



ReCAP
Research for Community Access Partnership



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

Second Progress Report



Partnership on Sustainable, Low Carbon Transport
(SLoCaT)

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Abstract

The Partnership on Sustainable, Low Carbon Transport is implementing a project commissioned by the UK Aid-funded Research for Community Access Partnership to promote sustainable rural access as a viable component of the implementation strategies for achieving 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 II of the joint project from 13 April to 2 August 2017.

During the reporting period, a factsheet on the key messages on rural transport and SDGs has been developed and a special Twitter campaign was launched to further promote these key messages during the High Level Political Forum (HLPF) in July 2017.

SLoCaT continued the planning for the regional dialogue on rural transport in Africa and is exploring the possibility to organize a high-level roundtable on rural access and food waste at COP23. SLoCaT has also contributed to a side event on rural-urban connectivity organized at the HLPF 2017.

A background position paper was submitted to the UN Divisions for Sustainable Development to promote the key messages to wider audience in the HLPF process. SLoCaT also assisted ReCAP in writing a peer-reviewed paper on the role of rural transport research in achieving the SDGs, which will be submitted to the UNESCAP Transport and Communications Bulletin for Asia and the Pacific journal. In addition, SLoCaT has continued to support the rural access working group under the Sustainable Mobility for All initiative in the development of the narrative and indicators on rural access for the Global Mobility Report.

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, Units and Currencies

AfCAP	Africa Community Access Partnership
AfDB	African Development Bank
AsCAP	Asia Community Access Partnership
AU	African Union
DFID	Department for International Development
DSD	United Nations Division on Sustainable Development
ERA	Ethiopian Roads Authority
EST	Environmentally Sustainable Transport
FAO	Food and Agriculture Organization of the United Nations
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH
GRP	Global Resilience Partnership
HLPF	High Level Political Forum
IFAD	International Fund for Agricultural Development
IFRTD	International Forum for Rural Transport and Development
MPGCA	Marrakesh Partnership for Global Climate Action
PMU	Project Management Unit
PPMC	Paris Process on Mobility and Climate
ReCAP	Research for Community Access Partnership
SDGs	Sustainable Development Goals
SLoCaT	Partnership on Sustainable, Low Carbon Transport
SUM4ALL	Sustainable Mobility for All
UK	United Kingdom (of Great Britain and Northern Ireland)
UKAid	United Kingdom Aid (Department for International Development, UK)
UN	United Nations
UNCRD	United Nations Centre for Regional Development
UNDESA	Nations Department of Economic and Social Affairs
UNECA	United Nations Economic Commission for Africa
UNESCAP	United Nations Economic and Social Commission for Asia-Pacific
UNFCCC	United Nations Framework Convention for Climate Change
UN-Habitat	United Nations Human Settlements Programme
VNR	Voluntary National Review
WB	World Bank

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Attachments to the Progress Report

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- Attachment 2: French translation of factsheet (draft)
- Attachment 3: Tweets and Online Posting Records
- Attachment 4: Special SLoCaT Newsletter for the High Level Political Forum 2017
- Attachment 5: Draft concept note for the High-Level Roundtable on Rural transport and Food Security
- Attachment 6: Presentation on the Vientiane Declaration and the Rural Transport Relevance of the Voluntary National Reviews at the HLPF 2017
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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 II of the joint project from 13 April to 2 August, 2017.

During the reporting period, a factsheet on the key messages on rural transport and SDGs has been developed. The factsheet gives an overview of the rationale behind each of the five key messages along with five to six evidenced facts and examples to show how successful scaled-up implementation of rural transport will contribute to realizing 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 High Level Political Forum (HLPF) in July 2017.

SLoCaT continued the planning for the regional dialogue on rural transport in Africa by reaching out to various organizations related to the region. SLoCaT is also in discussion with the Marrakesh Partnership for Global Climate Action (MPGCA), the Food and Agriculture Organization of the United Nations (FAO) and the Global Resilience Partnership about the possibility to organize a high-level dialogue on rural access and food waste at COP23 in November 2017. Under the framework of this joint project, SLoCaT has also contributed to a side event on rural-urban connectivity organized at the HLPF 2017.

