



ReCAP
Research for Community Access Partnership



Promotion of Sustainable Rural Access in the Implementation of the 2030 Global Agenda on Sustainable Development

First Progress Report



Partnership on Sustainable, Low Carbon Transport (SLoCaT)

KMN2089A

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Abstract

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is implementing a project commissioned by the UK Aid-funded Research for Community Access Partnership (ReCAP) to promote sustainable rural access as a viable component of the implementation strategies for achieving SDG and to ensure its inclusion in the high-level, multi-lateral discourse on sustainable transport and rural development. This document reports on the current progress and summarizes the outputs produced under the three workstreams: 1) Advocacy and Outreach; 2) Global and Regional Dialogues; and 3) Operationalization of SDGs during Implementation Phase I of the joint project from 16 December 2016 to 12 April 2017.

During the reporting period, a set of key messages on rural transport and SDGs has been formulated and SLoCaT has raised awareness among a wide range of stakeholders within and beyond the rural transport community of the contribution of rural transport to achieving the SDGs. A regional dialogue on rural transport was organized to provide an inclusive platform for policy-makers and stakeholders in Asia to share lessons learned and to formulate policy recommendations on scaling up rural transport development in the context of SDG implementation. Efforts have also been made to advocate for the inclusion of rural transport in global and regional processes on sustainable development, including the Sustainable Mobility for All initiative, the 2017 High Level Political Forum, and the 10th Environmentally Sustainable Transport Forum in Asia.

Key words

Rural transport, sustainable development goals, rural access, rural development, advocacy, sustainable development

RESEARCH FOR COMMUNITY ACCESS PARTNERSHIP (ReCAP)

Safe and sustainable transport for rural communities

ReCAP is a research programme, funded by UK Aid, with the aim of promoting safe and sustainable transport for rural communities in Africa and Asia. ReCAP comprises the Africa Community Access Partnership (AfCAP) and the Asia Community Access Partnership (AsCAP). These partnerships support knowledge sharing between participating countries in order to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources. The ReCAP programme is managed by Cardno Emerging Markets (UK) Ltd.

See www.research4cap.org

Acronyms

ADB	Asian Development Bank
AfCAP	Africa Community Access Partnership
AsCAP	Asia Community Access Partnership
DFID	Department for International Development
DSD	United Nations Division on Sustainable Development
EST	Environmentally Sustainable Transport
GTF	Global Tracking Framework
HLPF	High Level Political Forum
MDB	Multi-lateral Development Bank
MGoS	Major Groups and other Stakeholders
PMU	Project Management Unit
ReCAP	Research for Community Access Partnership
SDGs	Sustainable Development Goals
SLoCaT	Partnership on Sustainable, Low Carbon Transport
SUM4ALL	Sustainable Mobility for All
UN	United Nations
UNCRD	United Nations Centre for Regional Development
UNESCAP	United Nations Economic and Social Commission for Asia-Pacific
VNR	Voluntary National Review

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1 Executive Summary

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is implementing a project commissioned by the UK Aid-funded Research for Community Access Partnership (ReCAP) to promote sustainable rural access as a viable component of the implementation strategies for achieving Sustainable Development Goals (SDGs) and to ensure its inclusion in the high-level, multi-lateral discourse on sustainable transport and rural development.

This document reports on the current progress and summarizes the outputs produced under the three workstreams: 1) Advocacy and Outreach; 2) Global and Regional Dialogues; and 3) Operationalization of SDGs during Implementation Phase I of the joint project from 16 December 2016 to 12 April 2017.

During the reporting period, a set of key messages on rural transport and SDGs has been formulated through a comprehensive consultation process engaging more than 130 stakeholders. SLoCaT has raised awareness among a wide range of stakeholders within and beyond the rural transport community about the contribution of rural transport to achieving the SDGs. In addition to general Twitter activities, LinkedIn group postings, and e-newsletters submissions, a special Twitter campaign was also launched to further promote these key messages during the 10th Regional Environmentally Sustainable Transport (EST) Forum in March 2017.

The first regional dialogue on rural transport under Workstream 2 was organized as a pre-event to the 10th EST Forum in Lao PDR. The event successfully provided an inclusive platform for policy-makers and stakeholders in Asia to share lessons learned and to formulate policy recommendations on scaling up rural transport development in the context of SDG implementation. Presentation materials on the contribution of rural transport to the SDGs were also prepared and presented at the pre-event and will be disseminated at other future events.

Efforts have been made to advocate for the inclusion of rural transport in global processes on sustainable development, including participating in the Rural Access Working Group of the Sustainable Mobility for All (SuM4All) initiative, engaging in the Major Groups and other Stakeholders (MGoS) Expert Group Meeting of the High-Level Political Forum (HLPF), and sending advocacy letters to the country coordinators of the HLPF Voluntary National Review submissions. Phase I of the implementation period also saw the increased profile of rural transport in the regional process in Asia through the adoption of the Vientiane Declaration on Sustainable Rural Transport towards 'Achieving the 2030 Agenda for Sustainable Development' by the EST member countries.

Introduction

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is implementing a project¹ commissioned by the UK Aid-funded Research for Community Access Partnership (ReCAP) to promote sustainable rural access as a viable component of the implementation strategies for achieving the Sustainable Development Goals (SDGs) and to ensure its inclusion in the high-level, multi-lateral discourse on sustainable transport and rural development. Activities of the joint project are structured under three work streams, and each work stream will be implemented through a number of deliverables:

1. Advocacy and Outreach
2. Global and Regional Dialogues
3. Operationalization of SDGs

This document reports on the current progress and summarizes the outputs produced under the three workstreams during Implementation Phase I from 16 December 2016 to 12 April 2017. The report also summarizes the challenges overcome and presents proposals to revise the implementation plan where necessary.

2 Progress of Workstream 1: Advocacy and Outreach

During the reporting period, a set of key messages on rural transport and SDGs has been formulated through a comprehensive consultation process engaging more than 130 stakeholders. SLoCaT has raised awareness among a wide range of stakeholders within and beyond the rural transport community of the contribution of rural transport towards achieving the SDGs. In addition to general Twitter activities, LinkedIn group postings, and e-newsletter submissions, a special Twitter campaign was also launched to further promote these key messages during the 10th Regional Environmentally Sustainable Transport (EST) Forum in March 2017.

2.1 Deliverable 1a: Development of Key Messages on Rural Transport

A comprehensive consultation process was launched in February to determine the key themes and topics to be prioritized in the SLoCaT Partnership's advocacy activities on rural transport. Based on the feedback gathered from more than 130 stakeholders, five key messages were formulated to promote the critical role of rural transport in achieving the SDGs:

1. **Improved rural transport drives sustainable rural development and national growth:** Good rural road infrastructure and services promote connectivity and social cohesion, drive commercial activities as well as accessibility to social and economic facilities necessary to counteract poverty, isolation and social exclusion.
2. **Better rural transport is key for food security and zero hunger:** Improving rural access can lead to lower costs for farm inputs and lower transport costs for marketed outputs, thus increasing agricultural production to enhance food security.
3. **Poor rural transport condemns the poor to stay disconnected and poor:** Access to markets and employment opportunities through better rural transport infrastructure and services is an essential pre-condition to generating rural income and thus reduce poverty.

¹ Partnership on Sustainable, Low Carbon Transport. 2016. Rural Transport. <http://www.slocat.net/ruraltransport>. (Accessed 11 April 2017).

4. **Additional money and commitment is needed to build and maintain rural road networks and develop sustainable rural transport services:** Existing funding sources need to be expanded and new funding sources need to be developed, piloted and implemented not only for building but also for managing and maintaining the asset.
5. **Better rural transport calls for local solutions for local challenges:** Rural access challenges require local resource-based solutions that are compatible with the local road environment conditions.

The consultation process has successfully engaged a wide range of relevant stakeholders in the rural transport community and has encouraged them to participate in our advocacy and outreach activities for these key messages. It has also successfully increased awareness and recognition among these key players. A detailed analysis on the consultation process has been shared with survey respondents and has received positive feedback from them.²

The key messages were further disseminated through the following channels:

1. An article submitted to the High Level Political Forum (HLPF) 2017 (Annex A);
2. A news article posted on the SLoCaT website;³
3. An article posted on 12 discussion groups on LinkedIn;⁴
4. A special Twitter campaign launched from 13 to 17 March 2017 (summary in the next section);
5. A presentation made by Cornie Huizenga, Secretary General of the SLoCaT Partnership, to launch the key messages at the pre-event on rural transport under Deliverable 2a (Annex B);
6. A set of banners on the key messages displayed at the pre-event on rural transport in Lao PDR (Figure 1).

In addition, SLoCaT has shared the consultation analysis, the news article, and the banner design with 91 survey respondents who indicated interest in receiving the results of the consultation process. SLoCaT invited these individuals to re-post the news article to their respective organization websites and/or LinkedIn networks. There is an opportunity for other organizations to customize these banner messages for other events. SLoCaT will make certain that the current footer of the banner (with appropriate attribution to ReCAP and UNAID approved by the PMU) will remain unchanged. As of April 12, 2017, three respondents have offered to re-post the news article to their websites or LinkedIn networks.

2.1.1 Challenges Overcome

One of the major challenges for Deliverable 1a (development of key messages on rural transport) was to ensure a broad consultation process that includes feedback beyond the usual audience from within the rural transport community. By actively tweeting and posting the survey invitation to a wider range networks, we have successfully engaged a large number of respondents from academic institutions, civil society, and the (non-transport) sustainable development field. Also, 13% of respondents were policy-makers and professionals from finance institutions. Thus, the key messages

² Partnership on Sustainable, Low Carbon Transport. 2017. Key Messages Consultation Analysis. ReCAP for DFID: London. <http://bit.ly/2pj0an7> (Accessed April 10, 2017)

³ Partnership on Sustainable, Low Carbon Transport. 2017. Five Key Messages Underlining the Critical Role of Rural Transport to Achieve the Sustainable Development Goals. <http://www.slocat.net/news/1816> (Accessed April 5, 2017).

