attitude toward pedestrian and NMV facilities, it is fair to say that the facilities in Surakarta are special because it has longer dedicated lanes, although they are not managed well. The three-kilometre NMV lanes in Yogyakarta, from Jl P Mangkubumi to Malioboro, are often transformed into street vendor and parking areas. Jakarta has no dedicated lane but has a good sidewalk along Jl Sudirman and Jl Thamrin. The study revealed that the urban poor community needed good pedestrian and NMV facilities to support their mobility but was unheeded by the government. It is vital thus to encourage their provision.

Nevertheless, it would be difficult to create public awareness on the importance of walking and NMT travels and to make them the main modes of transport at local level. Fierce competition with motorcycles in particular is inevitable.

The paper finds that as long as the infrastructure is more than just for transport purposes, the government will provide more support. Walking and NMT in Yogyakarta and Solo for instance are highly related to tourism and cultural purposes. Maintaining these modes means attracting tourists into the cities.

Using this as the starting reason, the facilities should be developed into a network across the city. In neighbourhood areas, these modes should be recognised as the main modes because of the road functions, road width, and spatial planning.

Pro-Poor Transportation Policy: A Government's Perspective

Capturing the government's perspective in this discussion aims to find out whether there is a pro-poor transport policy being applied. Each city has its own transport characteristics and therefore its own management system.

The study presents three perspectives of local governments in Jakarta, Yogyakarta, and Surakarta. In-depth interviews to agencies dealing with urban settlement and transportation were intended to reveal how the government answers the needs of the urban poor.

In Jakarta, the in-depth interviews were conducted with the DKI Jakarta Transportation Agency and the Public Works Agency.

The DKI Jakarta Transportation Agency puts the emphasis on the provision and improvement of the public transport system as the pro-poor policy. Mass public transport improvement is one of the Agency's priorities to tackle transport issue in Jakarta.

The Agency uses transjakarta busway as an example. For instance, busway tariff in its first two hours of operation (from 0500 to 0700) is only IDR 2000 in comparison with IDR 3500 for the rest of the day. In making this decision, the Agency targeted low-skilled workers or supporting employees, who go to the office earlier than the normal working hours.

With the existing seven corridors, the transjakarta busway covers 8.11% of Jakarta area; a figure that may double once it finishes. As the urban poor in the province depends on public transport, greater coverage means greater economic opportunity. With the busway flat-fare system, the residents can access better employment although it is not close to their homes. The Agency tries to ensure that the infrastructure will be accessible from the settlements that it will be beneficial for the dwellers.

Public transport is provided within a 400 metre radius from urban settlements. The distance is the limit of urban walking distance. It is expected that the residents need only to walk to reach the public transport service. Besides reducing the cost of transport, this policy also promotes walking.

Combined with the wide coverage of public transport, the Transportation Agency believes that the urban poor will be able to access the transportation system easily. As an alternative, the Agency is also preparing a bicycle lane network around the city along with the City Park Agency.

However, the Transportation Agency admits that there are several challenges facing the implementation. Lower busway fare in the morning, for example, is not fully beneficial

for low-skilled workers because their leaving for work early is only an assumption. The policy's main focus is to reduce the system load during the morning peak hours.

Also, it is difficult to bring transport services closer to settlement areas because of insufficient supporting infrastructure. Meanwhile, of the operating services, the transit operators often abandon their assigned routes under minimum supervision from the Agency.

In terms of transport infrastructure, the Public Works Agency says that there is no major plan for Jakarta. The Agency focuses more on maintaining and improving the existing infrastructure. As a regional agency, it is responsible only for provincial roads.

However, the Agency once had a programme to develop new roads and improve existing roads in Jakarta's slum settlements, such as in Cilincing and Palmerah. The Agency admits that the roads in those areas require extensive maintenance because they are lower than sea level. Therefore, for slum settlements in North Jakarta even having a good road infrastructure is an issue.

Meanwhile, in Yogyakarta, transport access for the urban poor within the city agencies is the responsibility of both neighbourhood and city agencies. The sub-district has been provided with independent financial resource to finance infrastructure development or maintenance in the neighbourhood. Through a Development Plan Agreement (*Musyawarah Rencana Pembangunan, MUSREM*), a sub-district asks for program recommendations from informal residential administrative (RT and RW). The proposal will be then submitted to the district and city for criteria assessment. Neighbourhood roads less than 3 m wide are the responsibility of sub-district to maintain. However, there is a mechanism to hand over the roads to government. The Settlement and Infrastructure Agency considers the responsibility transfer important because by then it will be easier for the government to control road development and maintenance in neighbourhood and to plan for wider area.