In addition to promoting rural transport actively in SLoCaT's special outreach campaign for HLPF 2017, a background position paper was submitted to the UN Divisions for Sustainable Development (DSD) to promote the key messages to wider audience in the HLPF process. During the reporting period, SLoCaT also assisted the ReCAP PMU in writing a peer-reviewed paper on the role of rural transport research in achieving the SDGs, which will be submitted to the UNESCAP Transport and Communications Bulletin for Asia and the Pacific journal. In addition, SLoCaT has continued to support the rural access working group under the Sustainable Mobility for All initiative in the development of the narrative and indicators on rural access for the Global Mobility Report.

2 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 II from 13 April to 2 August 2017. The report also summarizes the challenges overcome and presents proposals to revise the implementation plan where necessary.

3 Progress of Workstream 1: Advocacy and Outreach

During the reporting period, a factsheet² on the key messages on rural transport and SDGs has been developed. In addition to general Twitter activities, LinkedIn group postings, and e-newsletter submissions, a special Twitter campaign was launched to further promote these key messages during the High Level Political Forum (HLPF) in July 2017.

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

Some changes were made to the title of key message³ during the development of the factsheet on the key messages (see section 3.2 for more details on the factsheet). There was a need to further tighten up the title in order to make it more clear and precise for the factsheet. A proposal was made by SLoCaT and approved by ReCAP to change the title to: “Additional money and commitment is needed to develop and maintain rural road networks and transport services.”

In the previous progress report, SLoCaT had proposed to submit a word column to prominent international journals such as the Economist or the Guardian. We have made tweets on the supporting paper on the key messages (see section 5.1 for more details on the paper) and tagged 22 official Twitter accounts from the Economist, the Guardian, and Financial Times. Mr. Jonathan Rosenthal, who is a London-based Africa Editor at the Economist, has liked the tweet. SLoCaT will follow up with Mr. Rosenthal by sending him a private message on Twitter on whether we can work with him on a word column for the Economist. We will also send a similar request via InMail message on LinkedIn.

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

² Partnership on Sustainable, Low Carbon Transport. 2017. Factsheet on the Key Messages on Rural Transport and SDGs. <http://www.slocat.net/factsheetkeymessages> (Accessed 26 July 2017)

³ The title originally reads: “Additional money and commitment is needed to build and maintain rural road networks and develop sustainable rural transport services.”

3.1.1 Challenges Overcome

The main challenge of this deliverable is to identify the correct entry point to submit a word column to the prominent international journals. Also, submissions are very competitive and contact information of the relevant editors and reporters from these journals are not always available online.

3.1.2 Next Steps and Proposed Revisions to Work Plan

In implementation Phase III, SLoCaT will approach the Economist, the Guardian, and Financial Times with the paper on the key message (see section 5.1 for more information) and a proposal for an article. The details will be discussed with the ReCAP PMU.

In the 1st progress report, SLoCaT had proposed to submit a short opinion piece (500 words) to local newspapers or journals in ReCAP member countries. This would be an article on the key messages with reference to the Vientiane Declaration as an example of regional commitment to scale up actions on rural transport to achieve the SDGs. SLoCaT would like to receive recommendations from the PMU on two to three ReCAP member countries that would be suitable for the submission. The local newspaper should be either in English or in French.

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

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



SLoCaT has released a factsheet⁴ on the key messages on rural transport and SDGs. The factsheet gives an overview of the rationale behind each of the five key messages along with five to six facts and examples to show how successful scaled-up implementation of rural transport will contribute to realizing the SDGs.

150 copies of the factsheet were disseminated at the transport event organized by FIA Foundation⁵ and the event on rural-urban connectivity⁶ organized by ReCAP, the United Nations Centre for Regional Development (UNCRD) and other partners. Copies of the factsheet were also distributed at the 2nd IRF Africa Regional Conference held 11-13 July in Windhoek, Namibia, convening around 150 (mainly African) transport professionals. Following a suggestion from Mr Choudhury Rudra Charan Mohanty of UNCRD⁷ for the factsheet to include the Vientiane Declaration on Rural Transport as an example of regional action on rural transport and SDGs implementation, the factsheet was revised. The revised design is included under Attachment 1 to this progress report.

⁴ Partnership on Sustainable, Low Carbon Transport. 2017. Factsheet on the Key Messages on Rural Transport and SDGs. <http://www.slocat.net/factsheetkeymessages> (Accessed 26 July 2017).

