



Light rail transit in Bangkok, Thailand.

## Moving Towards a Healthy Society: The Case for Sustainable Transport

*The following is the first installment of a series by ICLEI Southeast Asia on Sustainable Transport and Ecomobility.*

**M**ost who walk don't have a say. Those who have a say, don't walk."

Among the major activities of modern urban life, transportation uniquely brings together a broad cross-section of society on a large scale, on a regular basis. At any given time, a certain mix of rich and poor, leaders and laymen, professionals and rank-and-file share the confined spaces of the roads, en route to their vastly-different life conditions and concerns.

Sustainable transport leads not only to more efficient mobility and a cleaner city. For Southeast Asian local governments, it may also give rise to a more equitable, truly healthy society.

As such, the roads can also serve to illuminate the social and economic divisions that define their occupants. In the cities of Southeast Asia, marked by surging populations and wide income gaps, such divisions can be as marked as illustrated by the quote above.<sup>1</sup> An emerging middle class, intent on displaying its newfound means,<sup>2</sup> has driven a rapid rise in the number of passenger cars; meanwhile, a high rate

of motorcycle use, unique to Southeast Asia within the developing world, suggests that a similar attitude has permeated among the poor.<sup>3</sup> Together, these trends have spurred the rapid growth of motorized private transport (MPT) in the region, which, among other consequences, has led to the further marginalization of public transport (PT) and non-motorized transport (NMT) users.<sup>4</sup>

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**Victorino Aquitania**  
Regional Director,  
ICLEI SEAS

### From the Regional Director

In behalf of our team at ICLEI Southeast Asia, I am pleased to announce the re-launch of our quarterly newsletter under its new name, **LoGoS** (formerly the SEA Tracker), and present this first issue.

**LoGoS** is shorthand for Local Governments for Sustainability, which has been part of the official ICLEI name since 2003. The name was adopted to reflect a broader focus on sustainability issues, while stressing ICLEI's identity as an association of local governments dedicated to sustainable development. *Logos*

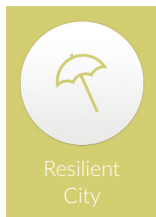
is also a Greek word associated with knowledge and discourse, signifying our intent to promote widespread sustainability awareness in the region, as well as contribute to and elevate the overall discourse on sustainability.

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# Nine Philippine cities complete Phase 1 of ICLEI-ACCCRN process



Nine Philippine cities have recently completed Phase 1 of the ICLEI ACCCRN process, in an encouraging start for ICLEI Southeast Asia Secretariat's (ICLEI SEAS) efforts in promoting urban climate change resilience among local governments.

The ICLEI-ACCCRN process was developed in partnership with the Asian Cities Climate Change Resilience Network (ACCCRN), a nine-year initiative funded by the Rockefeller Foundation to which ICLEI is a regional program partner. Phase 1 looks



Quezon City officials assess the city's capacity to manage climate change impacts at the Phase 1 workshop of the ICLEI-ACCCRN process.

into the city situation and its capacity to engage with the overall process, covering such areas as commitment, institutional setup, situational analysis, and communication.

In a string of one-day workshops administered by ICLEI SEAS, the cities of Tuguegarao (March 10), San Fernando (March 13), Baguio (March 14), Makati (March 18), Quezon City (March 19), Marikina (March 26), Naga (April 3), Batangas (April 22), and Catbalogan (May 8) successfully completed Phase 1. ICLEI SEAS Regional Director Victorino Aquitania lauded the warm response by the city governments, which typically sent 15

to 20 local officials as well as civil society and community representatives to the workshops, comprising the city's Climate Core Team.

"The cities' success in organizing these workshops, and the Climate Core Teams' active participation in them, speak to a growing sense of importance and urgency among these cities towards building local climate change resilience," said Mr. Aquitania. "We hope that other Southeast Asian local governments would soon follow suit."

