TRANSPORT

PRIVATE TRANSPORT

- In Australia, New Zealand and also a number of cities in Southeast Asia, over 70% of all daily journeys are made by private motor vehicle. Massive areas of road and parking space lead to spread-out settlements often referred to as "urban sprawl".

- In lower-income cities, private transport is mainly by motorcycle rather than by car.

- Singapore is unique in its efforts to keep the use of private cars low by:

  - the government's Vehicle Quota System.

  - government-run auctions for "licences" which allow people to buy a car.

  - road tolls, which charge motorists for entering the central business district or driving at peak periods.

...and you?

"I don't walk a lot, sometimes to the local shops. It is too far to walk to a lot of places. We have a Mitsubishi Magna. Everyone but my Mum has a bike. I use mine for going to football training, and going to work."

Joshua, 17, M, Australia

"Our family has a company car and a personal car. My father drives the company car and my mother uses the personal one. My brother and I use bicycles."

Naema, 15, F, Philippines

"Our family has a Toyota Kijang (deer), which is the most popular car in Indonesia. I have an old mountain bike. My brother loves to modify his motorcycle with big tires and chromed wheels to make it look cool."

Banuaji, 13, M, Indonesia

Our family has two cars and a bicycle, which is often used by our maid to do errands."

Riska, 17, F, Indonesia

LIST THE WAYS YOU TRAVEL AROUND

PUBLIC TRANSPORT

- Public transport systems have shaped the growth patterns of most cities.

- Early public transport used non-motorised vehicles such as rickshaws (a small carriage attached to a bicycle) and horse-drawn coaches. Three-wheeled rickshaws still take tourists sightseeing in some Southeast Asian cities.

- In the late 19th and early 20th centuries, public transport in many countries across the region was provided by trams (vehicles that run on rails on the road and are powered by electricity).

- Trams enabled cities to spread, because "walking distance" was no longer as relevant.

- Some cities have extensive public transport systems for most daily travel. Singapore, for example, is organised around public transport, with less need for the use of cars.

- Many car-dependent places are now investing more in buses and railways because of environmental concerns, traffic congestion and the high cost of building and maintaining roads.

...and you?

"We have taxis, buses and trains, but I have never used them. My parents or family members will drive me wherever I am going."

Nuraini, 17, F, Malaysia

"I often use taxis to go around, for example to the airport, to visit distant friends, to the cinema, to the shopping mall like Vincom. I don't like buses, so I don't use them."

Anh, 15, M, Vietnam

INFORMAL PUBLIC TRANSPORT

- In many Southeast Asian cities, informal public transport is provided by small, unregulated vehicles, such as motorcycles and three-wheeled vehicles.

- In Australia and New Zealand, the government regulates public transport, so informal options are more unusual.

WHAT ARE THE ADVANTAGES AND DISADVANTAGES OF THE TRANSPORT OPTIONS AVAILABLE TO YOU?

...and you?

"I travel around the city by tricycle (a motorcycle with a cart), pedicab (a bicycle with a cart), jeepney, bus, taxi."

Angela, 16, F, Philippines

DRIVER'S LICENCES

In every country across the region, drivers of motor vehicles are legally required to have a licence. Each country has its own specific rules about the legal driving age and what tests are required before a driver's licence is granted.

...and you?

"I have a learner's driving licence which allows me to practise driving with an adult in the car. I'll be eligible to sit my restricted driver's licence exam in September, but I don't feel ready and will probably continue to practise for a while longer."

Molly, 15, F, New Zealand

"I don't have a driver's licence, not yet. Thais need to be 18 years old to apply for a driver's licence for a car or motorcycle."

Garn, 16, M, Thailand

"I am too young to have a driver's license. My father, mother, and brother have one."
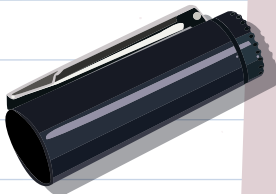
Banuaji, 13, M, Indonesia

"My father, mother and brother have driver's licences. I do not have one, but I am planning to get it soon, as now, according to Indonesian law, I am old enough to get one."

Riska, 17, F, Indonesia

"I have my learner's licence. Both my parents have their licences."

Joshua, 17, M, Australia

DO YOU HAVE OR INTEND TO GET A DRIVER'S LICENCE, AND WHY?

IF NOT, WHY NOT?

TRAFFIC CONGESTION

Teenagers without public or private transport options find other ways of getting around.

...and you?

"I walk everyday from home to the soccer field or to my friend's place."

Syukri, 15, M, Singapore

"I walk from home to school, vice versa, home to bus station or to the town/city. It's fun: I enjoy it and it's good exercise."

Andrew, 18, M, Malaysia

"I probably rollerblade more often than I walk! If I do walk, it's usually to my neighbour's house or to the dairy (a small neighbourhood grocery shop), from school to my aerobics dance lesson or around town."

Molly, 15, F, New Zealand

- Travelling to work or school can be time-consuming and frustrating because of traffic congestion or inadequate public transport.

- The three largest cities in Southeast Asia - Bangkok, Jakarta and Manila - have heavy traffic congestion due to their large populations and limited public transport options. Public transport services have improved in parts of Southeast Asia, Australia and New Zealand over the last decade, but there are still problems with traffic congestion in many big cities.

- As cities in Southeast Asia (and to a lesser extent Australia and New Zealand) get busier, motorbikes or three-wheeled vehicles, rather than cars, have become an attractive option because they are agile, low-cost and easy to park. In Australia and New Zealand, people increasingly use bicycles to commute.

WHY IS TRAFFIC CONGESTION BECOMING A PROBLEM?

SEA & AIR TRANSPORT

- Originally communities in coastal areas in Southeast Asia only travelled short distances by sea, for example, using rafts to collect food. As boat-building improved, people were able to venture further by sea, travelling to other communities and trading surplus goods.

- As international trade developed, the region's natural resources attracted Chinese, Arab, Indian and European merchants.

- Trade became highly competitive in Southeast Asia and communities tried to control lucrative sea routes. The wealth of several historical kingdoms in the region, such as the Malay Kingdom of Srivijaya, was a direct result of this sea-trade.

- Although sea routes continue to be important, today the speed and convenience of air travel has overcome the geographical barriers that once separated the populations of Southeast Asia, Australia and New Zealand, and brings our region closer together.

- The region is home to some of the world's busiest airports, including Singapore's Changi International Airport and Bangkok's Suvarnabhumi International Airport. These airports are bustling international hubs where thousands of people depart, arrive or transit every day.

- While air travel is expensive and not a form of daily travel for most people, the recent introduction of low-cost, budget airlines has made air travel more popular.

...and you?

"I flew to Saigon one time and to England with my mother, during the World Cup 2006 in Germany. We went there to visit our relatives."

Anh, 15, M, Vietnam

"I have been on a plane, mainly to North Sulawesi (Indonesia) province. I found them very exhausting. I haven't been overseas, but hope that someday I will have the opportunities to visit other countries. I would like to see America."

Banuaji, 13, M, Indonesia

"I have been on a plane, usually once a year during the school holiday season around July. I have visited Singapore, Malaysia, Thailand and the Philippines. My parents took me to those countries during school holidays as a reward for my good performance at school."

Riska, 17, F, Indonesia