⁵ Partnership on Sustainable, Low Carbon Transport. 2017. The role of safe & sustainable mobility in eradicating poverty and improving health. An event by FIA Foundation, Global Initiative for Child Health and Mobility, and the G4 Alliance. <http://slocat.net/event/1856> (Accessed 27 July 2017).

⁶ Partnership on Sustainable, Low Carbon Transport. 2017. Rural-Urban Connectivity in Integrated Regional Development: Implications towards Livelihood Security and Poverty Alleviation. <http://slocat.net/event/1857> (Accessed 27 2017).

⁷ UNCRD was the co-organizer of the pre-event on rural transport at the Intergovernmental Tenth Regional Environmentally Sustainable Transport Forum in Asia. The pre-event was a deliverable under workstream 2 during Implementation Phase I. For more information, please see: <http://www.slocat.net/event/1807>.

French translation of the factsheet has started in July. Due to the recent proposed revision on the factsheet to include an additional section on the Vientiane Declaration, the translation has been on hold and will resume once we receive approval from ReCAP. The draft translation is included under Attachment 2 to this progress report.

3.2.1 Challenges Overcome:

Gathering facts and country examples to demonstrate the linkages of rural transport to specific SDGs was a challenge, as it was thought appropriate to prioritize examples from ReCAP member countries while maintaining a balance between Asia and Africa. Initially, it was planned to use one of the consultants contracted under this project to lead the development of the factsheet. However, there was a scheduling conflict and the consultant was not able to participate in the latter stage of the factsheet development. However, student assistants from the University of Birmingham, under the direction of Dr. Michael Burrow,⁸ have contributed significantly to the collection of facts and the finalization of the factsheet.

3.2.2 Next Steps and Proposed Revisions to Work Plan

To support the forthcoming regional dialogues on rural transport in Implementation Phase III (see section 4.1 for more information), the banners on the key messages will be updated (due to change of text on key message 4) and re-printed for the events.

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

Media Channel	Summary of Output
Twitter	<p>From 13 April 1 to 2 August 2017, SLoCaT posted 129 tweets on rural transport, with more than 76% of tweets being original and less than 24% being retweets from other organizations. SLoCaT tweets have been retweeted 194 times. 50% of the tweets made reference to ReCAP member countries in Sub-Saharan Africa (SSA) and the South Asia region (SA), with 22% referring to SSA and 28% referring to SA. Compared with the previous implementation phase, SLoCaT has produced more rural transport tweets (125 tweets in the previous phase) which have also been retweeted more (172 times in the previous phase).</p> <p>Promoting rural transport during the special Twitter campaign for HLPF 2017 Promotion of rural transport was a key part of a special Twitter campaign from 30 June to 19 July for the HLPF 2017. 38 rural transport-related tweets have been posted on SLoCaT Partnership's Twitter account to promote the importance of rural transport in realizing the SDGs being reviewed at HLPF 2017 (SDG 1, SDG 2, SDG 3, SDG 5, and SDG 9). These tweets have received good reactions from SLoCaT followers and the individuals/organizations being tagged. Overall, the 38 tweets have been retweeted 65 times, reaching hundreds of thousands of Twitter followers via their respective networks.</p> <p>A record of all online postings on the SLoCaT website and LinkedIn Groups is provided in Attachment 3: Tweets and Online Posting Records.</p>

⁸ The student assistants and the supervisor were contracted in Implementation Phase II. For more information, please see section 6 on staff planning.