⁴ The article is identical to the news item posted on the SLoCaT website (footnote 1). Detailed LinkedIn posts records is available in Attachment 1 to the Progress Report

were not only a compilation of ideas from the rural transport community; they are a set of messages that demonstrates priorities of stakeholder from a broad range of sectors and areas of interests.

2.1.2 Next Steps and Proposed Revisions to Work Plan

SLoCaT proposes to disseminate the key messages to a broader range of actors through two channels:

- 1) **Submitting a 700-800 word column to prominent international journals such as *the Economist* or *the Guardian*:** Guidelines provided by the *Guardian* suggest that only the outline, instead of the full article, should be submitted, as editors like to work closely and carefully with a writer to determine the best length and focus for a piece. In the outline we will present the key messages, explain why this is a pressing issue for the readers (and emphasize the need to raise the profile of rural transport for the HLPF 2017), and demonstrate previous work of ReCAP and SLoCaT on this issue.⁵
- 2) **Submitting a short opinion piece (500 words) to local newspapers or journals in ReCAP member countries:** This would be an article similar to the submission for the HLPF blog (Annex A). SLoCaT would like to request assistance from the PMU to reach out to the relevant contacts in their member countries to facilitate this strategy.

In all submissions on the key messages, SLoCaT will make certain that they are appropriately ReCAP-branded articles.

2.2 Deliverable 1b: Rural transport-related materials for distribution at key events and conferences

SLoCaT has produced five roll-up banners on the key messages, which were displayed at the Pre-event on Rural Transport in Lao PDR on 13 March 2017 (Figure 1). The banners were well received by the high-level participants of the event, including the Transport Minister from Lao PDR. The ReCAP will utilize the banners at other workshops being held in Africa and Asia.

⁵ A useful guideline on the submission can be found on *the Guardian* website: <http://bit.ly/2nw03IG>



Figure 1. Roll-up banners on the key messages

In addition, a new logo was created to show the contribution of rural transport to the SDGs. The logo has been approved by the PMU and will be used for other promotional materials in the future, such as factsheets, posters and presentations.



Figure 2. New logo on rural transport's contribution to the SDGs

2.2.1 Challenges Overcome:

Gathering attractive and appropriate visual materials to demonstrate the impacts of rural transport is often a challenge. To encourage crowdsourcing for visual materials, SLoCaT included a question in the online survey on key messages to ask whether the respondents could provide any graphic materials to support our advocacy work. Three survey respondents responded to our request and their materials were used in the design of the banners.

2.2.2 Next Steps and Proposed Revisions to Work Plan

The key messages have successfully engaged a wide range of stakeholders within and beyond the rural transport community through the inclusive consultation process as well as a number of online and in-person communications through social media platforms and the pre-event on rural transport at the 10th EST Forum. During the development of the key messages, it became apparent that the factsheet on key messages, which was originally planned to be delivered in March 2017, requires more time and resources than we had initially foreseen.

Therefore, we propose that the development of the factsheet be carried out during Implementation Phase II with the following schedule:

Timeframe	Development of Factsheet
Week of 2 May	Initial scoping of factsheet
Weeks of 9 and 16 May	Development of content, gathering of graphic materials
Mid May to Beginning of June	Development of factsheet design with text
10 June	Share first design draft for PMU feedback
Week of 20 June	Submit print-ready file to PMU for approval / French translation begins
Beginning of July	English and French versions ready for dissemination at HLPF 2017

2.3 Deliverable 1c: Summary of Social media and other online postings

Media Channel	Summary of Output
Twitter	<p>From 1 November 1 to 12 April 2017, SLoCaT made 125 tweets on rural transport, with more than 86% of tweets being original and less than 14% being retweets from other organizations. SLoCaT tweets have been retweeted 172 times. 50% of the tweets made reference to ReCAP member countries in Sub-Saharan Africa (SSA) and the South Asia region (SA), with 25.7% referring to SSA and 24.2% referring to SA.</p> <p>Special Twitter Campaign on the Key Messages</p> <p>A special Twitter campaign was launched from 13 to 16 March 2017 to promote the key messages in conjunction with the pre-event on rural transport and the 10th EST Forum in Lao PDR. A set of 13 standard tweets was prepared on the key messages, the pre-event, and the Vientiane Declaration on Rural Transport. 67 organizations were invited to join the campaign, with 34.3% of them being the survey respondents who have signed up to promote the key messages on Twitter. Seven organizations and Twitter accounts have participated the campaign. A total of 36 tweets were made from the SLoCaT account alone and more than 92 retweets were made by other organizations, reaching hundreds of thousands of Twitter followers via their respective networks.</p>
SLoCaT Website	<p>Three news articles related to rural transport were posted on the SLoCaT website during the reporting period:</p> <ol style="list-style-type: none"> 1. Survey on Rural Transport and Sustainable Development Goals⁶ 2. Five Key Messages Underlining the Critical Role of Rural Transport to Achieve the Sustainable Development Goals⁷ 3. Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development adopted at 10th EST Forum⁸

⁶ Partnership on Sustainable, Low Carbon Transport. 2017. Survey on Rural Transport and Sustainable Development Goals. <http://www.slocat.net/news/1809> (Accessed on 10 April 2017)

⁷ Partnership on Sustainable, Low Carbon Transport. 2017. Five Key Messages Underlining the Critical Role of Rural Transport to Achieve the Sustainable Development Goals. <http://www.slocat.net/news/1816> (Accessed on 10 April 2017)

⁸ Partnership on Sustainable, Low Carbon Transport. 2017. Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development adopted at 10th EST Forum. <http://www.slocat.net/news/1818> (Accessed on 10 April 2017)

LinkedIn Discussion Groups	<p>42 postings were made on LinkedIn based on the above three news articles on the Survey, the Key Messages, and the Vientiane Declaration. The articles were shared with 16 different LinkedIn discussion groups, such as ReCAP, Devex International Development, Farmers Fighting Poverty, Rural Development Group, ADB Consultants Group, European Network for Rural Development, Rural Community Development Planners, International Road Federation, ASIA Sustainability Network, and the North Central Regional Center for Rural Development. These networks as a whole cover more than 120,000 professionals in the transport and development industry.</p> <p>A record of all online postings on the SLoCaT website and LinkedIn Groups is provided in Attachment 1: Tweets and Online Posting Records.</p>
E-Newsletters Submission	<p>SLoCaT submitted two articles to the ReCAP Newsletter during the reporting period:</p> <ol style="list-style-type: none"> 1. UN Emphasizes Importance of Rural Transport as Key Driver to Fulfill 2030 Agenda Promise to “Leave No One Behind”⁹ 2. Policy-makers Adopt Vientiane Declaration on Sustainable Rural Transport at UNCRD 10th EST Regional Forum in Asia¹⁰ <p>SLoCaT also submitted an introduction of the joint project with ReCAP to the WCTRS News Briefing, which was released in January 2017.¹¹</p>

2.3.1 Challenges Overcome

Postings on LinkedIn Groups were especially challenging as postings can only be made if SLoCaT is accepted as a member to the discussion group. In the past months SLoCaT has requested to join more than 20 different groups related to poverty, food security, rural development, gender empowerment, and other related topics in SDGs. A number of discussion groups have responded positively, such as Farmers Fighting Poverty, the European Network for Rural Development, and the North Central Regional Center for Rural Development.

2.3.2 Next Steps and Proposed Revisions to Work Plan

In the next implementation phase, a special Twitter campaign will be conducted in mid-July in conjunction with HLPF 2017 to promote the contributions of rural transport to the SDGs reviewed this year (i.e. SDG 1 No Poverty, SDG 2 Zero Hunger, SDG 3 Good Health and Well-being, SDG 5 Gender Equality, and SDG 9 Industry, Innovation and Infrastructure), with specific emphasis on Indicator 9.1.1 on Rural Access.

There are no proposed revisions to the work plan for Deliverable 1c (social media and other online postings).

⁹ Research for Community Access Partnership. 2017. UN Emphasizes Importance of Rural Transport as Key Driver to Fulfill 2030 Agenda Promise to “Leave No One Behind”. <http://bit.ly/2pjThSx> (Accessed 10 April 2017).

¹⁰ Research for Community Access Partnership. 2017. Policy-makers Adopt Vientiane Declaration on Sustainable Rural Transport at UNCRD 10th EST Regional Forum in Asia. <http://bit.ly/2nwBwmG> (Accessed 10 April 2017).

¹¹ The news briefing is available for WCTRS members only. A screenshot of the news briefing is attached in Annex C.

3 Progress of Work stream 2: Global and Regional dialogues

During the reporting period, the first regional dialogue on rural transport under Workstream 2 was organized as a pre-event to the 10th EST Forum in Lao PDR. The event successfully provided an inclusive platform for policy-makers and stakeholders in Asia to share lessons learned and to formulate policy recommendations on scaling up rural transport development in the context of SDG implementation.

3.1 Deliverable 2a: Organize three rural transport-related meetings or side-events at key international events

The pre-event to the 10th EST Forum in Asia, entitled “Contribution of Rural Transport to the 2030 Agenda for Sustainable Development” was co-organized by the Lao PDR Ministry of Public Works and Transport, ReCAP, the United Nations Centre for Regional Development (UNCRD), and the United Nations Economic and Social Commission for Asia-Pacific (UN ESCAP) and facilitated by SLoCaT on 13 March 2017.

The pre-event was attended by more than 100 participants from 30 different countries, representing ministries from nine different sectors including transport, environment, rural development, energy, infrastructure, and other sectors related to rural transport. A number of development agencies, regional organizations, transport organizations, multilateral development banks (MDBs), research organizations and universities were also represented at the pre-event.