In addition, Baguio and San Fernando invited neighboring municipalities to

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## Project profile



Regional Program Partner of the Asian Cities Climate Change Resilience Network (ACCCRN)

ACCCRN's immediate goal is to demonstrate a diverse range of effective approaches, processes, and practices for assessing and addressing urban climate vulnerabilities. Visit [www.acccrn.org](http://www.acccrn.org) to learn more.

Duration 2012 - present\*

Funded by The Rockefeller Foundation

\*ACCCRN was launched in 2008; ICLEI SEAS came onboard in 2012.

## FROM THE REGIONAL DIRECTOR FROM PAGE 1

ICLEI rests on a basic premise: that locally-designed and -driven initiatives can provide an effective and cost-efficient way to achieve local, national, and global sustainability objectives. As the region continues to witness rising population and urbanization, the onus falls heavier on Southeast Asian local governments – especially in the cities – to improve their capacity at managing resources (land, water, food, energy) and urban systems (shelter, transport, sanitation, etc.), while building resilience against climate impacts and following the path of low-carbon development. Though these challenges may appear complex and daunting, as we use local approaches to take on them piece by piece and step by step, we can make a difference.

In these pages, we document the progress that had been made by our Member and partner cities in addressing these challenges. Just this year, nine cities in the Philippines have completed Phase 1 of the ICLEI ACCCRN process, a methodology for building local climate change resilience developed by the Asian Cities Climate Change Resilience Network (p.2). Two Indonesian cities, Bogor and Balikpapan, continue their progress under the Urban LEDS (Low Emissions Development Strategies) project (p.4). Naga City (Philippines) just held its first workshop under the Urban Nexus project, which promotes integrated resource management among the food, water, and energy sectors (p.5). We are likewise pleased to present a feature series that we hope reignites the debate on sustainable transport in the region, featured in this issue's front page.

It is our hope that these stories will inspire other local governments in Southeast Asia to recognize their potential, take action, and join the movement for local-to-global sustainability. Our doors at ICLEI are always open to welcome you into the fold and assist your city in achieving its sustainable development goals.

Please visit our website, <http://seas.iclei.org>, and connect with us through Facebook ([www.facebook.com/ICLEISEAS](http://www.facebook.com/ICLEISEAS)) and Twitter (@ICLEISEAS) to find out more about our work in Southeast Asia.

# APAN-ICLEI Partnership in 2013: Strengthening Climate Change Adaptation in Southeast Asia

Southeast Asia is considered one of the vulnerable regions to climate change. The impacts are already being experienced and have resulted in significant losses. With climate change expected to worsen in the future, there is an urgent call to enhance adaptive capacities in the region. A huge potential remains to further enhance awareness, knowledge, and skills on climate change adaptation (CCA), especially in least developed countries.

The ICLEI-APAN partnership has had another productive year in 2013 in terms of further building on its efforts to tackle emerging issues on

CCA in Southeast Asia. It was able to contribute significantly in the following areas: improving accessibility to adaptation financing; strengthening knowledge on CCA monitoring and evaluation (M&E); and recognizing the importance of urban biodiversity in the context of CCA. One of the major achievements for the year was the partnering of APAN activities with other events in order to create a bigger venue for mutual learning and exchanges among adaptation practitioners, policy-makers, and experts.



APAN-ICLEI sub-regional annual conference, Chiang Rai, Thailand.

## Project profile

Sub-regional node for Southeast Asia for the Asia-Pacific Adaptation Network



APAN's objective is to build climate resilient and sustainable human systems, ecosystems, and economies through knowledge and technologies supporting adaptation. Learn more at [www.apan-gan.net](http://www.apan-gan.net).

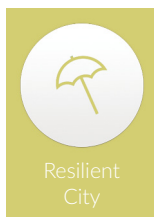
## Sub-regional annual conference

Titled "Toward Climate Change Resilience: Integrating Urban Biodiversity with CCA," the APAN-ICLEI subregional annual conference (SRAC) was held in Chiang Rai, Thailand on December 19-20. Eight Southeast Asian countries were represented in the event, held as part of the first Urban Bio-

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# ICLEI Members receive support for disaster response from international non-profit Kito Onlus

Two ICLEI Members in the Philippines received resources for disaster response via generous donations from Kito Onlus, a non-profit organization based in Padua, Italy.