<p>SLoCaT Website</p>	<p>A news article related to rural transport was posted on the SLoCaT website during the reporting period:</p> <ol style="list-style-type: none"> 1. ReCAP and SLoCaT Release Factsheet and Supporting Paper on the Critical Role of Rural Transport to Achieve the Sustainable Development Goals⁹ <p>During the HLPF outreach period (30 June to 19 July), the rural transport page on the SLoCaT website¹⁰ received a total of 95 page views. The total page views of the same period of last year was 13 and the total page views of the same period in the previous month was 59. It is evident that during HLPF 2017, the rural transport page attracted significantly more website traffic than its usual performance.</p> <p>In addition, the news article on the factsheet and support paper has received 74 page views as of 2 August since it has been published. The key messages page has also received a total of 37 page views as of 2 August.</p>
<p>LinkedIn Discussion Groups</p>	<p>Updates were posted on LinkedIn based on the above news article on the factsheet and supporting paper. The article was shared with 15 different LinkedIn discussion groups, including ReCAP, Rural Development Group, Rural and Remote Community Broadband, ADB Consultants Group, International Road Federation, Chinese Environmental Scholars & Professionals Network, ASIA Sustainability Network, Sub-Saharan Africa Transport Policy Program, Devex-International Development, Farmers Fighting Poverty, Rural Community Development Planners, ICT and Rural Development, North Central Regional Center for Rural Development and the European Network for Rural Development – ENRD. These networks cover a wide range of 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 3: Tweets and Online Posting Records.</p>
<p>E-Newsletters Submission</p>	<p>SLoCaT submitted an article to the ReCAP e-Newsletter that was published on 4 August 2017:</p> <ol style="list-style-type: none"> 1. Measuring Universal Rural Access in the Sustainable Mobility for All global tracking framework <p>To promote sustainable transport (including rural transport) in the HLPF process, a special SLoCaT newsletter highlighting the factsheet on the key messages and the HLPF side event on rural-urban connectivity was sent to 3,840 recipients. The list included 82 rural transport survey participants, 17 VNR national coordinators and UN professionals, 242 SLoCaT members, 2 Online Server lists, and 3,497 SLoCaT newsletter subscribers. The special newsletter was also posted to 42 different LinkedIn groups. The special newsletter is included as Attachment 4 to this progress report.</p>

3.3.1 Challenges Overcome

Tweets attract more reactions (e.g. favour, replies, and retweets) when they include specific facts or country examples. In the past, SLoCaT would search for facts and figures but our knowledge base on the various topics in rural transport was limited. Starting from this implementation phase, the

⁹ Partnership on Sustainable, Low Carbon Transport. 2017. ReCAP and SLoCaT Release Factsheet and Supporting Paper on the Critical Role of Rural Transport to Achieve the Sustainable Development Goals. <http://www.slocat.net/news/1864> (Accessed on 26 July 2017)

¹⁰ www.slocat.net/ruraltransport

student assistants from the University of Birmingham, under the supervision of Dr. Burrow, will contribute to enrich our tweet content by sharing pictures, facts and country examples on the five key messages. The cooperation has been successful to assist the SLoCaT secretariat to generate more informative tweets with relevant examples and facts on rural transport.

Responses received from our tweets and LinkedIn postings remain a challenge in terms of expanding the breadth of our contacts. There are several frequent retweeters of our rural transport tweets (e.g. International Road Federation, the Asian Development Bank's transport unit, Trans-Tec, and the International Union of Railways). However, the pool of retweeters remains around 30 Twitter accounts and there is much potential to expand this. The challenge is the same for our LinkedIn articles: out of the 15 LinkedIn groups that we have posted the article on the factsheet and the supporting paper, we have received four likes from the International Road Federation group members, five likes from the ReCAP group, and one like and one comment from the ADB Consultants Group. The responses are limited and there is scope for improvement; which will be a key aim.

3.3.2 Next Steps and Proposed Revisions to Work Plan

In the next implementation phase, special Twitter campaigns will be conducted in conjunction with the proposed regional dialogue on rural transport in Africa and the High-Level roundtable on rural transport and food security at COP23. Rural transport Twitter campaign for the high-level roundtable will be part of SLoCaT's annual social media campaign for COP 23.

SLoCaT is furthermore working with the University of Birmingham to develop two short videos on rural transport and SDGs. Initial development of the first video began in June. The first video consists of interviews with rural transport experts explaining the critical role of rural transport in achieving the SDGs based on the five key messages. The video is currently in production and will be available for online release in Implementation Phase III. A special outreach campaign on Twitter and LinkedIn will be launched around the release of the first video.

As stipulated in the inception report, five articles will be posted on the SLoCaT website, each highlighting one of the five key messages. Five student assistants from the University of Birmingham, under the supervision of Dr. Michael Burrow, have been assigned to write these articles.

After consultation with the ReCAP PMU, these articles will now be published as a ReCAP blog post (rather than a news item on the SLoCaT website) with a dedicated ReCAP mail campaign announcing it. The articles will still be posted on the SLoCaT and ReCAP website, although these postings will refer back to the original article posted in the ReCAP mail campaign.

In the next implementation phase, we will furthermore focus on stimulating responses of our Twitter and LinkedIn postings.