The event was successful in establishing a dedicated focus on rural transport in Asia to complement a predominantly urban (and freight) transport focus in previous EST Forums. The overall assessment of this deliverable is that organizing the pre-event prior to a ministerial-level regional forum was very effective in bringing higher-level government officials together with non-state actors. The pre-event was also successful in attaining its overall objective to raise awareness of policy-makers on the national and multilateral levels in Asia on the contribution of rural transport to the SDGs.

With a number of research projects contributing as background materials for eight presentations in the program, the pre-event anchored a strong emphasis on the crucial role of ReCAP – and research in general—in helping countries to implement sustainable rural transport infrastructure and services. A number of presentations also took lessons learned from Africa (e.g. capacity building to improve asset management, risk management and climate resilience) to stimulate cross-region learning among participants from the EST region.

The program of pre-event speakers struck a good balance between government officials from the host country and AsCAP countries, the MDBs, regional organizations, NGOs, and the research field. The interactive methodology adopted by the facilitator was effective in stimulating interactions between speakers, panelists, and the audience through input cards and Q&A sessions. In general, informal feedback received from the participants was positive, with specific appreciation of the interaction-oriented format of the pre-event.

A detailed summary report on the pre-event can be found in Attachment 1 to the Progress Report.

3.1.1 Challenges Overcome

SLoCaT is in agreement with the PMU that it has been a challenge to identify an appropriate international event in Africa to organize the third regional dialogue on rural transport under

Deliverable 3a. Events taking place in 2017 in Africa either are not high-level enough (e.g. the 8th Transport Technology Transfer Conference) or pose scheduling conflicts with other important international events related to COP23 (e.g. the 2nd International Road Federation Africa Regional Congress). SLoCaT is considering to organize the regional dialogue as a stand-alone event, with a preference to host the event in Addis Ababa, Ethiopia in late September early October (details of the proposal can be found in section 3.1.2 below).

3.1.2 Next Steps and Proposed Revisions to Work Plan

A request email has been sent from SLoCaT via the PMU to the Department for International Development (DFID) to seek political support from the United Kingdom, as well as AsCAP and AfCAP member countries, in the side event application for the HLPF 2017. We suggest that countries can support the side event application by 1) being listed as organizing partners of the event; and 2) bringing in ministerial and other high-level speakers for the program. If it is not feasible to receive political support from the United Kingdom or AsCaP/ AfCAP countries, SLoCaT could consider as a backup option channeling the theme of rural transport through a side event organized by SUM4ALL, which is also currently considering the possibility of organizing a side event on sustainable transport at the HLPF 2017.

In order to move forward, SLoCaT is considering organizing the regional dialogue as a stand-alone event, with a preference to host the event in Addis Ababa, Ethiopia where many international organizations and MDBs are located. There is a possibility to organize the event in late September or early October and the targeted event size would be 40 to 50 people. SLoCaT proposes to get speakers from the local offices of UN organizations, MDBs, development agencies, and transport organizations in Addis Ababa in order to keep the travel expenses to a minimum. As of June 2017, SLoCaT has developed a mapping of potential organizations that we can work with and have started to reach out to them.

3.2 Deliverable 2b: Presentations and research materials prepared and delivered for key international events

A set of PowerPoint slides has been developed outlining the themes and rationale of the key messages. The presentation was used by Cornie Huizenga, Secretary General of the SLoCaT Partnership, at the pre-event on rural transport in Lao PDR on 13 March 2017. The presentation can be found under Annex B.

4 Progress of Workstream 3: Operationalization of Sustainable Development Goals

Efforts have been made to advocate for the inclusion of rural transport in key processes on sustainable development, including participating along with ReCAP in the Rural Access Working Group of the Sustainable Mobility for All (SUM4ALL) Global Tracking Framework (GTF), engaging in the Major Groups and other Stakeholders (MGoS) Expert Group Meeting of the HLPF, and sending advocacy letters to the country coordinators of the Voluntary National Review (VNRs). SLoCaT also raised awareness of policy-makers in Asia on the contribution of rural transport to achieve the SDGs by contributing to the Vientiane Declaration on Rural Transport and by releasing a background paper offering policy recommendations for a follow-up agreement to the Bangkok Declaration for 2020.

4.1 Deliverable 3a: Submit input advocating for rural transport to be included in key documents and processes on sustainable development

4.1.1 World Bank-led Global Tracking Framework

SLoCaT is participating alongside ReCAP in the Rural Access Working Group under the SUM4ALL Global Tracking Framework (GTF). During the reporting period, Karl Peet attended the Rural Access Working Group meeting during the SUM4ALL GTF meeting held on 12 January 2017 in Washington D.C. The meeting introduced the role of the Rural Access Working Group in developing a narrative document, which defines the components of rural transport, and an indicators document to measure rural access.

The Working Group submitted a narrative and indicators document for the Rural Access part of the Access Goal under the GTF in April 2017. Karl Peet and Alice Yiu from the SLoCaT team have participated in three conference calls with the Working Group and have submitted comments and input to the narrative and indicators document. The documents were reviewed by the Steering Committee of the GTF in early April 2017. SLoCaT will continue to participate in the Working Group until the finalization of the narrative and indicators document, expected by the end of May 2017.

As per request by the PMU, SLoCaT will tune its response with Jasper Cook, who is the ReCAP PMU representative in the Rural Access Working Group, for further input.

Comments submitted by the SLoCaT Partnership to the Rural Access Working Group can be found in Attachment 2 to the Progress Report.

4.1.2 High Level Political Forum 2017

SLoCaT has been promoting the critical role of rural transport in achieving the SDGs in the HLPF process by submitting an article to the HLPF Blog on the key messages on rural transport (Annex A).

As a preceding exercise that contributes to the development of the peer-reviewed paper under workstream 3 (operationalization of SDGs), SLoCaT has developed an analysis of transport references of the VNRs submitted in 2016. The analysis argues that the case to support the contribution of transport to the overarching theme of the 2030 Agenda to alleviate poverty, enhance food security, ensure social equity, and “Leave No One Behind” within the VNRs in 2016 is weak with few direct references. The missing link is due in part to the lack of references to rural transport and its critical role in implementing a number of SDGs. There is a need to establish stronger connections in the HLPF process to the contribution of transport to achieving SDG indicators, particularly SDG 9.1.1 on rural access.

As per the PMU’s request, SLoCaT will address ReCAP separately for comments and endorsement for contractually agreed deliverables in the future.

4.1.3 Other associated SLoCaT activities

An advocacy letter summarizing the arguments of the VNR analysis was drafted to be sent to VNR country coordinators (Annex D). The advocacy letter was shared with the SLoCaT member organizations for endorsement and comments and was sent to 21 country coordinators on 17 April 2017.

SLoCaT member Despacio offered input to the MGoS Expert Group Meeting, which took place in Bogota, Colombia from 25 to 26 March 2017, based on recommendations from the VNR analysis,

which emphasized raising the profile of rural transport in the HLPF process. SLoCaT has submitted a document to UN DESA (the organizing agency of the HLPF) summarizing analysis for the VNRs, SUM4ALL GTF and Quick Wins on Sustainable Transport, all in which rural transport has been included. The submitted document can be found under Annex E.

In addition to organizing the pre-event on rural transport to raise awareness of policy-makers and government officials from the EST region on the contribution of rural transport to the SDGs, SLoCaT has contributed to the Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development, which was adopted at the 10th EST Forum in Lao PDR. SLoCaT has also given policy recommendations to include rural transport as a component in the follow-up agreement to the Bangkok Declaration for 2020, which would be adopted by EST countries in 2020.

In a background paper to the EST Forum,¹² SLoCaT points out that rural access, together with urban access, is both the means and the consequence of the realization of poverty eradication, food security, social inclusiveness and equality, which are the end goals for a number of global agreements adopted since 2015. It argues that the goals and key performance indicators (KPIs) of the Bangkok Declaration for 2020 fall short of giving specific attention with concrete goals and KPIs to improving access in rural and remote areas in Asia through the provision of sustainable rural transport services and infrastructure. The paper also advises EST members, in the context of developing a follow-up agreement to the Bangkok Declaration for 2020, to consider broadening the orientation of the EST Forum to include missing elements such as rural transport.

Cornie Huizenga, SLoCaT Secretary General, also presented on the contribution of transport to implementation of the SDGs to the Islamic Development Bank on 9 April 2017. The presentation included particular emphasis on the linkages between rural transport and the global processes on sustainable development and climate change and the key messages that were developed under this project. The presentation is available under Annex F.

4.1.4 Next Steps and Proposed Revisions to Work Plan

Background position paper to the UN Division on Sustainable Development (DSD)

SLoCaT will co-author a background position paper with the PMU to submit to the DSD based on the five key messages on rural transport. The paper will be posted on the Sustainable Development Knowledge Platform, which is a central hub for information and updates on the HLPF process.

An annotated outline with a proposed division of labor has been submitted to the PMU in early April 2017 (Annex G). We propose to develop the background position paper based on the following schedule (per discussion with the PMU on 6 April 2017):

Date	Development of the DSD Background Position paper	Responsible Person(s)
1 May	PMU sends its input to SLoCaT	Caroline
19 May	Share first draft of DSD position paper with ReCAP, comments by 26 May	PMU/ Cornie/ Consultants/ Alice
5 June	SLoCaT sends final draft DSD Sectoral paper to PMU for approval	PMU/ Alice

¹² Huizenga, Cornie, Alice Yiu, and Karl Peet. 2017. 2030 Roadmap for Sustainable Transport in Asia: Aligning Government Policies with Sustainable Development Goals. Background Paper for EST Plenary Session 1. <http://bit.ly/2oqubnU> (Accessed on 10 April 2017).