The Bina Marga Division in the Agency further clarified that road maintenance was currently a priority because opening a new road was too complicated and expensive. The Division is open to public complaints and reports on which roads have to be repaired. It considers roads as the basic transport infrastructure that should be well maintained not only to make an area accessible but also as an access way to other areas. In terms of slum settlements, the Agency finds it difficult to arrange the road network. Several areas even have roads because the residents donate their land parcel that the

houses are connected by a network of narrow alleys. Although within a neighbourhood, the Agency argues that there should be roads wide enough for emergency vehicles such as ambulances and fire fighter cars to access. Acquiring lands however is a difficult and expensive process that discourages the Agency to process the development. Unless this basic infrastructure is fulfilled, an area will remain inaccessible.

Meanwhile, from the perspective of Yogyakarta Transportation Agency, public transport provision and improvement are vital in creating an egalitarian transport system. Those unable to own a private vehicle have the same right of mobility and access to public services. Public transport provision is perceived as a way to balance out the dominance of private motorised vehicles. A national grant for bus rapid transit development is taken as an opportunity to improve local public transport and to revamp the fleets.

In addition, the Yogyakarta administration is also improving its pedestrian and non-motorised vehicle facilities. As walking, bicycles, andong and becak have been part of Yogyakarta transportation culture, the current administration is looking at improving the sidewalks and revitalising the slow lanes for non-motorised vehicles. For Yogyakarta, these modes are still important in serving local transport mobility as well as employments for low-skilled workers.

Surakarta's transportation policy is similar to that in Yogyakarta. Improvements are planned for public transport with the introduction of bus rapid transit system. Surakarta's local government is, however, more progressive in revitalising its pedestrian and non-motorised facilities. Although initially focused in the city center, the Surakartan local government has prioritised the development of walking and non-motorised infrastructures. Although walking and using non-motorised are not associated to poor people, most users are from low-income groups.

The study concludes that the government has no specific pro-poor transport programme. However, the government believes that affordable public transport and non-motorised transportation are the main modes of transport for the urban poor. So far, the government has focussed mostly on public transport provision and improvement. The bus rapid transit project in particular is a national trend. Little attention is given to walking and non-motorised vehicle unless they have been transportation icons.

Conclusions and Recommendation

Slum dwellers always choose the cheapest transport modes and keep transportation expenses at minimum. There is a tendency that, as long as transportation costs remains

low, the residents will tolerate the service and infrastructure quality of the transport modes. There is little incentive to propose improvements, as few are even unaware of what the problems are.

Analysis on the travel pattern shows that the urban poor mostly travel within the region. They choose to work nearby or live closer to employment centers. Areas located by the urban center with an extensive public transport network available will take public transport as the main mode of travel.

If there are other alternatives that are cheaper, more reliable and more flexible, there is a possibility of shifting to the new mode. Meanwhile, walking and NMT travels are often secondary unless in cities where those modes are still maintained as part of the transportation system, such as in Yogyakarta and Surakarta.

From the government perspective, there is no specific or systematic programme to create pro-poor transport policy. In health management, for instance, there is social security or health cover that subsidises poor people. There is no such program for transportation.

The government works mostly with assumptions to justify their pro-poor policy. Busway tickets, for instance, are cheaper early in the morning with the assumption that the low-skilled and informal workers go to work earlier. Furthermore, their emerging programmes seem to be financially driven, such as the bus rapid transit program. People indeed expect better public transport systems but the suitability of a public transport type to an area requires further analysis.

The study proposes greater investment on public transport, non-motorised transport and pedestrian infrastructures. These modes will not only be supportive to transport provision for the poor but will also improve the city's transportation system as a whole. They are environmentally friendly, space efficient, and consume less energy. By ensuring their accessibility and provisions of comfortable and safe journeys, the poor's mobility needs are taken into account. Neighbourhood and local transport infrastructures in particular should receive more attention as they contribute to a city's system.

In other words, unless short distance trips are put into the equation, the goal of creating a sustainable urban transport system will never be achieved. In the end, an inclusive policy and development that involves even the underprivileged proves that the country is still a democratic one.