On February 13, the City of San Fernando (La Union) formally received the first-ever Kito-Health unit in operation, during turnover and inauguration ceremonies held in the city. Kito-Health is a "mobile and ecologically sustainable pre-fabricated unit" usable as an emergency



The Kito-Health unit.

health center in disaster-affected areas. It has a six-bed capacity and is equipped with solar panels, storage battery, first aid kit, and emergency communication devices.

Paola Vecchiatto, Kito Onlus President and designer of the Kito-Health Unit, expressed delight at "how much [San Fernando] and its constituents appreciated

the donation" and is looking forward to seeing the community reap its benefits. San Fernando had previously been selected by ICLEI Southeast Asia Secretariat (ICLEI SEAS) and Kito Onlus to receive the unit, upon careful and rigid evaluation of applications by several local governments.

Earlier, the municipality of San Francisco in the Camotes Islands, Cebu Province, accepted a cash donation from Kito Onlus for rehabilitation efforts after Typhoon Yolanda (Haiyan). Vecchiatto personally handed the donation to Municipal

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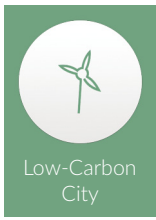
## City Profiles



**City of San Fernando**  
La Union, Philippines  
Population: 114,963 (2010)  
Joined ICLEI: 2003

**Municipality of San Francisco**  
Cebu, Philippines  
Population: 47,357 (2010)  
Joined ICLEI: 2003

# Indonesian cities forge ahead towards low-emissions development



The cities of Bogor and Balikpapan, Indonesia continue to pursue initiatives for low-carbon growth under the project, “Promoting Low Emission Urban Development Strategies in Emerging Economies” (Urban LEDS), financed by the European Union and co-implemented by ICLEI and UN HABITAT.

Having one of the most densely-populated urban centers in the world, Bogor faces problems of increasing demand for land and high competition for resources, compounded with inefficient energy use and high fossil fuel consumption. Under Urban LEDS, the city has decided to focus on the areas of sustainable landscape planning, transportation, energy efficiency, improved solid waste management, and conversion of waste to energy.

Bogor has started planning for a House of Representatives building based on the city’s recently-adopted sustainable building concept. On February 19, the city and ICLEI Indonesia Project Office held a technical workshop on the building plans. At the moment, ICLEI is developing a Detailed Engineering Design (DED) in line with the sustainability concept, a sustainable building guidebook, and a proposed Mayoral Decree on Sustainable

Building Standardization for the city.

Late last year, Bogor launched its first bicycle lane as well as the second stage of its planned 25 kilometer-long pedestrian lane along the city’s main roads, part of the city’s ‘Walkability Campaign’. This is a project of the Bogor Pedestrian Coalition in cooperation with the GIZ-backed Sustainable Urban Transport Improvement Project, with the support of ICLEI Southeast Asia.

For its part, the city of Balikpapan has selected the areas of industrial chemical waste utilization, waste management, transportation, and green building as its priorities for low-emission development. Known as the ‘Oil Refinery City’, Balikpapan’s economy relies on its industrial sector which is dominated by oil and gas multinationals. One of the city’s policies is to permit extractive industries to operate in allocated zones, provided that they shoulder some costs for the benefit of

## City Profiles



### City of Balikpapan

East Borneo, Indonesia  
Population: 639,031 (2011)  
Joined ICLEI: 2004

### City of Bogor

West Java, Indonesia  
Population: 1,022,002 (2014)  
Joined ICLEI: 2005

the community. An example of this is the Manggar Landfill, from which electricity is generated and distributed to 40 surrounding households.