15 June	Submit approved draft to the DSD	Alice
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We propose that SLoCaT will be responsible for writing the sections on Key Message 2 (food security), Key Message 3 (rural access) and Key Message 4 (funding and asset management), considering that Rob Petts will be the author from the SLoCaT team and he is most familiar with topics on agriculture and asset management. We will also make use of the previous paper on financing in rural transport services for the section on Key Message 4. The annotated outline is available under Annex G.

Peer-reviewed paper to UNESCAP Transport and Communications Bulletin for Asia and the Pacific

Within the UN ESCAP process, SLoCaT is working with the PMU to submit an abstract for a peer-reviewed paper on the importance of rural transport research in support to the SDGs to the journal, *Transport and Communications Bulletin for Asia and the Pacific*. Below is the proposed schedule for the development of the UNESCAP paper:

Date	Development of an abstract for the UNESCAP paper	Responsible Person(s)
14-Apr	Submit abstract to UN ESCAP	Jasper
15-May	SLoCaT sends its input on UN ESCAP paper to ReCAP	Alice
1-Jun	ReCAP circulates first draft for internal feedback	Caroline
10-Jun	Second draft ready; circulate second draft to SLoCaT and ReCAP networks for feedback; comment by 20 June	Alice/ Caroline
30-Jun	Submission of final paper	ReCAP

Peer-reviewed paper on contribution of rural transport to the SDGs

After initial discussion with the PMU, SLoCaT proposes that the peer-reviewed paper planned under Deliverable 3a be a product combining the DSD background position paper with rural transport-related parts from the VNR analysis. The paper will also include analysis of the VNRs to be submitted in July 2017 at the HLPF. Therefore, the paper will be developed during Implementation Phase 4 (26 October 2017 to 31 January 2018).

4.2 Deliverable 3b: Advocating for whole-life financing of rural transport infrastructure and service of the multilateral development banks (MDBs) and other institutions

The principle of whole-life financing of rural transport infrastructure and services has been incorporated in Key Message 4, “Additional money AND commitment is needed to build and maintain rural road networks and develop sustainable rural transport services”. The key message promotes that existing funding sources need to be expanded and new funding sources need to be developed, piloted and implemented not only for building but also for managing and maintaining the road assets in whole-life terms.

A short text has been provided by Tony Greening, Chair of the ReCAP Technical Panel, on the whole-life financing for rural transport. The text will be an important message incorporated in the DSD background position paper and elements of the text will also be incorporated in the factsheet on rural transport that are being developed.

4.2.1 Challenges overcome:

No significant challenges were encountered.

4.2.2 Next steps and Proposed Revision to the Work Plan

No revision to the work plan is foreseen at the moment.

Annex A: Article submitted to HLPF blog

Title: Key Role of Rural Transport in Implementing the 2030 Agenda for Sustainable Development



Rural transport plays an indispensable role in achieving more than half of the Sustainable Development Goals (SDGs) and fulfilling the promise of the 2030 Agenda for Sustainable Development to “leave no one behind.” The provision of safe, reliable, and affordable rural transport infrastructure and services is essential to facilitate access to markets and services, increase agricultural production, develop modern supply chains for crop delivery, prevent food loss, and hence achieving zero hunger and alleviating poverty.

The [Research for Community Access Partnership \(ReCAP\)](#), a UK Aid funded research programme on rural transport, with the support of the [Partnership on Sustainable, Low Carbon Transport \(SLoCaT\)](#), promotes sustainable rural access as a key component of the implementation strategies for achieving SDGs. It aims to ensure inclusion of rural transport in the high-level, multi-lateral development discourse on sustainable transport and rural development, underwritten by ReCAP research evidence.

Until now, food production has been hampered in many Least Developed Countries due to the lack of access to rural transport infrastructure and services. In Africa, 90% of food is produced by smallholder farmers who mostly have limited access to transport infrastructure. Moreover, transport infrastructure and services in rural areas are often poorly maintained and are highly vulnerable to adverse climate conditions. Improvement in rural transport infrastructure and services will facilitate

access to markets, employment opportunities, education and health facilities, and other social services, which are key elements for rural development.

The linkages between rural transport and SDGs include:

6. **Improved Rural Transport Drives Sustainable Rural Development and National Growth:** Good rural road infrastructure and services promote connectivity and social cohesion. It drives agriculture, trade, commerce and industry as well as accessibility to knowledge, jobs, health, education, and the social and economic facilities necessary to counteract poverty, isolation and social exclusion.
7. **Better Rural Transport is Key for Food Security and Zero Hunger:** Improving rural access can lead to increased agricultural production, lower costs for farm inputs and lower transport costs for marketed outputs. Improvement in rural transport will lead to enhanced production through access to knowledge on better agricultural practices.
8. **Poor Rural Transport Condemns the Poor to Stay Disconnected and Poor:** The provision of improved rural transport will enhance access to markets and employment opportunities. Access to markets through better rural transport infrastructure and services is an essential pre-condition to generating rural income and thus reduce poverty. Only adequate all-season access will enable farmers to optimize their production and thus generate rural growth.
9. **Additional money AND commitment is needed to build and maintain rural road networks and develop sustainable rural transport services:** Existing funding sources need to be expanded and new funding sources need to be developed, piloted and implemented not only for building but also for managing and maintaining the asset. Dedicated political will is a pre-condition for success in realizing improved rural access and its effective maintenance.
10. **Better Rural Transport Calls for Local Solutions for Local Challenges:** It is now recognized that rural access challenges require local resource based solutions that are compatible with the local road sectors: the engineers and technicians who will design the roads, the contractors and laborers who will construct them, the villagers who maintain them and use them.


Successful implementation of the above linkages will contribute to realizing SDG 1 to alleviate poverty; SDG 2 to achieve zero hunger and ensure food security; SDG 3 to ensure health and well-being; SDG 4 to provide access to education; SDG 5 to empower women in rural areas; SDG 6 to facilitate access to clean water and sanitation; SDG 8 to promote inclusive growth and economic opportunities; SDG 9 and SDG 11 to contribute to sustainable infrastructure and communities for all; and SDG 13 to increase climate resilience and adaptation in rural areas.

For more information, please visit www.research4cap.org or www.slocat.net/ruraltransport.

The Partnership on Sustainable, Low Carbon Transport, in partnership with, and support of the UK Aid-funded Research for Community Access Partnership, promotes sustainable rural access as a viable component of the implementation strategies for achieving SDG and to ensure its inclusion in the high-level, multi-lateral development discourse on sustainable transport and rural development. For more information, please visit www.slocat.net/ruraltransport.


Annex B: Powerpoints on the Key Messages presented at the Pre-event on Rural Transport in Lao PDR on March 13, 2017

Rural Transport's Contribution to Sustainable Development: Key Messages



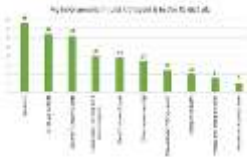


Comie Huizenga
Partnership on Sustainable, Low Carbon Transport

Pre-event: "Contribution of Rural Transport to the 2030 Agenda on Sustainable Development"
Vientiane, Lao PDR
13 March, 2017



Key Messages on Rural Transport and SDGs



- Cornerstone of a wide spread advocacy campaign over the next 18 months
- Developed through a comprehensive consultation process
- Aims to find out which themes and topics to be prioritized
- Feedback and input gathered from more than 130 stakeholders

Key Message 1

Improved Rural Transport Drives Sustainable Rural Development and National Growth


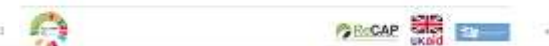
Good rural road infrastructure and services promote connectivity, drives commercial activities and access to facilities necessary to counteract poverty, isolation and social exclusion.

Key Message 2

Better Rural Transport is Key for Food Security and Zero Hunger



Improving rural access can lead to lower costs for farm inputs and lower transport costs for marketed outputs, thus increasing agricultural production to enhance food security.

Key Message 4

Additional money AND commitment is needed to build and maintain rural road networks and develop sustainable rural transport services



Existing funding sources need to be expanded and new funding sources need to be developed, piloted and implemented not only for building but also for managing and maintaining the asset.

Key Message 5

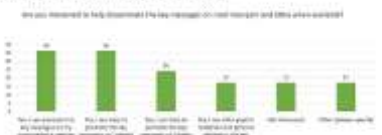

Better Rural Transport Calls for Local Solutions for Local Challenges

Rural access challenges require local resource-based solutions that are compatible with the local road sectors and conditions.

Dissemination of Key Messages


- SLOCAT-Research4CAP will conduct year-long campaign- special focus on High Level Political Forum (July New York).
- Supporting materials for the key messages will be developed (e.g. factsheet)
- Majority of survey respondents are willing to participate in the promotion of rural transport and SDGs

Thank you for your attention!

For more information, please visit:
<http://www.research4cap.org/>
<http://slocat.net/ruraltransport>

And follow us on Twitter: @SLOCATComie and @Research4CAP



Annex C: World Conference on Transport Research Society News Briefing

Note: reference to the joint project is at the bottom of the news briefing.

----- Forwarded message -----

From: Jennie Stones <J.Stones@leeds.ac.uk>
Date: Tue, Jan 3, 2017 at 4:44 PM
Subject: WCTRS News Briefing - January 2017
To: "cornie.huizenga@slocatpartnership.org" <cornie.huizenga@slocatpartnership.org>

Dear Cornie

Please find below the first News Briefing for 2017, which includes a personal invitation from President Yoshitsugu Hayashi to the President's Reception during TRB next week, as well as other information you may find of interest.

*This News Briefing is intended for information only. Please **do not** reply unless you have a specific enquiry. Thank you.*

INVITATION TO WCTRS PRESIDENT'S RECEPTION AT TRB

Dear WCTRS Member

You are cordially invited to WCTRS President Reception to be held at TRB as follows:

Date/time: 18:00 – 20:00 Wednesday 11 January
Venue: East Overlook, the Convention Center Washington

There we will present a summary of WCTRS activities, including WCTR Shanghai 2016, updates on publications and our 30 Special Interest Groups, as well as information on the 15th WCTR, which will be held in Mumbai, India in May 2019.