At district and community level, non-motorised transport should be the basis of future development especially in poor community because of several advantages. First, bicycles are more space efficient than motorcycle and cars. Becak and horse and cart, although larger, are proven to be beneficial for shopping purposes. Second, NMVs are more economical than motorised vehicles since users need only their manpower. Third, they are also cheaper to buy and are environmentally friendly.

There are several strategies to encourage non-motorised transport development. First of all, create a discourse on the importance of NMT as part of the urban transport system. It is vital because most people have not yet realised the strategic role of NMT in creating a clean urban environment and in energy saving schemes but instead, still believe that NMT represents poverty and primitiveness. Public discussions in the community and mass media are the likely methods.

Next, empower the public. Through socialisation and organizations, people should be empowered to disseminate information or knowledge on the importance of NMT. Then through organizations, they can support each other in making NMT a larger part in their daily trips. They can also propose NMT and pedestrian facility improvements to the government.

Through cooperation with the urban poor community, a pilot project of best practices could be initiated. This project would provide an example to other areas.

The strategies are best applicable in Yogyakarta and Surakarta due to their governments' concern and the existing facilities. The aims are to strengthen the concept, disseminate the discourse and campaign, and to encourage the institutions both to implement and monitor the development program.

Meanwhile, in Jakarta where the facilities are non-existent, the community should lobby decision makers increasing their concerns about the effect NMT and pedestrian infrastructures on urban poor communities. It will take longer but intensive and targeted efforts will eventually gain results.

5.2 Urbanisation and trends in demand for sustainable transport - An overview – Mr. Santhosh Kodukula, GTZ - India

This presentation focused on current global trends in transport energy demand and their implications to sustainability of transport system.

The presentation highlighted that in 2008, and for the first time, half the world's population is now living in towns and cities. By 2030, it is estimated that the urban population will reach 5 billion — 60 per cent of the world's population. By 2050, there will be five times more vehicles in the world than there are at the moment. In 2005, road transport contributed 73% of the CO₂ emissions from the transport sector.

The increased demand for transport has been translated as a need for more flyovers, expressways, foot over bridges and multi-storied parking and increase in road space. There is increasing evidence that road expansion is an expensive way of dealing with travel demand. A case in point is Bangkok where road expansion programmes have been accompanied by increased congestion.

Current patterns of urban transport investments do have least benefits for the following categories:

- people living with disabilities
- non-motorists
- women
- senior citizens
- children
- urban poor

Important consideration for managing transport-energy expenditure includes:

- **Land-use and density:** separating office, residence and shopping are increasing the distances that people need to travel. Mixed land-use offers more transport energy efficiency.
- **Public transport improvement:** efficient public transport is one that provides for safe and fast boarding and alighting, affordable and integrated fares, comfortable rides, comprehensive network, integration with other modes and hassle-free inter-changes
- **Non-motorised Transport:** elements of an efficient non-motorised transport include connectedness, rapid and direct routes, safety and security, comfort and attractiveness
- fuel efficient vehicles as fuel prices determine the amount of travel by cars while vehicle type and age determines fuel efficiency

The presentation highlighted the work that GTZ is doing in Indonesia under the framework of the Sustainable Urban Transport Improvement Project [SUTIP]. It's a capacity building project that aims at supporting Indonesian cities implement environmentally compatible, energy-efficient and climate friendly urban transport schemes. In 2009, the programme is helping in the evaluation of current national urban policies and strategies and support to national pilot projects in the areas of Non-motorised transport, transportation impact control and bus restructuring.

5.3 Energy access for the urban poor: an international perspective – Ms. Chhavi Dhingra, the Energy Resources Institute (TERI)

This presentation was based on a 2006 study on clean urban energy, conducted by TERI and other partners in New Delhi. The study was commissioned by the Global Network on Energy for Sustainable Development [GNSD]. GNSD is a UNEP-facilitated knowledge network of Centers of Excellence and Network Partners working on energy, development and environment issues.

The study's objective was to identify challenges and policy options in order to facilitate improved, clean and sustainable energy services to the poor residing in urban and peri-urban areas.

The study threw some insights into the issue of energy and transport services, based on examination of transport access in five poor pockets in Bangalore, India.