4 Progress of Work stream 2: Global and Regional dialogues

SLoCaT continued the planning for the regional dialogue on rural transport in Addis Abeba by reaching out to seven different organizations related to the Africa region. SLoCaT is also in discussion with the Marrakesh Partnership for Global Climate Action (MPGCA), the Food and Agriculture Organization of the United Nations (FAO) and the Global Resilience Partnership (GRP) about the possibility to organize a high-level roundtable on rural access and food waste at COP23 in November 2017. Lastly, under the framework of this joint project, SLoCaT has contributed to a side event on rural-urban connectivity organized on 18 July 2017 at the HLPF.

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

There was no rural transport regional dialogue organized during Implementation Phase II.

4.1.1 Planning for a regional dialogue on rural transport and SDGs in Africa

During Implementation Phase II, SLoCaT reached out to representatives from the following organizations on the possibilities to organize the regional dialogue on rural transport SDGs in Africa:

Organization	Contact Person	Response
Africa Community Access Partnership (AfCAP)	Joseph Haule	Introduced us to his contacts from IFRTD, AU and UNECA.
International Forum for Rural Transport and Development (IFRTD)	Peter Njenga	Expressed interest in the event.
Islamic Development Bank (IsDB)	Ahmed Al Qabany	Explained that rural access is a primary focus on IsDB's activities for the transport sector. Indicated interest to participate as speakers. Referred us to contact Mouchili Kassimo, Senior Transport Specialist in the IsDB Regional Office in Dakar, and Baheirah Khusheim, Rural Infrastructure Development Specialist.
African Development Bank (AfDB)	Aymen A. Osman Ali	No response yet.
World Bank (WB)	Simon Ellis	Referred us to James Robert Markland and Haileyesus Adamtei from the WB regional office in Addis Abeba, Rajesh Rohatgi in Nairobi, and Ramon Munoz-Raskin in Dar. Indicated that they might be interested to attend or present on WB's work in the region.
Ethiopian Roads Authority (ERA)	Alemayehu Endale	No response yet.
United Nations Economic Commission for Africa (UNECA)	Stephen Karingi and Soteri Gatera	Will respond to SLoCaT's inquiry after internal discussion
African Union (AU)	David Kajange	No response yet.

SLoCaT is now consulting with representatives from UNECA to organize the event during late November to early December.

4.1.2 Planning for a high-level policy dialogue on rural transport and food security at COP23

SLoCaT has been in discussion with the MPCGA for the possibility to organize a high-level roundtable on rural access and food waste at COP23 on 14 November 2017. SLoCaT, under the Paris Process on Mobility and Climate (PPMC),¹¹ is acting as the facilitator of the Transport Thematic Area and

¹¹ The Paris Process on Mobility and Climate is a joint initiative between SLoCaT and the Michelin Challenge Bibendum. For more information, please see: <http://ppmc-transport.org>.

coordinating with the High-level Champions and the United Nations Framework Convention for Climate Change (UNFCCC) Secretariat on raising the profile of transport in the UNFCCC process.

SLoCaT was represented at the MPGCA Consultation Forum in Rome in June in which we have suggested cooperation with the Agriculture thematic area to organize a high-level roundtable on the role of transport infrastructure in improving rural access and avoiding food waste in the context of SDG 2 (Zero Hunger). The idea is to organize a 30-40 people roundtable with high-level representatives from national governments, regional, multi-lateral, and bi-lateral development organizations, CEOs, and civil society. FAO and GRP have indicated interest in this and we have held conference calls and exchanged emails to further develop the concept of the event.

Based on the discussions with FAO and GRP, the objectives of the roundtable include:

- Provide an inclusive and interactive cross-sectoral platform for high-level stakeholders in the agriculture, transport, and climate change communities to exchange knowledge on the contribution of rural transport in enhancing agricultural production, preventing food loss and waste, increasing resilience of agricultural activities, and implementing the Sustainable Development Goals under the 2030 Agenda for Sustainable Development;
- Strengthen the climate change dimension of the rural transport agenda by raising awareness on the importance of climate-resilient rural infrastructure and transport in ensuring food security and nutrition;
- Deliver a set of key policy recommendations on how to accelerate the contribution of rural transport and food systems infrastructure for agro-industry development and food security.

A short description of the roundtable was submitted to the UNFCCC and a draft concept note document is now under development to outline the objectives, background, themes, and methodology of the roundtable. The draft concept note is included under Attachment 5 to this progress report.