Light refreshments will be available, and I look forward to gathering there, to meet with friends old and new.

Please feel free to bring along any friends or colleagues who are not yet members of the Society, or refer them to the WCTRS website <http://www.wctrs-society.com/membership/> for further information on membership.

I very much look forward to meeting you all soon.

Best wishes

YOSHI HAYASHI

Special Session on Traffic Safety at TRB 96th Annual Meeting January 2017

"Beyond Safety Belts and Airbags: Implementing Road Safety Internationally" -
Tuesday 10 January, 10:15am to 12:00 Noon, Convention Center, 103A

Presiding Officer: *Adrian Lund, Insurance Institute for Highway Safety,*

It is time that we examine the extent to which evidence based countermeasures and policies are being applied and attempt to better understand why so much of what is known is resisted in so many countries, including the U.S. The framework for this discussion will be established with two presentations. A panel of experts will then explore a number of questions to answer why we have not made more progress and how to change this trend in intervention deployment.

Three fundamental questions that the panel will explore include:

- 1) What are the fundamental issues that we need to work on to improve the adoption of evidence-based strategies, and how do those issues vary internationally?
- 2) How will the availability of new vehicle technologies affect policymaking; will the safety promises distract from other strategies that are known to work?
and,
- 3) What are the successful implementation lessons learned from developed countries that may be applied to developing countries?

PROGRAMME:

Dinesh Mohan, Shiv Nadar University: *New issues in vehicle safety with special reference to locations with high pedestrian, bicycle, motorcycle and paratransit vehicle use.*

Soames Job, Global Road Safety Solutions, World Bank: *International experience in promoting road safety, issues and possible way ahead.*

Panel Discussion:

Adrian Lund, Insurance Institute for Highway Safety

Geetam Tiwari, Indian Institute of Technology

Brian O'Neill, Insurance Institute for Highway Safety

Leanna Depue, Governors Highway Safety Association (GHSA)

CALLS FOR PAPERS RESEARCH IN TRANSPORTATION ECONOMICS

Special Issue on Big Data

<http://www.journals.elsevier.com/research-in-transportation-economics/call-for-papers/call-for-paper-on-special-issue-the-influence-of-big-data-on>

Special Issue on Fuel Cell Vehicles

<http://www.journals.elsevier.com/research-in-transportation-economics/call-for-papers/call-for-papers-for-special-issue-fuel-cell-vehicles>

Special Issue on

<http://www.journals.elsevier.com/research-in-transportation-economics/call-for-papers/special-issue-future-trends-in-funding-and-financing>

CALL FOR PAPERS FOR EASTS CONFERENCE – SEPTEMBER 2017 – HO CHI MINH CITY, VIETNAM

For further information, please see:

CALL FOR PAPERS FOR EASTS CONFERENCE – SEPTEMBER 2017 – HO CHI MINH CITY, VIETNAM

For further information, please see:

<http://easts.info/isc/wordpress/wp-content/uploads/2016/12/EASTS-2nd-Call-for-Papers-HCMC2017.pdf>

SLoCAT (Partnership on Sustainable, Low Carbon Transport)

The SLoCaT Partnership is currently working with the support from the UK Aid-funded Research for Community Access Partnership (ReCAP). The second phase of the project is currently at the inception phase and it aims to promote sustainable rural access as a viable component of the implementation strategies for achieving the Sustainable Development Goals (SDGs) and to ensure its inclusion in the high-level, multi-lateral development discourse on sustainable transport and rural development.

The work and activities of the project are categorized under three major workstreams: 1) Advocacy and Outreach; 2) Global and Regional Dialogues; and 3) Operationalization of the SDGs. You can read more about our project here: <http://www.slocat.net/ruraltransport>

Annex D: Draft Advocacy Letter to VNR Coordinators

SLoCaT Foundation Board of Directors

Co-Chair:
Holger Dalkmann
World Resources Institute

Co-Chair:
Amy Kenyon
Ford Foundation

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Alain Flausch
International Association of
Public Transport

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Huaou Commission

Manfred Breithaupt
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Hewlett Foundation

Sanjivi Sundar
The Energy and Resources
Institute

Bronwen Thornton
Walk 21

Geetam Tiwari
Indian Institute of Technology



Mr. Mohammad Nabi Sroosh
Director General of Policy & RBM
Ministry of Economy, Afghanistan

Shanghai - April 17, 2017

Dear Mr. Nabi Sroosh,

On 1 January 2016, the 2030 Agenda for Sustainable Development adopted by world leaders in September 2015 officially came into force, a historic achievement which set in motion concerted efforts toward 17 Sustainable Development Goals (SDGs) with 169 targets stimulating actions to shift global development onto a more sustainable and resilient path.

The Partnership on Sustainable Low Carbon Transport (SLoCaT) represents over 90 international organizations that are actively working to promote sustainable transport in the implementation of the 2030 Agenda for Sustainable Development. The SLoCaT Partnership feels that there is great potential to raise the profile of sustainable transport in this ongoing review process, to build upon the 64% of the 2016 Voluntary National Reviews (VNRs) submitted to the High Level Political Forum (HLPF) in 2016 that contain some references to transport.

Although sustainable transport is not represented by a standalone SDG in the 2030 Agenda, it is mainstreamed in a direct or indirect manner into a number of SDG targets. The 2030 Agenda has set a path for the transport sector to be more sustainable to minimize road injuries and fatalities, provide sustainable infrastructure for urban, rural, passenger and freight transport, increase access to public transport and eliminate fossil fuel subsidies. In short, in the absence of sufficient sustainable transport infrastructure and services across the world's regions, at least half of the SDGs are at risk of not achieving their potential.

In this context, we are happy to share an analysis conducted by SLoCaT on the treatment of sustainable transport in the 22 VNRs submitted in 2016, with recommendations on how to further emphasize the critical role of sustainable transport in SDG implementation through the VNR process during the HLPF in 2017.

We would like to bring these recommendations to your attention on behalf of all the members and partners of the SLoCaT Partnership (see Annex 1) and we would request that

these recommendations be considered in the 2017 VNR to be submitted by Afghanistan:

- Establish a strong case on how transport contributes to the overarching goals of the 2030 Agenda on poverty alleviation, food security, social equity and “leaving no one behind”;
- Include any good practices, policy measures, and case studies on sustainable transport used by Afghanistan as examples on how to implement the SDGs reviewed in HLPF 2017, including SDG 1 (No Poverty), SDG 2 (Zero Hunger), SDG 3 (Good Health and Well-being), SDG 5 (Gender Equality), SDG 9 (Industry, Innovation, and Infrastructure);
- Establish stronger connections showing the contribution of transport to achieve SDG indicators, particularly SDG 9.1.1 on improving rural access and SDG 12.c.1 on reducing fossil fuel subsidies which are missing from the VNRs submitted in 2016;
- Cite specific actions taken by Afghanistan in transport sub-sectors such as urban and public transport, rural transport, fossil fuel subsidies, rail transport, freight, and transport policy and planning;
- Set specific targets for sustainable transport development in Afghanistan (e.g. increase by 30% of rural population with access to all-season roads by 2030, reduce the number of deaths and injuries from road traffic accidents by 50% by 2030).

The SLoCaT Partnership believes that there is further potential to demonstrate the critical role of sustainable transport in this SDG implementation and review process, to build upon the more tentative discussion of transport in HLPF 2016. VNRs can create a more comprehensive vision of sustainable transport development if Afghanistan can emphasize more prominently that transport is a vital, cross-cutting sector which enables all other sectors to implement the 2030 Agenda.

We appreciate your consideration of these recommendations and we welcome your action on these recommendations as further encouragement and inspiration to scale up our efforts on sustainable transport.

Best regards,



Cornie Huizenga,
Secretary General
Partnership on Sustainable, Low Carbon Transport

Annex 1: Members of the Partnership on Sustainable, Low Carbon Transport (SLoCaT)

1. African Development Bank	47. International Energy Agency
2. African Transport Policy Program	48. International Road Assessment Program
3. Agence Française de Développement	49. International Road Federation
4. Alstom	50. International Transport Forum
5. Asian Development Bank	51. International Union of Railways
6. Association in Peace with the Environment (Guatemala)	52. Islamic Development Bank
7. Brake	53. Korean Transport Institute
8. Bus Rapid Transit Centre of Excellence	54. Michelin Challenge Bibendum
9. CAF-Development Bank of Latin America	55. National Center for Transportation Studies, Philippines
10. Center for Clean Air Policy	56. Nordic Development Fund
11. Centre for Green Mobility	57. Polis Network
12. Center for Science and Environment	58. REN 21
13. Center for Sustainable Transport Mexico	59. Renewable Energy and Energy Efficiency Partnership
14. Center for Transportation and Logistics Studies, Gadjah Mada University	60. Research for Community Access Partnership
15. Centre for Environment Planning & Technology Ahmedabad	61. Ricardo Energy & Environment
16. China Urban Transport Research Centre	62. Rupperecht Consulting
17. Clean Air Asia	63. Smarter Than Car
18. Clean Air Institute	64. SNCF
19. Climate Bonds Initiative	65. Stockholm Environment Institute
20. Climate Works	66. Sustainable Transport Africa
21. CODATU	67. The Energy and Resources Institute
22. Concito	68. Transport and Environment
23. Despacio	69. Transport Planning and Research Institute
24. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)	70. Transport Research Laboratory
25. Dopplemayr	71. Uganda Road Sector Support Initiative
26. EMBARQ, The WRI Ross Center for Sustainable Cities	72. UNIFE-The Association of European Rail Industry
27. European Bank for Reconstruction and Development	73. United Nations Centre for Regional Development
28. European Cyclists' Federation	74. United Nations Development Program
29. European Institute for Sustainable Transport	75. United Nations Department for Economic and Social Affairs
30. European Investment Bank	76. United Nations Department for Economic and Social Affairs for Asia and the Pacific
31. FIA Foundation	77. United Nations Economic Commission for Europe
32. First African Bicycle Information Organization	78. United Nations Economic Commission on Latin America and the Caribbean
33. Ford Foundation	79. United Nations Human Settlement Program
34. Global Environmental Facility	80. United Nations Industrial Development Organization (UNIDO)
35. Grutter Consulting	81. University Capetown
36. Health Bridge	82. Victoria Transport Policy Institute
37. Hewlett Foundation	83. Volvo Research and Education Foundations
38. Innovation Center for Energy and Transportation	84. Walk 21
39. Institute for Global Environmental Strategies	85. World Bank
40. Institute for Transportation and Development Policy	86. World Business Council on Sustainable Development
41. Institute of Transport Studies, University of California, Davis	87. World Cycling Alliance
42. Institute for Transport Studies, University of Leeds, UK	88. World Health Organization
43. Institute of Urban Transport India	89. Wuppertal Institute for Climate, Environment and Energy
44. Inter-American Development Bank	90. World Wide Fund For Nature International
45. International Association for Public Transport	
46. ICLEI-Local Governments for Sustainability	