The findings can be summarised as:

- the majority of trips made by the poor are related to work and education
- journeys' length ranged from 3-25 km, one-way
- journeys to the bus stop averaged 1 km average with a waiting time of 15-30 minutes
- 15-20% of household income was spent on travel
- safety, security and overcrowding were issue of concern
- the poor expressed the need for more frequent and reliable bus services

The study made the following recommendations:

- a need for proper mapping and identification of the target segment- the urban and peri-urban poor

- a compulsory obligation on the part of government to ensure a minimum level of service to the urban poor and to provide regulatory oversight
- urban development plans should be formulated in a way that ensures access to clean transport
- access to transport is not just a technical issue, it has implications on overall social and economic development of a city
- a need for further research and assessment on travel patterns and transport services for the poor
- pilot projects should test new approaches to the development of transport services that meet the need of the poor.

5.4 Strategies for environmentally sustainable transport in Indonesia – Mr. Dollaris Riauaty Suhadi Country Coordinator (Indonesia) - CAI-Asia Center and Executive Director - Swiss contact Indonesia Foundation

Swisscontact Indonesia Foundation is the local network partner to the Clean Air Initiative (CAI). CAI has 8 country networks in Asia.

The presentation focused on the issue of Environmentally Sustainable Transport (EST). The concept of EST is centered on the transportation system and activities that meet social, economic and environmental objectives. Sustainable transport has three dimensions - social, economic and environmental sustainability.

Concern with EST in Asia arises out of the fact that currently, the motorisation trends of China and Asian countries are poised to outstrip combined OECD countries. In addition, the costs of transport for the urban poor are far outstripping growth in incomes. For example, in Shanghai, low income sections pay as much on transport as combined health, clothes and rent. In Hong Kong, 40% of household income is spent on housing and transport. In the top 20 cities in India, 30% of income is spent on transport and housing.

EST focused on all the key facets of transport, such as:

- vehicle emission control standard
- cleaner fuels
- road side monitoring and assessment

- land-use planning
- public transport planning and travel demand management
- environment and People Friendly Infrastructure Development
- road safety and maintenance
- traffic noise management
- public health
- social equity and gender perspectives
- strengthening roadside air quality monitoring and assessment

Indonesia is in the process of mainstreaming EST policies and programmes through support from United Nations Center for Regional Development (UNCRD).

Strategies to address EST in Indonesia include:

- BRT and improved public transport system in Indonesian cities
- Blue Sky Cities Evaluation Program (MoE) – to promote clean air & support cities in implementing EST
- Wahana Tata Nugraha Evaluation programme (MoT) – evaluation of city's transport management performance
- use of CNG for high usage public vehicles where it is available
- city initiatives to promote NMT such as Yogyakarta and Palembang

5.5 Enhancing capabilities for access to transport services among deprived groups in the Philippines – Mr. Ramon Fernan and Ms. Rosselle Leah Rivera

The major structural causes of poverty in the Philippines include:

- weak macroeconomic management
- high unemployment
- rapid population growth
- low agricultural productivity
- governance concerns Armed conflicts
- physical disability

Highlights from the presentation were:

- sustainable /safe /accessible transport is seen as the turf of government and the technical professions, not as a right of people of the city

- no organised users' platforms to address transport concerns.
- inability to access other opportunities due to limitation in transport – do the users see this as a problem?
- lack of concern for safety
- need for gender differentiation in trip frequency/duration
- lack of integration between transport and other aspects of city development.

There is need to mobilise the various committed urban poor networks to lobby for more integrated and inclusive transport policies in various metro areas.

5.6 Bus rapid transit's relation to clean transport for the urban poor – Mr. John Ernst, Vice Director, Institute for Transportation and Development Policy

ITDP is providing technical support to the implementation of a Features of Bus Rapid Transit (BRT) programme in Jakarta. The BRT system has the following features:

- newer, cleaner high-capacity buses
- enclosed and secure stations
- pre-boarding payment system
- rapid boarding
- pedestrian and bicycle access
- dedicated bus lanes

Political will is important to the successful implementation of BRT. For example, Jakarta's BRT passes jammed traffic. Political will is needed to keep private vehicles out of the BRT lane.

Challenges and opportunities:

- BRT raises profile of pedestrian needs by elevating status of public transport
- Unequal treatment of rich and poor is shown visibly on streets
- Politics can exert controls on the quality of BRT and of BRT service
- Should BRT be built to meet the needs of rich and poor? Should there be a luxury class compartment on a BRT bus?
- If government does not control public space, the private sector will. Can or should we work with the informal governance sector?

