1: Work for us | ICLEI South Asia

Mobility and Employment in Urban Southeast Asia: Examples from Indonesia and the Philippines. By Michael A. Costello, Thomas R. Leinbach, and Richard Ulack. By Michael A. Costello, Thomas R. Leinbach, and Richard Ulack.

As we celebrate the fiftieth anniversary of ASEAN, and weigh its achievements â€" of which I believe there are many â€" the question arises as to whether a sense of common ASEAN identity will emerge among the citizens of the respective nation-states of Southeast Asia. We need to remember that ASEAN was initially put together by the governments of the region as a means to ensure that the countries of ASEAN would not be dragged into the conflict of the Cold War, and that ASEAN was never intended to become a supra-state entity that compromises the sovereignty of its member-states in any way; and that when ASEAN was first conceived in there was no intention to create anything that resembled a common market with a common currency, or a common citizenship for all the people who live in the region. Being a modest project from the outset, its achievements need to be measured accordingly. Increasingly, the member states of ASEAN see the need to increase trade with each other, and other advances in communications and logistics have made mobility for ASEAN citizens a reality. In some instances, we see tangible results in terms of bridge-building, such as the Malaysian-Singaporean high-speed rail link project. This project will conflate time and space between the two countries, lowering, as opposed to raising border distinctions between them. The fact that such a project is taking place now, at a time when hyper-nationalism seems to be on the rise in other parts of the world, and when nations are closing, rather than opening their borders, is hugely significant. This points to the fact that the ASEAN region remains one of the most stable in the world, where states have played a crucial role in bringing communities together. Yet if we were to turn the clock back by about 30, years, we would have a completely different picture of what the region once looked like. For a start, 30, years ago, sea levels were much lower than they are today by around meters. This basically meant that much of what we now call the territory of the South China Sea was in fact dry land, and the region of maritime Southeast Asia was in fact an extended land mass where rudimentary agrarian communities lived. This was the era of the great movement and settlement of the Austronesian peoples, who are the distant ancestors of us Southeast Asians today; and the movement and migration of the Austronesians extended all the way from present-day Taiwan to all of maritime Southeast Asia, all the way to present-day Nias, Nusa Tenggara, Timor and Papua. It is here, in our common history that predates the earliest recorded polities of the region, that we see the human connections that bind us. The Austronesians were not a singular ethnic group with a common culture per se, but rather a community that shared a common language-system Austronesian , and linguistic historians will point out that many of the languages from the most distant parts of Southeast Asia still retain their Austronesian roots until now. It was only much later, as sea levels began to rise, that the South China Sea emerged, and the Austronesians were dispersed to the highlands which today make up the land masses of the component societies of Southeast Asia. Though these early communities later evolved to become polities, then nation-states, the legacy of movement, settlement and cross-cultural sharing across Southeast Asia has remained a daily reality at the ground level up until the present day. A look at the history textbooks To what extent do the present day member states of ASEAN take into account these historical factors and daily realities on the ground? A quick look at the history textbooks that are used in the countries of the region will give us an idea of the extent to which our historical inter-connectedness has not been studied seriously. Few official versions of history mention the fact that the communities and nations of Southeast Asia share commonalities in terms of language, culture, beliefs and values. Almost all of the history textbooks in the region begin with the nation-state as the primary actor in history, and in doing so, neglect the centuries of fluid movement and inter-cultural exchange that were once the norms by which Southeast Asians lived. To compound matters further, it can be noted that all of the states of Southeast Asia today take their political borders as a given political reality, but fail to note that these borders were themselves introduced by colonial powers that emanated from Europe, and were imposed on Southeast Asians by force during the colonial era. The treaties that were signed by the Western colonial powers, such as the Anglo-Dutch Treaty, effectively imposed