Other city initiatives include emissions reductions from the industry and energy sectors, waste to energy conversion, and retrofitting of government buildings. ●

## ICLEI lectures on LED at Indonesian university



Participants at the Public Lecture on Climate Change and Urban LEDS, led by speakers Irvan Pulungan, Country Manager at ICLEI Indonesia Project Office (center, brown jacket) and Steve Gawler, Director of International Programs at ICLEI Oceania (center, black jacket).

ICLEI Indonesia Project Office delivered a public lecture on ICLEI’s Low Carbon Cities agenda and Urban LEDS program at the Institute of Technology Bandung (ITB), Indonesia, on March 20. Speaking for ICLEI were Irvan Pulungan, Indonesia Country Manager, and Steve Gawler, Director of International Programs at ICLEI Oceania.

ITB is one of the leading universities in Indonesia and had graduated a number of urban planners, environmental engineers, and climate scientists. The lecture was attended by over 150 students and academics at ITB and was also live-streamed in other universities across the country. The event was part of the collaboration between ICLEI and the Indonesian Centre for Climate Change. ●

### Project profile

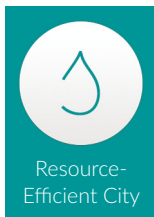


Promoting Low Emission Urban Development Strategies in Emerging Economy Countries

Urban LEDS aims to enhance the transition to low-emissions urban development in four emerging economy countries: Brazil, Indonesia, India, and South Africa. ICLEI SEAS assists the two Indonesian ‘model’ cities under the program, Bogor and Balikpapan, along with their respective ‘satellite’ cities. Learn more at <http://urbanleds.iclei.org>.

Duration March 2012-August 2015  
Funded by European Union  
Co-implemented by ICLEI/UN HABITAT

# Naga City, Philippines enters the Urban Nexus



**N**aga City, a bustling capital of the Bicol Region in Southern

Luzon, Philippines, has made a promising start into the realm of sustainable urban governance: integrated management of water, food, and energy resources.

City officials from Naga's Planning and Development, Environment and Natural Resources, and Housing and Settlements Development Offices attended a one-day workshop under the GIZ-implemented project, "Integrated Resource Management in Asian Cities: The Urban Nexus," on April 2. Under the facilitation of ICLEI Southeast Asia Secretariat (ICLEI SEAS) staff and Mr.

Rashane Sala-ngarm, GIZ Regional Project Coordinator, the workshop focused on developing local initiatives in which the 'nexus approach' shall be integrated. Two entry points have been previously identified: the updating of the city's Comprehensive Land Use Plan (CLUP), and its Low-Cost Housing Project which shall adopt a waste-to-energy mechanism for waste management.

"Of all the natural resources, water, food, and energy are most needed to sustain life on earth. These three resources are tightly interconnected, forming a resource and policy nexus," writes the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), political partner to GIZ in the Urban Nexus project. "The



GIZ Regional Project Coordinator Rashane Sala-ngarm discusses the Urban Nexus project with Naga City officials.

nexus perspective focuses on the interdependence of water, food, and energy by understanding the challenges and finding opportunities."

Based on Asian experiences, existing 'connections' within the water-food-energy nexus include: biofuel; hydropower; thermoelectric production and water security; irrigation and food security; and irrigation and energy security, UNESCAP points out.

For its part, Naga seeks to introduce a process of 'nexus-thinking' in its local development plans and programs. As demand for water, food, and energy resources continue to rise, local officials say, proper and efficient management shall contribute in resolving the challenges facing the city.

**City Profiles**

**City of Naga**  
Camarines Sur, Philippines  
Population: 174,931 (2010)  
Joined ICLEI: 2003

Naga hopes to complete the Nexus-inspired CLUP by the end of 2014. The workshop concluded with a visit to the housing project site, where officials indicated the proposed location for the waste-to-energy facility. ●

## Project profile



*Integrated Resource Management in Asian Cities: The Urban Nexus*

The project supports ten cities in six Asian countries with a view to 'nexus-compliant' integrated resource management, i.e. fully utilizing the interaction and synergies among the three nexus sectors (water, energy and food security).