6. A SYNTHESIS OF DISCUSSIONS: CHALLENGES, KEY ACTORS AND POSSIBLE PILOT ACTIVITIES

Group work session

Three groups were convened to address three issues: the challenges of delivering efficient transport services for the urban poor; identification of key stakeholders in the field of urban transport and the poor in Asia and possible pilot projects that could be supported by GENUS in Asia.

The results of the group work are presented in the table below.

Table 2: Summary of group discussions

GROUP	ISSUES	SUMMARY OF DISCUSSIONS
Group 1	Existing challenges in addressing the issue of transport for the urban poor	<ul style="list-style-type: none"> Political challenges to impose higher cost to private motorized trip How to provide equitable use of transport infrastructure Fuel subsidy: the impact for the urban poor Lack of quality control to public transport service Appropriate transport safety measures to protect the poor The status of the slum/informal settlements government never has plans to develop them.
	Relevant key players in the region	<ul style="list-style-type: none"> Government: Transportation Agency, Public Works Agency, Planning Board, Land Use Agency, Social Welfare Agency, Coordinating Ministry of Social Welfare, Metro Manila Development Authority Academic institutions: National Center for Transportation Studies, PUSTRAL, Indian Institute of Technology, NGOs: Instran, UPC, FAKTA, GTZ, CAI, ITDP, Bike to School/Work, Firefly Brigade, CODI.

	Possible pilot projects than can be supported by GENUS	<ul style="list-style-type: none"> • Viability study of the insurance program for bicyclists in Yogyakarta • Organizing campaign for urban poor awareness on transport issues: access, safety, facilities for pedestrian and NMTs • Study of the benefits of BRT operation for the urban poor and possible measures to increase their use of BRT • Study of replacing motorcycle with tricycle transport: impact, benefits, possible business models • Experiment of non-motorized public space management schemes in Surakarta • Education or training for safe cycling for urban poor
Group 2	Existing challenges in addressing the issue of transport for the urban poor	<ul style="list-style-type: none"> • Affordability (to talk about externalities from other modes) • Planning and advocacy • Inclusion of urban poor in policy and institutional frameworks • Research • Impacts on the urban poor from UT infrastructure • Improving access to energy efficient modes of transport (motorcycle a special case, caution: the long term energy and economic efficiency) • Equitable and efficient allocation of road space
	Relevant key players in the region	<p><i>International</i></p> <ul style="list-style-type: none"> • GTZ / UNHABITAT/ ITDP / EMBARQ / DIFID / WBCSD / UNCRD / UNDP / World Bank / CAI / Ice / GRSP / SDI / HIC / • Regional Level • SUSTRAN, SUTP Asia, <p><i>National Level</i></p> <ul style="list-style-type: none"> • TERI, IIT's, CSE – India • INSTRAN, INKLUD, UPC, FAKTA, ATMA, Pelangi, TNU, UGM, UI, ITB, SUTIP ... – Indonesia • Firefly Brigade, UoP, NCTS, CSWCD • TEI, AIT, CEERD- Thailand
	Possible pilot projects than can be supported by GENUS	<ul style="list-style-type: none"> • Implementing the conclusions and recommendations from the INTRANS study in Jogja and Solo • India: Supplementing the existing transport investments (BRT, Metro, Bus procurement, Road Infrastructure) so that they are

		pro-poor <ul style="list-style-type: none"> Public transport reform to improve access for the urban poor
Group 3	Existing challenges in addressing the issue of transport for the urban poor	<ul style="list-style-type: none"> Awareness of the urban poor community of the transportation problems that they face Imbalance of Spatial Development Lack of consideration for the poor in terms of spatial development Integration of Informal Sector Economy in Urban Planning and Land Use Relocation/Improvement of Slum Area Conditions Social Habits of the Urban Poor Lack of improvement/maintenance of public transportation with imbalance to fares Service improvement from the lease-based system of the public transportation to a service-based system Accommodation and facilitation of operators “mafia” of the transportation system Lack of feeder system (illegal para-transit) Carpooling for the poor? MOTORCYCLES Make public transport more beneficial in terms of efficiency (cost-effective, travel time)
	Relevant key players in the region	<ul style="list-style-type: none"> Ministry of Public Works Directorate General for Spatial Planning Directorate of Urban Planning Department of Communications and Transportation Directorate General of Land Transport Director for the Urban Transport Management System Regional Level Provincial government Regional Urban Planning Agency Regional Transportation Agency Regional Development Planning Agency City-level government (municipal government) UPC