Partnership on Sustainable, Low Carbon Transport (SLoCaT)
Far East Plaza, 317 Xianxia Road, 1811-B, Shanghai, 200051, China
www.slocat.net

Annex E: Input Document to the MGoS Expert Group Meeting

MGoS Expert Group Meeting (Bogota 25-26 Mar 2017)

Inputs - Partnership on Sustainable Low Carbon Transport (SLoCaT)

March 2017

General Inputs

- ***Need for sectoral inputs (not just input at level of major groups¹³) in SDG follow up***
 - Although sustainable transport is not represented by a standalone SDG in the 2030 Agenda, it is mainstreamed in a direct or indirect manner into 8 of 17 SDGs, particularly those related to food security, health, energy, infrastructure, cities and human settlements, and climate change
 - Formulation and communication of sectoral strategies from MGoS is thus required to optimize direct implementation strategies for the SDGs and to facilitate the achievement of other goals.
 - The SLoCaT Partnership was established in 2009 to provide a global voice on sustainable transport, and has grown to a multi-stakeholder partnership of over 90 organizations (representing UN agencies, multilateral and bilateral development banks, NGOs and foundations, academe and the business sector).
 - SLoCaT acts to convene and coordinate inputs from its members and strategic partners to speak with a unified voice on the role of sustainable low carbon transport in advancing sustainable development and climate change objectives.
 - SLoCaT is actively seeking expanded partnerships with peer sectors (e.g. energy, finance, health, women, youth) to advance common goals related to sustainable low carbon transport

- ***Transport in Voluntary National Reviews (VNRs)***
 - SLoCaT has conducted an analysis of the treatment of transport in VNRs presented at High-Level Political Forum 2016
 - Among the 22 VNRs submitted in 2016, 14 VNRs (64%) make direct reference to the transport, spanning across a variety of subsectors including passenger transport, public transport, urban transport, walking and cycling, electric mobility, freight and transport demand management.
 - These transport references address various issues, including migration and GHG emission, access and mobility, multimodal connectivity and economic development, financing, road safety, and climate adaptation.
 - Among the 14 VNRs with transport references, a third of them recognize the need for emission reduction and mitigation actions taken in the transport sector. Half of the 14 VNRs with transport references recognizes adaptation as an important action in the transport sector.
 - Four countries have set specific goals and targets on public transport, energy consumption, access, and road safety
 - Specific measures and actions on sustainable transport development have been highlighted in a number of VNRs, covering issues such as road infrastructure, renewable energy, electric mobility, freight, water transport, regional connectivity, and institutional capacity

¹³ UN major groups include, Women, Children and Youth, Indigenous Peoples, Non-Governmental Organizations, Local Authorities, Workers and Trade Unions, Business and Industry, Scientific and Technological Community, and Farmers.

- A majority of transport references linked to SDG 9 (Industry, Innovation, and Infrastructure) and SDG 11 (Sustainable Cities and Communities). Fewer of the references are related to SDG 3 (Good health and well-being), SDG 7 (Affordable and Clean Energy) and SDG 13 (Climate Action).
 - Missing gaps: Although transport is directly related to Target 12.C on fuel subsidies, the linkage has not been discussed in any VNRs. Same with other indirect transport targets, such as Target 2.3 and Target 12.3.
 - Transport references in VNRs submitted in 2016 do not relate to all Transport-related SDG indicators- e.g. 9.1.1. on rural access and 12.c.1 on fossil fuel subsidies.
 - There is no reference to rural transport in the VNRs submitted in 2016.
 - This analysis can be summarized based on the [voluntary common guidelines for major groups and other stakeholders](#) slated for discussion at the MGoS EGM
 - The theme of HLPF 2017 is “Eradicating poverty and promoting prosperity in a changing world”. The set of goals to be reviewed at HLPF 2017 are as follows:
 - SDG 1: No poverty
 - SDG 2: Zero hunger
 - SDG 3: Good health and well-being
 - SDG 5: Gender equality
 - SDG 9: Industry, innovation, and infrastructure
 - SDG 14: Life below water
 - SDG 17: Partnership for the goals
 - SLoCaT will conduct outreach to the (currently) 44 member states who have signed up to VNRs at HLPF 2017 to urge inclusion of sustainable transport measures in national development implementation plans and monitoring
 - SLoCaT has plans to participate in the 2017 HLPF, which will likely center on raising the profile of [rural transport](#) to facilitate SDGs 1, 2, 3, 5, and 9.
- ***Linkage with the emerging efforts in transport sector to translate global agreements in global tracking framework***
 - A number of agreements on the global level have been adopted in recent years with the purpose to move the world towards a more sustainable and resilient future. These global agreements include the [2030 Agenda for Sustainable Development](#), [Paris Agreement on climate change](#), the [New Urban Agenda \(NUA\)](#), the [Addis Ababa Action Agenda on Financing for Development](#), the [UN Decade of Action for Road Safety 2011-2020](#), the [Sendai Framework for Disaster Risk Reduction 2015-2030](#), and the [Nairobi Mandate](#) adopted at the 14th United Nations Conference on Trade and Development (UNCTAD).
 - Sustainable transport is a key contributor to the implementation of these various global processes and, at the same time, these global agreements provide enabling conditions for sound legal and regulatory framework, capacity building and knowledge sharing, technology development, financing and investment, and mitigation and adaptation actions in the transport sector on the regional level.
 - Efforts to leverage sustainable transport to achieve the objectives of these global processes must be closely coordinated (in concert with peer sectors) to achieve goals under the required timeframe and to use limited resources efficiently.
 - Sustainable Mobility for All (SuM4All) is a global tracking framework whose development is being coordinated by the World Bank. The SuM4All framework is intended to track progress on transport-related aspects of the SDGs along four dimensions (i.e. access (urban and rural), efficiency, safety, and green), with associated targets and indicators currently under development. SLoCaT is co-leading SuM4All’s Green Goal Working Group and is actively participating in the Urban Access and Rural Access Working Groups.

- During Habitat III, [SLoCaT signed a memorandum of understanding with UN-Habitat](#) to provide a framework for accelerating action on, and tracking of, transport-relevant components of the New Urban Agenda. The collaboration will be implemented with a focus on tracking transport-relevant components in developing and emerging economies, building on experiences from Europe, Asia and Latin America, and will also help to encourage cooperation with ongoing tracking efforts in other global processes.
- **Resources to accelerate implementation toward transport-related SDG targets**
 - SLoCaT's [Quick Wins on Transport, Sustainable Development and Climate Change](#) report describes a course of immediate bold and ambitious action that will kick-start the transformation of the transport sector. These pre-2020 actions span policy, regulatory and operational solutions for both human mobility and freight movement, providing a balanced toolbox to ramp up needed actions and thus contributing to both climate change and sustainable development objectives
 - SLoCaT has coordinated member inputs for proposed indicators and data custodian organizations for the transport-related SDG targets
 - SLoCaT is working to raise the profile of rural transport to achieve SDGs through a partnership with the Research for Community Action Partnership (ReCAP), by compiling [a set of key messages](#) on rural transport, and providing advocacy among member states in key fora (e.g. advancing the [Vientiane Declaration on Rural Transport](#) at the UNCRD EST Regional Forum in Asia in March 2017).
 - SLoCaT is developing an urban strategy to further incorporate transport in existing city networks, to complement its partnership with UN-Habitat to track transport-related components of the New Urban Agenda and efforts to track SDG Target 11.2 (By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all’).
- **Resources for countries to access knowledge networks on sustainable transport**
 - Key 2017-2018 sustainable transport events (with relevance to HLPF)

Date	Event	Venue	Organizer	Theme	Event URL
8-10 May	8th Africa Transportation Technology Transfer Conference	Zambia	Association of Southern African National Road Agencies (ASANRA)	Rural transport Adaptation	http://www.t2conference2017.org/
8-12 May	26 th UN Habitat Governing Council	Nairobi, Kenya	UN-Habitat	Urban Development, Sustainable Urban Transport	http://unhabitat.org/about-us/governing-council/
12-13 May	Interconnections 2017	Bonn, Germany	German Development Institute	Climate Change & Sustainable Development	http://interconnections2017.org/

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28-30 June	Expert meeting Sustainable Transport LAC/MOBILIZE Summit	Santiago, Chile	ITDP, VREF, ECLAC, SLoCaT	Sustainable Transport	http://mobilizesummit.org/

- Other resources

- [2030 Vision for Sustainable Transport in Asia: Aligning Government Policies with Sustainable Development Goals](#)
- [Transport, Poverty Alleviation and the Principles of Social Justice](#)
- [Sustainable Transport in Habitat III: A Review of Principal Documents](#)