4.1.3 Challenges Overcome

SLoCaT did not have direct contact with the UNECA and AU so we asked our contacts from other organizations (e.g. ERA, AfDB, IsDB, and WB) to connect us with them. With the help of Joseph Haule from AfCAP, we were finally able to make such connections.

In terms of the high-level roundtable on rural transport and food security, SLoCaT is cooperating with organizations (FAO and Global Resilience Partnership) that are new to our network. More time and effort were needed to get to know them and identify the overlapping areas of work between the organizations in order to align our expectations for the event.

4.1.4 Next Steps and Proposed Revisions to Work Plan

SLoCaT will continue the planning of the two regional dialogues in Implementation Phase III. The regional dialogues are scheduled to take place in Implementation Phase IV.

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

SLoCaT, under the framework of this joint project, has contributed to a HLPF 2017 side event on rural-urban connectivity on 18 July 2017 organized by UNCRD, United Nations Human Settlements Programme (UN-Habitat), United Nations Department of Economic and Social Affairs (UN-DESA), FAO, International Fund for Agricultural Development (IFAD), ReCAP, and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

The side event contributed to the theme of this year's HLPF by focusing on policies and tools that are found effective in promoting eradicating poverty and promoting prosperity. Karl Peet, SLoCaT's Sustainable Transport Research Director, presented the Vientiane Declaration and the key findings related to rural-transport¹² from SLoCaT's analysis of the Voluntary National Reviews (VNRs) submitted to the HLPF this year. The presentation is included as Attachment 6 to this progress report.

SLoCaT also facilitated the per diem (food and local transport expenses) of Mark Rubarenzya who represented ReCAP to speak at the side event.

5 Progress of Workstream 3: Operationalization of Sustainable Development Goals

In addition to promoting rural transport actively in SLoCaT's special outreach campaign for HLPF 2017, a background position paper was submitted to the UN Division for Sustainable Development (DSD) to promote the key messages to wider audience in the HLPF process. SLoCaT also assisted ReCAP in writing a peer-reviewed paper on the role of rural transport research in achieving the SDGs which will be submitted to the UNESCAP Transport and Communications Bulletin for Asia and the Pacific journal. In addition, SLoCaT has continued to support the rural access working group under the Sustainable Mobility for All (SuM4ALL) initiative in the development of the narrative and indicators on rural access for the Global Mobility Report, by providing comments on the indicators development.

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

5.1.1 High Level Political Forum 2017

Rural transport was a major component of SLoCaT's overall outreach activities for the HLPF 2017 through the following channels:¹³

- A special SLoCaT newsletter¹⁴ was sent to 3840 recipients to present various knowledge products and transport events at HLPF 2017, including the factsheet on the key messages and the side event on rural-urban connectivity on 18 July 2017;
- As stated above in Section 4.2, SLoCaT representative made a presentation on the Vientiane Declaration, the key messages on rural transport and SDGs, and the rural transport references of the VNRs submitted in 2017 at the HLPF side event on rural-urban connectivity on 18 July 2017;

¹² For more information on the rural transport references of the VNRs in 2017, please see section 5.1.4.

¹³ There is some natural overlap between this deliverable with deliverable 1c (social media and other online postings) and deliverable 2b (presentations and research materials prepared and delivered for key international events)

¹⁴ The special newsletter is included as Attachment 4 to this progress report.

- 150 copies of the factsheet on the key messages were distributed at the HLPF 2017 plus another 50 copies at the 2nd IRF Africa Regional Conference;
- The role of rural transport in achieving SDG 1, SDG 2, SDG 3, SDG 5, and SDG 9 was a major component of SLoCaT's special Twitter campaign for HLPF 2017.



In addition, a supporting paper¹⁵ was developed during Implementation Phase II to provide research evidence from a wide range of authoritative sources in support of the five key messages. The paper argues that the key messages can drive short-term advocacy for the need to allocate more financial and human resources to improving rural transport infrastructure and services, and can additionally form the basis of a long-term research agenda to build further evidence on ways to increase rural access and to create lasting institutional change through uptake and embedment of this evidence.

The paper was submitted as a background position paper to the UN-DSD on 13 July 2017. The paper is currently being reviewed and will be posted on the online review platform of the Sustainable Development Knowledge Platform.¹⁶

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

SLoCaT has been working with the PMU on a peer-reviewed paper on the importance of rural transport research in support to the SDGs to the UNESCAP *Transport and Communications Bulletin for Asia and the Pacific*. SLoCaT contributed to the introduction section on the linkages between rural access and the SDGs, the Vientiane Declaration, and the key messages on rural transport. We also contributed on the section on SuM4ALL and the development of a new Rural Access Index. The input is included under Attachment 7 of this progress report.