Duration April 2013 - December 2015

Commissioned by German Federal Ministry for Economic Cooperation and Development (BMZ)

Lead executing agency German Society for International Cooperation (GIZ)

## ICLEI MEMBERS RECEIVE SUPPORT FOR DISASTER RESPONSE FROM PAGE 3

Councilor Aaron Capao, Jr. on January 31, upon the signing of a Deed of Donation facilitated by ICLEI SEAS. The donation shall cover the reconstruction of the Lorenzo C. Tanza Memorial High School under the municipality's Cash for Work project.

Vecchiatto lauded the

community for its "resilience," and said she was "pleased to be involved in its reconstruction." According to the Municipal Disaster Risk Reduction and Management Office, San Francisco incurred a total of PhP 58,775,000 in damages to infrastructure and livelihood after Yolanda,

affecting 6,760 families. Notably, however, the town sustained no casualties, as was also the case during the magnitude-7.2 earthquake that rocked the central Philippines just weeks before the supertyphoon.

The Municipality of San Francisco had previously been awarded the UN

Sasakawa Award for Disaster Risk Reduction in 2011.

*Kito Onlus is a nonprofit organization with the "exclusive purpose of social solidarity in the fields of education and sanitation in developing and/or emergency countries." For more information, visit [www.kitoonlus.org](http://www.kitoonlus.org). ●*

participate in their workshops, pointing out the need for joint planning on climate resilience across cities and towns. Baguio hosted the municipality of Tublay (also an ICLEI Member), while San Fernando invited the towns of Bacnotan, Bauang, Luna, and Supiden, as well as a representative from the La Union provincial government.

ICLEI SEAS and the nine cities are now preparing for Phase 2, targeting the month of June for the workshop schedules. Phase 2 involves climate research and impact assessment, including climate analysis, urban systems analysis, climate risk assessment and risk prioritization.

ACCCRN defines climate change resilience as the “capacity of an individual, community, or institution to dynamically and effectively respond to shifting climate impact circumstances while continuing to function and prosper.” The ultimate goal of the ICLEI-ACCCRN process is for each city to develop a local climate change resilience strategy, and integrate this strategy into urban planning and policy-making processes.

The process is divided into six phases, interpreted as a continuously-renewing cycle between formulation (Phases 1-4), implementation (5), and review (6). Each phase is identified with a set of tools designed to help cities

### City Profiles


**City of Tuguegarao**  
Cagayan, Philippines  
Population: 138,865 (2010)  
Joined ICLEI: 2007

**City of Baguio**  
Benguet, Philippines  
Population: 318,676 (2010)  
Joined ICLEI: 2003

**City of Makati**  
Metro Manila, Philippines  
Population: 529,039 (2010)  
Joined ICLEI: 2005

**City of Quezon**  
Metro Manila, Philippines  
Population: 2,761,720 (2010)  
Joined ICLEI: 2007

**City of Marikina**  
Metro Manila, Philippines  
Population: 424,150 (2010)



**City of Batangas**  
Batangas, Philippines  
Population: 305,607 (2010)  
Joined ICLEI: 2002

**City of Catbalogan**  
Samar, Philippines  
Population: 94,317 (2010)

through each specific step of the ICLEI-ACCCRN process.

*Interested in the ICLEI-ACCCRN process for your city? E-mail us at [iclei-sea@iclei.org](mailto:iclei-sea@iclei.org).*

**APAN-ICLEI PARTNERSHIP IN 2013** FROM PAGE 3

diversity Regional Seminar spearheaded by the International Union for Conservation of Nature (IUCN)-Thailand and the Municipality of Chiang Rai.