boundaries and hindrances upon Southeast Asians who had previously travelled freely in their own region, and did not necessarily see themselves as distinct nations that were exclusive and different from others. The impact of colonialism on Southeast Asia was disruptive in the sense that it brought to an end a polycentred fluid and mobile world where cultural exchange and cultural borrowing was normal and commonplace, and instead laid the framework for exclusive forms of national-identity that were, and remain, oppositional in nature. Today, however, we live in an age of airline travel, and the major conduits and vectors for airline transport are the capital cities and cities with airports. This has created new pathways and networks of mobility, and has shifted our focus from sea to land. It is also not a coincidence that most of the major cities with international airports also happen to be the centres of political and economic power for many ASEAN countries. This has led some observers to the conclusion that the capitals and megacities of Southeast Asia are the real centres of cosmopolitanism and pluralism today, while the countryside is seen and cast as the rural interior that is more static, slower in development and more homogeneous in its social composition. The modalities of economic and socio-cultural life along the border regions I write as a scholar whose work has often taken me to the border zones of Southeast Asia, and I have studied the modalities of economic and socio-cultural life along the border regions of the area. The observations that I have made from these encounters are the following: That the borders of Southeast Asia are indeed porous, and that despite all attempts to close and police these borders, cross-border movement in many parts of Southeast Asia is a casual, daily reality. Secondly, the people who inhabit these border zones often have more affinity with their political neighbours than they do with their fellow citizens in other parts of the country. This is simply because the person or persons who live on the other side of that border may well be your friend, commercial partner, relative or even spouse. Such links are familial, organic and thus real. Fourthly â€" and perhaps most importantly â€" these ground-level experiences are grounded on ground-level realities of trade, settlement, migration and marriages. And because they are grounded on socio-economic realities they also have meaning for the people whose lives are shaped by those realities. Official histories may have some difficulty in dealing with such local, sub-regional conceptions of homeland and belongings, for they may appear to contradict the official state-centric discourse of governance or official national histories which tend to be linear and totalising. What this means is that we could and perhaps should be studying Southeast Asia not as a pre-defined geographical bloc or area, and not as a region defined solely by ASEAN, but rather as a patchwork of networks, life-worlds, trading systems and pathways of human contact. Research on border zones Many scholars have already shifted the focus of their research to such border zones, at a time when Area Studies as a discipline is also undergoing serious internal critique and assessment. Many scholars such as myself now feel that the study of Southeast Asia cannot and should not be confined solely to the study of political states and the workings of power at the centre, but also must look at the real-life ground level realities in the periphery zones where all kinds of interesting human relations and interactions are taking place. Once outside the central zone of the political centres of ASEAN, we can see that the ways local people imagine their own geography, their sense of sub-regional belonging, their understanding of their neighbouring communities, etc. This does not negate the importance of the capital as the centre of power, but it does render our understanding of ASEAN as more complex. As ASEAN looks to the future and plans its development ahead, it needs to be cognisant of these realities on the ground, and aware of the fact that on an ordinary, mundane level, citizens of ASEAN do have multiple, and sometimes overlapping understandings of what and who they are. It is indeed the case that ASEAN citizens are travelling more and more across the region, and in time, a sense of common belonging though not citizenship may emerge as a result of that. However, this is not a sense of belonging that oversimplifies and homogenises all ASEAN citizens into one solid mass, but rather as a patchwork of communities that are closely bound by shared history, geographical proximity, and shared interests.

2: - NLM Catalog Result

This study compares and contrasts the population movements and employment characteristics of a set of secondary cities in Southeast Asia (Medan in Indonesia and Cebu in the Philippines) along with smaller cities (Pematang Siantar and Tebing Tinggi in Indonesia and Capayan de Oro in the Philippines).