		<ul style="list-style-type: none"> • ATMa • Instran • FAKTA • b2w UN Habitat • TERI • gtz • ITDP • UPLINK • Academic institutions • UGM • UI • ITB • Trisakti • Tarumanegara • Atmajaya Jogja
	Possible pilot projects than can be supported by GENUS	<ul style="list-style-type: none"> • Sego Segawe Campaigns (Jogjakarta, Solo and Jakarta) • Becak revitalization (Jogja) • Car free day (in every city) • Water transport (Palembang) • Bicycle Green Maps (Solo, Jogja) • Awareness Campaigns • Public Hearings • EST Strategy (national level)

ANNEX 1: WORKSHOP AIDE-MEMOIRE

Introduction

The expert group meeting on access to clean urban transport for the poor in Asia will be held on the 27th-29th May 2009. It is organized jointly by the Global Energy Network for Urban Settlements [GENUS], a programme of the UN-Habitat's Energy and Transportation Section together with the Institute for Transportation Studies, Indonesia.

The 27th and 28th are dedicated to workshop discussions, while the 29th is set aside for field visit to Solo a city that is implementing transport programmes for the urban poor.

GENUS is a new programme within UN-Habitat that is seeking to develop a dynamic network of public, private and civil society partnerships in the urban energy sector. The workshop in Yogyakarta will mark the unveiling of the GENUS programme in Asia. The objective of GENUS is:

“To encourage and support the design and implementation of energy-access programmes and projects for the urban poor worldwide through the exchange and dissemination of best practices and technologies, awareness creation, advocacy, tools development, knowledge management and capacity building”

The GENUS programme will be operating in 3 regions, namely Asia, Africa and Latin America. In Asia, GENUS will be focusing on the theme of access to clean transport for the urban poor, while in Africa and Latin America; it will respectively focus on Slum Electrification and Energy from Waste. Thematic workshops are also planned in Africa and Latin America culminating an inter-regional meeting to mark the formal launch of GENUS.

The Expert Group Meeting

The expert group meeting on “Access to Transport for the Urban Poor” takes place against the backdrop of projected motor vehicle growth in Asia that is poised to overtake combined motor vehicle levels in Europe and America.

While the dialogue in the workshop will broadly address the options for delivering low carbon urban transport solutions, there will be a specific focus on strengthening the mechanisms by which the poorer sections of urban population can gain improved access to affordable, efficient and low-carbon transport. Options include improved access to efficient of mass transit systems, safe and accessible non-motorised transport infrastructure networks and transport services, and improved coordination between land-use plans and transport plans.

It is recognized that this is a complex issue that requires a nuanced approach in the various countries and sub-regions of Asia. The consultations will provide a forum to frame ways in which access to clean urban transport can be a strategic tool for improving the mobility of the urban poor while contributing to the overall national and regional objectives of cleaner transport.

Outcomes

- Agreement on how to frame the issues of access to urban transport energy in various sub-regions of Asia
- Broad agreement on possible pilot projects/programmes that can be initiated or supported to deliver GENUS Objectives in Asia
- Broad agreement on the coordination of GENUS work in Asia
- Development of a robust networking and information sharing mechanism,

Participants are drawn from a wide range of countries in South and South-East Asia as well as Europe,. They include representatives of municipalities and planning agencies citizen groups, NGOs, researchers from academia.

Venue: The Expert Group Meeting will be held on 27, 28 and 29 of May 2009 at Hotel Santika Premiere, Yogyakarta, Indonesia.

Working Language: English

How to register: Contact the Meeting Secretariat for additional information on genus@unhabitat.org

Registration is free.