The two-day conference recognized the importance of urban biodiversity as an emerging issue in the region vis-à-vis resilience building and framing policies within the context of CCA. The discussions highlighted several emerging issues, including: 1) the need to communicate urban biodiversity conservation through ecosystem services; 2) the extent of integration of national and sub-national efforts; 3) availability and utilization of science and knowledge-based solutions; and 4) existing policy and institutional arrangements. It was apparent that while most Southeast Asian countries recognize

the need to integrate biodiversity and climate change, the two concepts are often treated independently. Urban biodiversity is not mentioned in national action plans but there are a number of programs being implemented at the sub-national level.

**Training workshops**

*Climate change adaptation financing in Southeast Asia (June 24-26, 2013 Bangkok, Thailand)*

The three-day training workshop, organized in partnership with the UNEP-led Southeast Asia Climate Change Network (SEAN-CC), aimed at improving the accessibility of adaptation financing in Southeast Asia. Available financing sources, eligibility criteria, funding priorities, and application procedures for adaptation

financing were discussed. Participants also honed their skills in proposal writing, as representatives from ADB, UNEP, GEF and UNDP were at hand to provide useful tips on further improving the proposals for submission.

*Strengthening capacity on monitoring and evaluation for climate change adaptation in Southeast Asia (August 13-14, 2013, Quezon City, Philippines)*

The two-day workshop provided the participants with conceptual knowledge on M&E as well as practical tools and case studies on how M&E can be conducted in the context of CCA. Participants were guided in identifying CCA M&E indicators for specific sectors. Resource speakers encouraged a participatory, results-based M&E system and emphasized the

importance of aligning project/program goals across entities and levels for the sustainability and success of the CCA intervention.

The training was conducted back-to-back with Asian-CitiesAdapt (ACA) and Asian Cities Climate Change Resilience Network (ACCCRN) events, comprising a three-day activity entitled “Beyond the Climate Change Adaptation Cycle: Learning and Re-learning – A Platform for Peer to Peer Knowledge Exchange and Training.”

**Knowledge products**

As contribution to APAN’s knowledge base, ICLEI SEAS produced a technical paper and policy brief on M&E of CCA initiatives in Southeast Asia. (see ‘Publications’ on page 8)

Effectively, road transport has been virtually segregated along socioeconomic lines, keeping the rich and poor in paradoxical close contact yet still in relative isolation.

The effects of rising motorization in Southeast Asia have been decidedly well-documented, and have come to be known as unfortunate hallmarks of the region's major cities: severe traffic congestion and extended travel times; rising pollution and greenhouse gas emissions; increasing rates of vehicular accidents and declining road safety. To be sure, these are significant social concerns that have long necessitated the shift to more efficient and sustainable transport modes. The problem, however, seems to be one of perception: how these issues are 'problematized' and consequently offered solutions, rooted in the stratified nature of road transport.

In their book, "The City in Southeast Asia: Patterns, Processes, and Policy," Peter James Rimmer and Howard Dick point out that "all kinds of expedients" have been attempted since the 1970s to relieve traffic congestion, including removing slow-moving vehicles such as rickshaws, horse-drawn carts and bicycles from the roads, to little avail. The following quote excellently captures how transport demands of the rich have shaped this particular response:



Non-motorized transport in Catbalogan City, Philippines.

From an aggregate perspective, the cause of traffic congestion has never been the presence of slow-moving vehicles but the rapidly increasing number of passenger cars. The owners are predominantly members of the growing urban middle class who have been able to impose prior demand on scarce road space for large vehicles on journeys to and from work, mostly carrying only one passenger. These private vehicles have allowed their owners to shun crowded, but space-efficient, public transport. The resultant congestion has not only led policy makers to exclude slow-speed vehicles but also extended journey times for all users of public transport. Everyone goes slowly, but the rich travel in more comfort. Because they travel by different modes, it has been easy for the rich and policy-makers to deny the political and social reality that road space is, in fact, a common good.