Click here to learn more! The United Nations predicts that by over two-thirds of people will live in cities. Urbanization has been a trend for a while in Europe and North America, but the shift is just beginning to take place in Asia and Africa. Such a major shift almost 1. The United Nations UN is also endeavoring to do its part. The outcome of the conferences was the adoption of the New Urban Agenda, a plan for achieving sustainable urban development and housing during the next two decades through both public and private sector efforts. Environment Effect Global climate change is already a major concern. ESC prioritizes low-carbon technologies and encourages cities to strive for a carbon-neutral economy. It also promotes responsible use of natural resources and waste-to-energy initiatives. Private companies and city governments have come up with lots of creative solutions. In Thailand, waste is being used to make art. More developed countries like China use green roofs. South Korea operates electric buses. If Southeast Asian cities are going to make the urbanization trend environmentally sustainable, businesses, citizens, and the government will have to continue to work together to come up with innovative solutions. Economic Impact Urbanization typically means economic growth and a growing middle class. Some fear that this new wave of urbanization may come without the usual economic development. One analysis found that while Southeast Asian economies usually grew along with urbanization, the amount of the increase varied significantly across the region. The largest property developer in Southeast Asia , CapitaLand, reported significant revenue increases in Most of that revenue growth, however, came from residential property. Business and office rentals and development, it found, was lacking. This is causing the company to worry about an uncertain future. While urbanization is leading to economic growth in ASEAN countries, that growth is markedly uneven across the region. Economic growth, too, comes with its own challenges, such as increased carbon emissions. Infrastructure This large increase in urban population leads naturally to an amplified need for infrastructure in cities. This can pose challenges to local governments who are strapped for cash. More infrastructure can create more environmental problems as well. Jakarta and several other ASEAN cities have only recently begun to develop adequate public transportation systems. This was possible mostly through donations from other countries and financial institutions. This is why more and more Southeast Asian governments are deciding to legalize ridesharing. Supportive governmental policies promote ridesharing as a way to decrease energy consumption. But environmental issues sometimes create additional challenges for infrastructure development. As the populations of cities increase so does the need for infrastructure. This is an expensive but necessary investment that growing cities have to make. Housing Another major issue for fast-developing cities is housing. Housing policies, the NUA says, should be based on inclusion, environmental protection, and economic usefulness. The public and private sectors must work together to provide adequate housing, according to the NUA. ASEAN countries must create realistic and responsible housing policies if they are to take advantage of urbanization while doing so sustainably. They must ensure there is adequate access to land and housing that is also safe and environmentally conscious. Social Changes A less concrete effect of urbanization is social change. The daily lives of urban dwellers and the culture of the nation as a whole will be altered by the move to cities. How this aspect of the shift develops may have a significant but difficult to observe the effect on whether urbanization can be achieved successfully, safely and sustainably in ASEAN. As the trend continues to move toward urbanization in Southeast Asian countries, ASEAN cities will face significant challenges in completing the transition sustainably.

3: Diverse urban challenges in Asia’s megacities | UITP

Mobility and employment in urban Southeast Asia: examples from Indonesia and the Philippines. Mobility and

employment in urban Southeast Asia. and employment.

4: Mobility And Employment In Urban Southeast Asia : Michael A. Costello :

Mobility And Employment In Urban Southeast Asia: Examples From Indonesia And The Philippines (International Studies in Migration) [Michael A Costello, Thomas R Leinbach, Richard Ulack] on www.enganchecubano.com *FREE* shipping on qualifying offers.

5: â€¢ Urban population in Southeast Asia by country | Statista

Mobility And Employment In Urban Southeast Asia by Michael A. Costello, , available at Book Depository with free delivery worldwide.

6: Grab and NUS launch joint AI lab to develop smart urban transport solutions for Southeast Asia

Urban population in Southeast Asia , by country Premium Industry-specific and extensively researched technical data (partially from exclusive partnerships).

employment in urban Southeast Asia. and employment.

MOBILITY AND EMPLOYMENT IN URBAN SOUTHEAST ASIA pdf

Intitle the basics of digital forensics second edition filetype Marlowe on stage, 1587-2007: theatrical contexts and dramaturgical practice Can you keep a good man down? See Man Jump, See God Fall Big data human resources White supremacy and the settler state Physical Geology A Study Guide to Accompany the Earths Dynamic Systems Ultra-efficient engine diameter study The virtue of patience Leadership for Youth Ministry Aces Arithmetic Exambusters Study Cards Stuart mcgill low back disorders 3rd edition Where the forest murmurs. Electron donating group list Callan and thomas environmental economics and management Lawrence Clark Powell The Writings of Tranquil Nights and Apathetic Days The Evolution of Space in Russian Literature Eagle-research ebook cbc ctebook1. Bicycle Safety (Stay Safe) Full-Body Flexibility The hunger games file Inside Justice Hugo L. Black Juror number eleven The pleasure of his company Beyond Five in a Row (Beyond Five in a Row) Poor Kids can be Geniuses, Too Notes on radiation effects on materials Bilingual education in New York City. Ansi neta mts 2015 FLYING (Animal Action Pops) Recentering the Chinese family in early Chinese American history The Rally Course Book Kingdom hearts sheet music Walden (Concord Library) Czech rlic visa application form Armstrong and kotler marketing an introduction A Plea for the West (Works of Lyman Beecher) Hyundai sonata 2005 heynes manual Second-generation speech