Annex F: Presentation to the Islamic Development Bank

How sustainable transport can save the SDGs



Cornie Huizenga
Partnership on Sustainable, Low Carbon Transport

ISDS HQ Meetings
Jeddah, Kingdom of Saudi Arabia
9 April 2017

SLoCaT Partnership

90+ Members: International Organizations – Governments – Development Banks – NGOs – Private Sector – Academe

Diamond Supporters: CDF, FORD FOUNDATION, giz, UKaid, VREF

Platinum Supporters: ADB, afc, FOUNDRY

Gold Supporters: IFC, FIA FOUNDATION, ICLEI, ITDP, UITP

Mission: Integrate Sustainable Transport in Global Policies on Sustainable Development and Climate Change

Part 1

WHY SUSTAINABLE TRANSPORT

What is at Stake



- Sustainable Development:**
 - 1 billion without access to all season roads
 - Urban population will grow by 2.3 billion up to 2050
 - 1.3 million killed in Road accidents
 - Million + people die annually from transport related air pollution
- Climate Change:**
 - Current Transport GHG emissions are 7.7 Gt
 - 2050 BAU emissions possibly 13-15 Gt
 - 2050 emission levels based on Paris Agreement will be below 2 Degree Celsius target 2-3 Gt

Part 2

GLOBAL PROCESSES ON SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

Key Global Processes on sustainable development and climate change

<p>2011-2020</p>  <p>Global Decade of Action on Road Safety</p>	<p>2011</p>  <p>Planning for Development</p>	<p>2015</p>  <p>2030 Sustainable Development Goals</p>	<p>2015</p>  <p>Sendai Framework for Disaster Risk Reduction</p>
<p>Seven global processes on sustainable development and climate change present transport sector with opportunities and responsibilities</p>			
<p>2015</p>  <p>Paris Agreement on Climate Change</p>	<p>2015</p>  <p>14th UN Conference on Trade and Development</p>	<p>2016</p>  <p>Habitat III</p>	

Human Impact of Transport – Make the Global Commitments Matter for People



Process 1: Sustainable Development Goals (Part 2)



Transport is included in SDGs in both direct and indirect manner

Direct Transport Targets of the Sustainable Development Goals

- 3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents
- 7.4 By 2030, double the global rate of improvement in energy efficiency
- 9.1 Develop quality, reliable, sustainable and resilient infrastructure, ... to support economic development and human well-being, with a focus on affordable and equitable access for all
- 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, by expanding public transport, with special attention to the most vulnerable
- 12.2 Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances



Process 3: The New Urban Agenda (NUA)

- NUA was adopted at Habitat III in October 2016 and sets a new global standard for sustainable urban development
- Outlines emerging challenges and opportunities, with urban population expected to nearly double by 2050
- NUA is rich in references to the role of transport in achieving sustainable urban development
- Agenda calls for "a significant increase":
 - in sustainable public transport and walking and cycling infrastructure over private motorized transport
 - "better and coordinated transport and land-use planning"
- MoU between SLoCaT and UN-Habitat signed to accelerate implementation and track progress on transport-relevant NUA components



Process 5: United Nations Global Decade of Action on Road Safety

- Global Decade launched by UN General Assembly to:
 - stabilize, reduce forecast level of traffic fatalities,
 - reduce by 50% by 2020 the number of road traffic deaths and injuries around the world,
 - save 5 million lives
- Three Global Road Safety Weeks have been held in 2007, 2013, and 2015, scheduled for May 2017
- Mid-term review conducted, Brasilia Declaration on Road Safety adopted, strategies agreed to meet SDG 3.6
- WHO Global Status Report on Road Safety monitors progress toward goal, pace of change still too slow



Photo: Global Road Technology



Process 1: Sustainable Development Goals (Part 1)

- The 2030 Agenda for Sustainable Development is a set of 17 aspirational goals (SDGs) with 169 targets:



- Purpose is to shift the world onto a sustainable and resilient path and to guide policy actions for sustainable development over next 15 years
- SDGs came into force on January 1, 2016



Process 2: Paris Agreement on Climate Change

- At COP21 landmark agreement was reached to combat climate change "to hold global average temperature increase to well below 2°C above pre-industrial levels"
- 142 Parties of 197 Parties to the Convention have ratified Paris Agreement (as of 7 April 2017)
- Strong call to decarbonize transport sector; 75% of NDCs highlight transport as a mitigation source – however ambition falls short of Paris Agreement target



Process 4: Addis Ababa Action Agenda on Financing For Development



- AAAA provides a foundation for countries to achieve the 2030 Agenda and the Paris Agreement on Climate Change
- The Addis Ababa Action Agenda (AAAA) calls for action on more than 100 concrete measures to widen revenue base, improve tax collection, and combat tax evasion and illicit financial flows.
- AAAA calls for support for sustainable infrastructure by development banks through global infrastructure forum
- Several direct references to transport sector, e.g.
 - need to develop "efficient transport and transit systems"



Process 6: Sendai Framework for Disaster Risk Reduction 2015-2030

The Sendai Framework stresses the importance to "promote the resilience of new and existing critical infrastructure, including water, transport and telecommunications infrastructure, educational facilities, hospitals and other health facilities, to ensure that they remain safe, effective and operational during and after disasters in order to provide life-saving and essential services."



Four priorities:

- 1) Understanding disaster risk;
- 2) Strengthening risk governance to manage disaster risk;
- 3) Investing in disaster risk reduction for resilience; and
- 4) Enhancing disaster preparedness for effective response and to "Build Back Better" in recovery, rehabilitation and reconstruction



Process 7: Nairobi Mandate at the 14th UNCTAD

- The Nairobi Mandate states that the world has become more interconnected through "lower barriers, falling transport costs, increasing financial and investment flows, ...and the dawn of the information age."
- The Nairobi Mandate:
 - calls to continue to "identify best practices...on sustainable and resilient infrastructure and trade logistics"
 - supports trade logistics, maritime port facilities, multimodal transit, and regulatory framework for efficient and resilient international transport and trade
 - calls for the establishment of a sustainable freight transport expert group to further develop the recommendations of the Nairobi Mandate (estimated late 2017)



Global Agreements address all key elements of Sustainable Transport

Themes	Poverty Alleviation & Food Security	Social Inclusion & Equity	Urban/ Rural Access/ Regional Connectivity	Climate Change Mitigation	Climate Change Adaptation	Road Safety
2030 Agenda						
Paris Agreement						
New Urban Agenda						
Addis Ababa Action Agenda						
Global Decade of Action on Road Safety						
Sendai Framework 2015-2030						
Nairobi Mandate						

Level of Contribution: High, Medium, Low, None



Part 3
INTEGRATED SUSTAINABLE TRANSPORT APPROACHES

Integrated approaches: Rural Transport



- A community bus project was established in Sri Lanka in 1997 with support from Lanka Forum for Rural Transport and Development.
- The project broke even in the second year and earned profits from the third year.
- Road rehabilitation as a co-benefit as well as contribution to multiple SDGs

Scaled-up implementation of rural transport contributes to multiple SDGs



Integrated approaches: Bus rapid transit (BRT)

- Sustainable transport solutions like BRT can:
 - improve traffic safety while bringing other social, environmental, and economic benefits for cities
 - reduce local emissions and provide more equitable access to transport systems for the most vulnerable segments of society, supporting the SDGs and NUA
- BRT systems have reduced severe crashes up to 50 percent in Ahmedabad and Guadalajara, supporting the Global Decade of Action on Road Safety



Integrated approaches: Sustainable Freight corridor

- UNCTAD has supported development of Africa's Northern Corridor, which links landlocked Uganda, Rwanda, D.R. Congo, South Sudan and Burundi with Kenya's maritime port, boosting both trade and efficiency of freight transport
- Since the corridor was re-established, freight costs have dropped 38% to 56% along key trade routes, contributing to the SDGs, AAAA, and Nairobi Mandate
- UNCTAD is developing a toolkit to reduce emissions in the Corridor in support of the Paris Agreement



Part 4
SLOCAT KEY PROGRAMS TO SUPPORT GLOBAL PROCESSES

SLOCAT Theory of Change



SLoCaT Rural Transport Advocacy

Improved Rural Transport Drives Sustainable Rural Development and National Growth

Better Rural Transport is Key for Food Security and Zero Hunger

Poor Rural Transport Condemns the Poor to Stay Disconnected and Poor

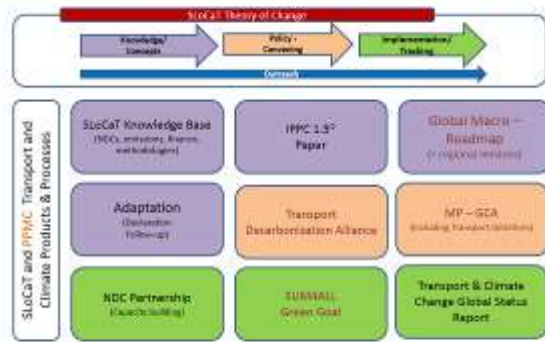
Additional money AND commitment is needed to build and maintain rural road networks and develop sustainable rural transport services

Better Rural Transport Calls for Local Solutions to Local Problems



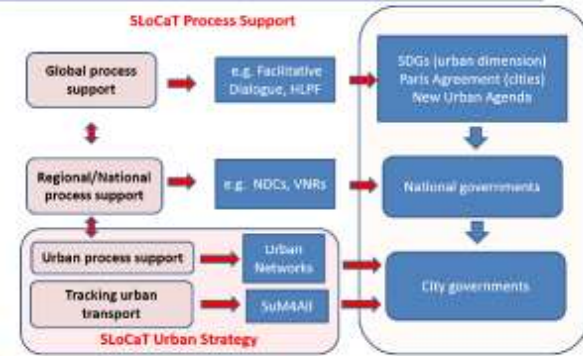
23

SLoCaT Climate Change Activities



24

SLoCaT Urban Strategy



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SLoCaT Action on Transport, Poverty and Equity

- Initial work conducted by the SLoCaT [i-STEP programme](#) recommends raising awareness on poverty, equity and inclusiveness in the context of the SDGs
- SLoCaT is further developing the body of evidence on transport, poverty and equity.
- SLoCaT is mainstreaming equity in its activities on:
 - Climate change,
 - Urban transport,
 - Rural transport



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We Thank you for your Attention and the Action you will take!