On a broader level, urban planning and transport policy in Southeast Asia have historically prioritized the development of road infrastructure for MPT, which, as

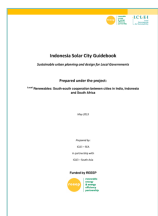
the former German Federal Enterprise for Technical Cooperation (GTZ) pointed out, has only "predominantly catered [to] the demands of a small upper [stratum] of society." As rising motorization continues to strain the region's road networks, the typical response has been to build new roads or expand existing ones, which has come at a cost: as GTZ noted, public funds used to this end may have been invested in "urgently required" development of local public transport, or even infrastructure measures aimed directly at poverty alleviation.

Instead, this policy has created a vicious cycle in which new roads being built create more demand for MPT use, eventually leading to further congestion. (As one observer put it, "adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity.") Ironically, PT and NMT modes which are best suited to tight road spaces have been neglected and marginalized – which, incidentally, contributes to widespread motorcycle use in the region. "Urban transport 'planning'," write Rimmer and Dick, "has spent several decades chasing its tail."

*(To be continued)*

NEW PUBLICATIONS FROM PAGE 8

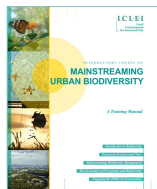
Indonesia Solar City Guidebook



A useful resource for Indonesian local governments when embarking upon a programme to increase the uptake of renewable energy and energy efficiency at the local level.

ICLEI SEAS and ICLEI South Asia | 2013

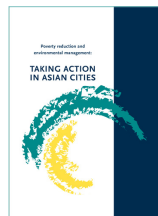
Introductory Course on Mainstreaming Urban Biodiversity



A guide for trainers on the issues of biodiversity, ecosystem services, and cities, and on mainstreaming biodiversity management into local government functions.

ICLEI Japan and ICLEI SEAS | 2013

Poverty Reduction and Environmental Management: Taking Action in Asian Cities



Provides an analysis of how conservation of natural capital is connected to poverty reduction through an integrated management approach, and how such a framework can be used so that ecosystem services are taken into account in local development.

Realising DReAMS Consortium | 2013

1 This quote was used by Dr. Tim Chatterton of the University of West of England in a presentation, "Managing Transport Impacts in Asian Mega-Cities," to illustrate the lack of priority for non-motorized transport modes.

2 In a recent Nielsen survey among internet consumers, Indonesians, Filipinos, and Thais all rank among the top 10 nationalities in the world in terms of intent to acquire a car within the next two years, while four Southeast Asian markets (the three countries plus Malaysia) rank in the top 10 in terms of viewing their car as a "status symbol."

3 "Another aspect is that, just like the car for the rich, motorbikes play a status role for the poorer people, giving them the feeling of greater comfort and 'freedom.'" German Federal Enterprise for Technical Cooperation (GTZ) (now the German Federal Enterprise for International Cooperation, GIZ). "Urban Transport and Poverty in Developing Countries," August 2002, p. 23. <http://bit.ly/1wjT8xv>

4 See: Clean Air Initiative for Asian Cities (CAI-Asia), "International Study of Transport Systems in a Low Carbon Society: Southeast Asian Region." March 2010. <http://bit.ly/1pxd5NQ>

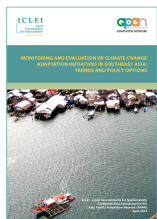
5 Peter James Rimmer and Howard W. Dick, *The City in Southeast Asia: Patterns, Processes and Policy* (Singapore: NUS Press, 2009). <http://bit.ly/1k1xnXk>

6 GTZ, "Urban Transport and Poverty in Developing Countries," p.2

7 Lewis Mumford, quoted in Chapter 4 ("Sustainable Urban Transport") of the Shanghai Manual—A Guide for Sustainable Urban Development in the 21st Century. <http://bit.ly/1mVvW1>

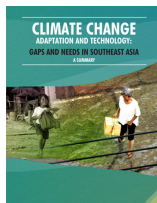
## NEW PUBLICATIONS

### Monitoring and Evaluation of Climate Change Adaptation Initiatives in Southeast Asia



Technical Paper and Policy Brief  
Showcases regional trends and updates and provides specific policy recommendations advancing CCA M&E in Southeast Asia.