5.1.3 Input to the Sustainable Mobility for All (SuM4ALL) process

During Implementation Phase II, SLoCaT has submitted comments on the indicators development under the SuM4ALL Rural Access Working Group. The comment document is included as Attachment 8 to this progress report.

The draft narrative and indicators document have subsequently been submitted to the World Bank in May 2017 and the chapter on rural access was finalized by the working group in June. Per information from Nancy Vandycke from WB, the executive summary of the Global Mobility Report was shared with two chairs and panellists at the SuM4ALL side event¹⁷ at the HLPF 2017 on 10 July 2017. The Global Mobility Report is now planned to be officially launched at the World Bank Annual Meeting on 13 to 15 October 2017.

¹⁵ Partnership on Sustainable, Low Carbon Transport. 2017. Contribution of Rural Transport to Achieve the Sustainable Development Goals. <http://bit.ly/2ukNdin> (Accessed on 28 July 2017).

¹⁶ <https://sustainabledevelopment.un.org/inputs/>

¹⁷ Partnership on Sustainable, Low Carbon Transport. 2017. How mobility can contribute to eradication of poverty & promotion of prosperity. <http://slocat.net/event/1858> (Accessed on 2 August 2017).

5.1.4 Other associated SLoCaT activities

As a major output for HLPF 2017, SLoCaT has reviewed the 43 VNRs submitted in 2017. Our analysis found that 98% of the submitted VNRs included references to the transport sector. However, information on transport provided in the VNRs not always addressing the *sustainability* of transport. For example, a number of countries give ample information on transport in the context of economic development (e.g. expansion of road infrastructure and port facilities) but make little connection to how transport addresses sustainability issues (e.g. rural and urban access, road safety, poverty alleviation, green mobility). Only 35% of them offer considerable information on transport in the context of sustainable development benefits and impacts.

The contribution of transport to enhancing rural access, which is directly linked to SDG indicator 9.1.1, is only mentioned by six countries (14%) (Bangladesh, Ethiopia, India, Nepal, Togo, and Uruguay). For example, Togo indicated that rural roads are being developed in the five regions of the country in order to open up areas with high agricultural productivity. Bangladesh and Nepal have cited their rural roads development programmes as examples of actions to improve rural access.

Only four countries (Ethiopia, India, Nepal, and Uruguay) have presented data to illustrate progress towards improving rural access, although their indicators are not entirely consistent with the SDG framework (Proportion of the rural population who live within 2 km of an all-season road). For example, Ethiopia gives historical data on areas that are 5 Km further away from all-weather roads (%) (2014-2015); India reports that 70% of “targeted rural habitations” have been connected with all-weather roads; Nepal gives figures on road infrastructure and % of population with access to paved roads (2015); Uruguay gives figures on proportion of rural population with access to all-season roads (2011 only; unclear on the distance). In addition, although rural access is a SDG indicator, no specific target has been set by the 43 countries on this subject.

Compared to the VNRs in 2016 where there was no reference to rural transport, rural transport has gained a slightly increased profile in the HLPF 2017 process, although it is clear that there is still much greater potential to raise its profile in this global agenda.

The rural transport-related findings of the analysis were presented by Karl Peet at the side event on rural-urban connectivity at the HLPF 2017 on 18 July 2017. The analysis will also be a key input to the peer-reviewed paper that we will develop in Implementation Phase III and IV.

The final version of the analysis of the VNRs submitted in 2017 is included as Attachment 9 to this progress report.

5.1.5 Next Steps and Proposed Revisions to Work Plan

According to the implementation plan for Deliverable 3a (Submit input advocating for rural transport to be included in key documents and processes on sustainable development), SLoCaT planned to write a peer-reviewed paper based on the DSD background position paper on the key messages and the rural transport-related parts from the VNR analysis. After consultation with the ReCAP PMU, we have decided that contract resources should focus on producing advocacy materials and organizing the regional dialogues rather than publishing journal articles. Therefore, the proposed peer-reviewed paper will be omitted from the implementation plan.

5.2 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 highlighted in a special section of the factsheet on the key messages as well as the supporting paper on the key messages. The revised text was based on the recommended text provided by Tony Greening, Coordinator of the ReCAP Technical Panel.

