



ON ROUTE IN INDONESIA

ZOOM-Campaign

Kids on the Move



Klima-Bündnis

On Route in Indonesia

In April 2017, Margit Meßmer, a volunteer member of the Climate Alliance, was in Indonesia for a few weeks. Here she will tell you all about the fascinating modes of transportation that she has seen there and will recount her experiences on the train to Pekalongan, a city in central Java.

Selamat siang (Hello in Indonesian)

Have you ever heard of Indonesia? It is an "archipelago", or a group of many islands, and is located at the equator between the Asian mainland and Australia. With over 17,500 islands in total, it is the largest archipelagic country on Earth. There are a lot of different cultures there and over

700 languages. In order to be able to communicate nevertheless, one common language was introduced over 100 years ago, the Bahasa Indonesia.

The largest islands are Borneo and New Guinea, only parts of which belong to Indonesia, and Sumatra, the sixth largest island in the world. The capital, Jakarta, is located on the island Java.



On Borneo, or Kalimantan, as it is called in Indonesian, and Sumatra there are large expanses of jungle, which are often cut down or burned down over years in order to grow palm oil on plantations (check out the Climate Travel Station "Palm Oil and Toilette Paper from the Rainforests").

On a huge island nation like Indonesia, modes of transportation are of great significance. Most passenger ferries and cargo ships embark from Tanjung Priok, Jakarta's main port, to get to the many other islands. Due to the long distances, air travel is quite important for passenger transport. There are buses for travelling between smaller towns and villages.

Trains operate between the major cities on the main islands, these are called "kereta api" in Indonesian, and "locomotives" in English and have first-class coaches (Eksekutif), second-class (Bisnis) and "saving's class" (Ekonomi). First-class is expensive; in order to keep the price for the saving's class low, so that even poorer people can afford a train journey. The

air conditioners are set so cold, that blankets are distributed in the first-class coaches. In the saving's class it is good to dress yourself with a jacket and long pants.

Bicycles and becaks, the Indonesian rickshaws, are only occasionally found on route. Becaks are bicycles with a bench installed between the front two wheels. They are like taxis on the roadside and can chauffeur one or two people with their purchase. The only driving force is the muscle power of the Becak driver, who has to pedal hard, especially on uphill roads in the tropical heat.



My original intention to bike on the roads, I quickly gave up on, when I became too scared to ride into the pandemonium of motorcyclists already crossing the road. Supposedly, there is no inner-city speed limit and bike paths are not available.

With temperatures in the daytime averaging between 24 and 32 ° C, Indonesia is very warm year-round. Especially during the rainy season between November and April, a high humidity prevails, which is also to say, it is quite muggy. Everyone there is happy to be cooled down by some air movement. That is certainly a reason why Indonesians enjoy motorbiking. The airflow is a blessing on sweaty skin and dries up light clothing quickly after a rainstorm.

Of course, motorcycles cost much less than cars, so more people can afford a motorized bike than can a car. As you can see in the photos, even a young family with two small children fits on a motorcycle. This is not without danger; accidents are common, which is why transporting children by motorcycle is not allowed for us.



In order to transport loads on a wobbly two-wheeled bike, the islanders must be very inventive. Cleverly, they pile large loads in the backseat or use handcrafted racks for transporting produce or fragile goods.



Even small food stalls are often mounted on a bicycle and always open up shop where the owner has promised the most customers. They can usually be found on the side of the road near parks or other busy places.



Due to the proximity of the equator, it is already dark by 17:30 in Java. Then, on the sidewalks around the small food stalls, so-called "warungs" are constructed, in which you can conveniently have a soup or various rice and noodle dishes to eat. Deep into the night there is a lively bustle of people all along the streets, and often there are children involved as well.



Pedestrians often have to switch to the street, because there is no room on the sidewalks for passing through- quite unimaginable for us!



Margit Meßmer was at a secondary vocational school in Kediri, East Java for the Senior Expert Service (SES) for four weeks in April 2017.

There she trained a group of teachers in the practical usage of models in project management and sustainable construction.

The photos are mostly taken from their site in Kediri, a medium-sized city with about 270,000 inhabitants on the island of Java.

Kids on the Move for Climate Action!

Together around the One World!

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