<http://slocat.net/>
<http://www.ppmc-transport.org/>

And follow us on Twitter: @SLOCATComie

Annex G : Annotated Outline for the DSD Background Position Paper

Deadline:

No exact deadline

Requirements:

Submissions should use font "Times New Roman", size 11, and contain no pictures.

There is no word limit on the background position papers.

Title: Contribution of Rural Transport to Achieve the Sustainable Development Goals

Executive Summary (600 words) [SLoCaT input]

- Rural transport contributes to achieve the overarching goal of the 2030 Agenda to eradicate poverty, enhance prosperity of the changing world while leaving no one behind
- Five key messages on rural transport developed by the SLoCaT Partnership under a joint project with the UKAID-funded ReCAP outlines the key role of rural transport in achieving the SDGs:
 1. **Improved Rural Transport Drives Sustainable Rural Development and National Growth:** Good rural road infrastructure and services promote connectivity and social cohesion, drives commercial activities as well as accessibility to social and economic facilities necessary to counteract poverty, isolation and social exclusion.
 2. **Better Rural Transport is Key for Food Security and Zero Hunger:** Improving rural access can lead to lower costs for farm inputs and lower transport costs for marketed outputs, thus increasing agricultural production to enhance food security.
 3. **Poor Rural Transport Condemns the Poor to Stay Disconnected and Poor:** Access to markets and employment opportunities through better rural transport infrastructure and services is an essential pre-condition to generating rural income and thus reduce poverty.
 4. **Additional money AND commitment is needed to build and maintain rural road networks and develop sustainable rural transport services:** Existing funding sources need to be expanded and new funding sources need to be developed, piloted and implemented not only for building but also for managing and maintaining the asset.
 5. **Better Rural Transport Calls for Local Solutions for Local Challenges:** Rural access challenges require local resource-based solutions that are compatible with the local road sectors and conditions.

Successful scaled-up implementation of rural transport will contribute to realizing SDG 1 to alleviate poverty; SDG 2 to achieve zero hunger and ensure food security; SDG 3 to ensure health and well-being; SDG 4 to provide access to education; SDG 5 to empower women in rural areas; SDG 6 to facilitate access to clean water and sanitation; SDG 8 to promote inclusive growth and economic opportunities; SDG 9 and SDG 11 to contribute to sustainable infrastructure and communities for all; and SDG 13 to increase climate resilience and adaptation in rural areas.

I. Introduction [SLoCaT input, 1-2 pages]

- Improved rural transport is key in fighting poverty, improving food security and social development. At present about 1 billion people lack access to an all season road and are because of that are largely disconnected from economic and social opportunities.
- Introduction of the five key messages developed under SLoCaT's joint project with the UKAID-funded ReCAP
- Rural transport contributes to achieve the overarching goal of the 2030 Agenda to eradicate poverty, enhance prosperity of the changing world while leaving no one behind:

- Good rural road infrastructure and services promote connectivity and social cohesion, drives commercial activities as well as accessibility to social and economic facilities necessary to counteract poverty, isolation and social exclusion.
- Improving rural access can lead to lower costs for farm inputs and lower transport costs for marketed outputs, thus increasing agricultural production to enhance food security.
- Access to markets and employment opportunities through better rural transport infrastructure and services is an essential pre-condition to generating rural income and thus reducing poverty.
- To offer enabling conditions for rural transport to achieve the SDGs, world leaders and policy-makers must mobilize effort to:
 - Develop, pilot and implement existing funding sources need to be expanded and new funding sources not only for building but also for managing and maintaining the asset;
 - Encourage local resource-based solutions that are compatible with the local road sectors and conditions.
 - Recognize the role of research on rural transport to identify innovative approaches for cost-effective designs, climate resilient infrastructure, and other approaches to improve rural access
 -

II. Improved Rural Transport Drives Sustainable Rural Development and National Growth [ReCAP input, 2 pages]

- Rural development is not only a question of social equity, but is also crucial for national economic growth. Good rural road infrastructure and services promote connectivity and social cohesion. They drive agriculture, trade, commerce and industry as well as accessibility and mobility to knowledge, jobs, health, education, and the social and economic facilities necessary to counteract poverty and social exclusion.
- Countries cannot develop socially and economically without efficient, affordable, sustainable and appropriate climate resilient urban, inter-urban and rural transport infrastructure and services. Rural transport facilities and services are indispensable for unlocking the country's growth and equity potential.
- Political, operational and community structures, mechanisms and policy-makers must develop the necessary will and cooperation to identify and resolve the rural transport access and mobility challenges. New cross-sector consultation and collaboration fora will be necessary on the local, national, and regional level. Cooperation between ALL stakeholders is required to develop the policy framework, problem-solving methods, strategies, delivery arrangements and capacity, and resource mobilization to ensure mutually beneficial and sustainable transport infrastructure and services that are safe, appropriate, affordable, resilient and 'fit for purpose'.

III. Better Rural Transport is Key for Food Security and Zero Hunger [SLoCaT input, 2 pages]

- Improved agricultural production can reduce hunger by supplying both urban and rural areas with "nutritious and sufficient food all year round. Improving rural access can lead to lower costs for farm inputs and lower transport costs for marketed outputs (e.g. first mile transport), thus increasing agricultural production. Improvement in rural transport will lead to better knowledge application for good practice, reduced crop wastage, higher yields, enhanced production and development of local agro-industry which can improve food security. It will also promote rural employment and economic development with more self-reliant rural communities.

IV. Poor Rural Transport Condemns the Poor to Stay Disconnected and Poor [SLoCaT input, 2 pages]

- Rural populations are disproportionately poor and subsistence economy is often their salient feature: many farmers are not producing for markets and thus have little monetary income. Access to markets and employment opportunities through better rural transport infrastructure and services is an essential pre-condition to generate rural income and thus reduce poverty. Rural poor benefit significantly from rural infrastructure investments and reduction in travel time. Smoother and more efficient motorized road transport can facilitate a shift to higher-value perishable products. Households, both poor and non-poor, can substantially increase the share of their income coming from off-farm employment. Access to markets and to agricultural inputs determines agricultural production. Only the expectation and achievement of adequate and sustained all-year access will encourage and enable farmers to optimise their production and thus generate rural growth. The “first mile” in taking agricultural products to markets often poses the largest challenge in terms of physical access, costs and reliability.
- Since ownership of private vehicles is scarce in rural areas, transport services provide the only way to travel longer distances. Action and regulation on rural transport are need to facilitate reliable, safe, and affordable transport services for passengers and freight to ensure the full use of appropriate and sustainable rural transport infrastructure.

V. Additional money and commitment is needed to build and maintain rural road networks and develop sustainable rural transport services [SLoCaT input, 2 pages]

- Current financing approaches are not adequate to achieve required affordable and sustainable expansion of rural transport as well as the maintenance of existing rural road networks. Existing funding sources need to be expanded and new funding sources need to be developed, piloted and implemented not only for building but also for managing and maintaining the road assets in whole-life terms
- Additional funding is need for better management and maintenance of existing rural road networks, which should be funded over their whole-life if their effectiveness is to be truly sustainable. Rural transport infrastructure is the largest publicly owned investment in many developing regions. However, in the recent past, generally poor management has led to widespread loss of asset value and impaired all-season access for many communities, resulting in increased road user costs, reduced access to markets and services, and disconnection from economic and social opportunities. To address this, it is necessary to introduce and embed an asset management culture and life cycle cost management practices. This will substantially increase cost-effectiveness of the available resources and transport provision, and encourage investments in rural activities and communities.
- Dedicated political will at all levels is a pre-condition for success both in the case of additional funding for new infrastructure as well as for improved maintenance. Sustainability of rural transport requires that political will to prioritize maintenance, followed by rehabilitation, and new construction.

VI. Better Rural Transport Calls for Local Solutions for Local Problems [ReCAP input, 2 pages]

- Rural access challenges require local resource-based solutions that are compatible with the local road sectors and conditions. Local policies, strategies and action plans need to be developed to ensure that access and affordable transport services are available to ALL rural community members, including women, children, elderly, disabled and any other disadvantaged groups. Local solutions must be developed to optimize and mobilize the use of local knowledge, s, innovation, human resources, enterprises, community structures, materials and other physical resources for rural transport development.

- Planning issues regarding whether roads or other facilities are the optimum investment need to be addressed. Existing funding sources and arrangements need to be reviewed and new funding instruments explored, piloted and mobilized. Appropriately straightforward implementation arrangement options – by contract, work force or community methods – should involve transparent, appropriate, and uncomplicated documentation, technical guidance and quality assurance, and should be output orientated. Appropriate technology approaches should effectively mobilise local human resources, enterprises, production, communities and organisations where suitable.
- Local approaches are key to recognise and counter climate threats with enhanced deployment of the available resources through a better balance of design, construction and maintenance issues and factors. Effective, localised, asset management systems will allow the available limited resources to be targeted, in support of better resilience of rural transport systems.

VII. Need for Further Research on Rural Transport [ReCAP input, 2 pages]

- Research on rural transport plays a crucial role to gather evidence and inform decision-makers on the most cost-effective ways to improve rural access and transport services for rural farmers. Research also helps to identify innovative approaches for cost-effective designs, climate resilient infrastructure, and other approaches to improve rural access; outcomes of research can be embedded in national policies, provincial planning and local application.