5.2.1 Challenges overcome:

No significant challenges were encountered.

5.2.2 Next steps and Proposed Revision to the Work Plan

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

6 Staff Planning

During the reporting period, SLoCaT has signed a contract with the University of Birmingham to set up a team of five student assistants under the supervision of Dr. Michael Burrow from the School of Civil Engineering.

Under the contract, the supervisor will act as the focal contact person between the SLoCaT Partnership and the student assistants, assign tasks and oversee the activities carried out by the student assistants, and ensure the student assistants to deliver high quality of work in a timely manner.

The student assistants are PhD or MSc students pursuing studies related to infrastructure development and management in rural transport with previous work and research experiences in the field. The student assistants are nationals from Africa and Asia. The responsibilities of the student assistants include (but are not limited to):

- Deliver five articles based on each of the key messages on rural transport and SDGs
- Deliver one article on general rural transport issues.
- Produce two short videos on interviews with rural transport experts (working with the video production team of the University)
- Support SLoCaT in its Twitter activities and special Twitter campaigns to promote rural transport

The contract with the University of Birmingham is within the budget provision of GBP 13,860.00 as stipulated in the inception report.

The full Terms of Reference is included as Attachment 10 to this progress report.

7 Budget

7.1.1 Reimbursable expenses made in Implementation Phase I

In March 2017, SLoCaT has received an advance payment of GBP 10,000 to organize the pre-event on rural transport to the 10th EST Forum in Lao PDR on 13 March 2017. SLoCaT has spent a total amount of GBP 8,735.91 for the travel expenses (accommodation, flight tickets and per diem of speakers and SLoCaT representatives), event expenses (venue, catering, and technical support), and publication of promotional materials (Table 1):

Table 1. Reimbursable expenses made for the Pre-event on Rural Transport (Implementation Phase I)

Expense Category	Amount in GBP
Travel (Accommodation, flight, and per diem)	£ 3785.80
Event	£ 3669.18
Publication	£ 1280.93
Total amount spent	£ 8735.91
Remaining budget from 1st advanced payment at the end of implementation Phase I	£ 1264.09

A detailed overview of each reimbursable expenses made for the pre-event is included under Attachment 11: Budget Overview. Each expense item is supported with payment proof and they are attached to the budget overview.

7.1.2 Reimbursable expenses made in Implementation Phase II

During Implementation Phase II, SLoCaT has also made additional reimbursable expenses for the design, printing and distribution of the factsheet at the HLPF 2017:

Table 2. Reimbursable expenses made during Implementation Phase II

Expense Category	Items	Amount in GBP
Publication	Design work on factsheet (with invoice)	£ 303.37
Publication	Printing of factsheet (English)	£ 226.13
Publication	Shipping of factsheet to HLPF	£ 160.37
	Subtotal	£ 689.87
Remaining budget from 1st advanced payment at the end of implementation Phase II		£ 574.22

7.1.3 Expected reimbursable expenses in Implementation Phase III

SLoCaT is expecting to make a number of reimbursable expenses for the further revision and redesign of the factsheet and banners, the production of two short videos on rural transport, and covering the travel expenses of a ReCAP representative at HLPF 2017. Below is a list of reimbursable expenses that we expect to make during Implementation Phase III:

Table 3. Expected reimbursable expenses in Implementation Phase III

Expense Category	Items	Amount in GBP
Publication	Design work on factsheet translation and revision; banner revision (estimation)	£ 208.88
Publication	Printing of factsheet (French) (estimation)	£ 207.60
Publication	Video production #1	£ 1,500.00
Publication	Video production #2	£ 1,500.00
Travel	Mark Rubarenzya per diem (food and local transport) at HLPF (9 - 15 July)	£ 388.14
	Subtotal	£ 3804.62

Based on the above information, we would like to request a second advance payment of GBP 3700 to cover the above upcoming costs:

Summary	Amount in GBP
Sub-total of reimbursable expenses expected to be made during Implementation Phase III	£ 3804.62
Remaining budget at the end of implementation Phase II	£ 574.22
Exact amount for 2nd Advanced Payment	£ 3230.40
Round-up amount for 2nd Advanced Payment	£ 3,300.00

A detailed overview of the reimbursable expenses in Implementation Phase II and III are included in Attachment 11: Budget Overview.