ANNEX 2: WORKSHOP AGENDA

DAY ONE: 27th May 2009

08.30-09.00	Registration
9.00-10.30	1. Introductory statements – <i>Brian Williams, UN-Habitat/GENUS; Tyas Darmaning, INSTRAN Indonesia</i> 2. Keynote Speeches – <i>Mayor of Yogyakarta; Mayor of Solo</i>
10.30-11.00	TEA/COFFEE BREAK
11.00-11.20	Logistical Announcements. Objectives, outputs of the meeting and confirmation of agenda.
11.20 -11.50	Urbanization and Trends demand for sustainable transport – An Overview – <i>Santhosh Kodukula, GTZ, India</i>
11.50-12.20	Energy access for the urban poor: An international perspective - <i>Ms Chhavu Dhingra, The Energy Research Institute - India Institute of Technology</i>
12.20-13.00	Plenary responses and discussions
13.00-14.00	LUNCH
14.00-14.20	Strategies for Environmentally Sustainable Transport in Indonesia – <i>Dollaris Riauaty Suhadi</i>
14.20-15.00	Case studies on transport challenges for the poor- a study of 5 slum settlements in Indonesia – <i>Institute of Transportation Studies, Indonesia</i>
15.0-15-30	Plenary responses and discussions
15.30-16.00	TEA/COFFEE BREAK
16.00-16.20	Enhancing capabilities for access to transport services among deprived groups in the Philippines – <i>Ramon Fernan and Rosselle Leah Rivera</i>
16.20-16.40	Use of Rick-Shaws in Dhaka: Pros and Cons – <i>Syed Saiful Alam Shovan –Save Environment Movement</i>
16.40-17.00	Plenary discussions and closure of day 1

DAY TWO: 28th May 2009

8.30-9.30	Experiences on transport energy efficiency programmes: lessons from BRT programmes – John Ernst, ITDP
9.30-10.00	Plenary session discussions. Introduction to group work.
10.00-10.30	TEA/COFFEE BREAK
10.30-12.30	Group work: <ul style="list-style-type: none"> • Framing of key issues/priorities under the theme of “access to clean urban transport energy solutions for the urban poor” • Types of programmes/projects that can be undertaken/supported to advance the priority issues identified above
12.30-13.00	Plenary feedback
13.00-14.00	LUNCH

14.00-14.30	Objectives and mandate of GENUS Programme in Asia and possible structure – <i>Brian Williams, UN-Habitat/GENUS</i>
14.30-15.00	Group work on possible structure and management of GENUS in Asia
15.00-15.30	TEA/COFFEE BREAK
15.30-16.00	Plenary reporting and discussions
16.00-16.30	Conclusions: plenary discussion on way forward. Announcements on field visit to Solo.
16.30-17.00	Meeting of GENUS [Interim] Asia steering group

DAY THREE: 29th May 2009: Field Trip to Solo

ANNEX 3: LIST OF PARTICIPANTS

SPEAKERS	
1. Ms. Chhavi Dhingra Associate Fellow, Transport and Urban Development Area TERI – The energy research institute, India institute of technology	chhavi@teri.res.in
2. Dollaris Riauaty Suhadi Country Coordinator (Indonesia), CAI-Asia Center Executive Director, Swisscontact Indonesia Foundation	Pasig City, Metro Manila, Philippines www.cleanairnet.org/caiasia
3. Santhosh Kodukula GTZ – German technical cooperation	New Delhi, India santhoshk.kodukula@gtz.DE
4. Maria Renny INSTRAN – Institute for transportation studies	Jakarta, Indonesia maria.renny@gmail.com
5. Ramon Fernan Consultant	Phillipines rfern3@gmail.com
6. John Philip Ernst Vice Director ITDP – Institute for transportation & development policies	Anphur Muang Chiang Rai, Thailand johnernst@itdp.org
7. Tyas Darmaning INSTRAN – Institute for transportation studies	Jakarta, Indonesia darmaningtyas@yahoo.com
PARTICIPANTS	
8. Dian Tri Irawaty ONKLUD	Jakarta, Indonesia inklud@gmail.com
9. Achman Izzul Waro	Jakarta, Indonesia izzul26@gmail.com
10. Kartika Sardjana	Yogyakarta, Indonesia
11. Agus Budiono, SH Head of Transportation Agency	Yogyakarta, Indonesia
12. Ratim Ciamis Head of Transportation Agency	Surakarta, Indonesia
13. Ir. Budi Yulistianto, MSi Head of Public Works Agency	Surakarta, Indonesia
14. Andri Kurniawan	Yogyakarta, Indonesia

15. Octovianus Pratama	Surakarta, Indonesia
16. Roselle Leah Kolipano Rivera Department of Women and Development Studies, College of Social Work and Community Development	The Hague, The Netherlands dazzle_dwds@yahoo.com
UN-HABITAT	
17. Brian Williams Chief, Energy & Transport Policy Section	Nairobi, Kenya brian.williams@unhabitat.org
18. Peter Njenga GENUS Consultant	Nairobi, Kenya genusnet@gmail.com
19. Emily Mukorwe Energy & Transport Policy Section	Nairobi, Kenya emily.mukorwe@unhabitat.org