ICLEI Southeast Asia Secretariat (ICLEI SEAS) and Asia Pacific Adaptation Network (APAN) | 2014



### Climate Change Adaptation and Technology: Gaps and Needs in Southeast Asia

Provides an analysis of current developments in the international platforms on adaptation technology as well as key challenges and potential areas for cooperation.

ICLEI SEAS and APAN | 2013

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## EVENTS AND OPPORTUNITIES

### ICLEI World Congress 2015

April 8-12, 2015 | Seoul, South Korea

The triennial event is the flagship assembly for ICLEI Member local governments and the extended ICLEI community worldwide. It will empower local leaders from around the world to deliver the innovative local action needed to achieve global sustainability targets.

Pre-registration is now open. For more information, visit [www.iclei.org](http://www.iclei.org) or e-mail [world.congress@iclei.org](mailto:world.congress@iclei.org).



### EcoProcura 2014

September 24-26, 2014 | Ghent, Belgium

The EcoProcura conference series shall provide a dynamic and unique setting for exchange and equip participants with essential information on implementing sustainable public procurement and procurement of innovation. Registration is now open at <http://www.ecoprocura.eu/ghent2014>.

### ASEAN Champions of Biodiversity

The ASEAN Centre for Biodiversity (ACB) invites nominations for the ASEAN Champions of Biodiversity for youth, media practitioners and business institutions who have made significant contributions to the conservation and sustainable management of biodiversity in the Southeast Asian region. Interested individuals and groups may nominate themselves or other organizations until June 30. The nomination form may be filled out at [www.champions.aseanbiodiversity.org](http://www.champions.aseanbiodiversity.org).

### UNertia : Awareness campaign on sustainability

UNertia is a campaign and competition that encourages anyone and everyone, in particular young people, students, and schools in the Asia-Pacific region, to engage in Sustainable Actions which will yield positive environmental benefits in their local communities. As a school or youth organisation you may join the UNertia competition by registering and submitting an action plan for a Sustainable Action of your choice. Deadline for registration is September 30. Learn more at [joinunertia.org](http://joinunertia.org).

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#### Our 8 Agendas



Sustainable City



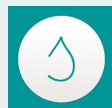
Resilient City



Biodiverse City



Low-Carbon City



Resource-Efficient City



Smart Urban Infrastructure



Green Urban Economy



Healthy and Happy Community

Download the application forms at <http://seas.iclei.org/get-involved> or e-mail us at [iclei-sea@iclei.org](mailto:iclei-sea@iclei.org).

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Local Governments for Sustainability Southeast Asia

Ranell Martin Dedicataria  
Program Manager

Ricardo Marfiga, Jr.  
Project Assistant

Victorino E. Aquitania  
Regional Director

Zenaida Ranario-Tagolino  
Finance and Administrative Officer

Soleil Erika Manzano  
Project Assistant

Jon Vincent Marin  
Communications Assistant

Catherine Diomampo  
Project Officer

Jonel Navarro  
Accounting Assistant

Indonesia  
Project Office

Irvan Pulungan  
Country Manager

Gina Karina  
Program Officer

ICLEI Southeast Asia Secretariat: Units 3 and 4, The Manila Observatory, Ateneo de Manila University, Loyola Heights, Quezon City 1108, Philippines | Telefax: (+632) 426 0851 | E-mail: [iclei-sea@iclei.org](mailto:iclei-sea@iclei.org). Indonesia Project Office: Rasuna Office Park III, WO 06-09, Kompleks Rasuna Epicentrum, Jl. HR Rasuna Said Kuningan, Jakarta 12960, Indonesia | Telefax: +62-21 8370 4703 | E-mail: [iclei-indonesia@iclei.org](mailto:iclei-indonesia@iclei.org)

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