

Promotion of Sustainable Rural Access in the Post 2015 Sustainable Development Agenda

Third Progress Report



Partnership on Sustainable, Low Carbon Transport (SLoCaT)

GEN2016A
June 2016

The views in this document are those of the authors and they do not necessarily reflect the views of the Research Community Access Partnership (ReCAP), or Cardno Emerging Markets (UK) Ltd for whom the document was prepared.

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ReCAP Completion Report Template

ReCAP Database Details: [Project Title]			
Reference No:	Activity Number: GEN2016A	Location	Africa & Asia
Source of Proposal	SLoCaT	Procurement Method	Single sourced
Theme	Transport Knowledge Management, Education and Dissemination	Sub-Theme	Rural Transport Advocacy
Lead Implementation Organisation	Partnership on Sustainable, Low Carbon Transport (SLoCaT)	Partner Organisation	N/A
Total Approved Budget	GBP75,407.50	Total Used Budget	GBP75,407.50
Start Date	January 14 th , 2015	End Date	February 29 th , 2016
Report Due Date	February 29 th 2016	Date Received	February 26 th , 2016

B: Logframe Indicators

(Note: The purpose of this section of the CR is to summarise the extent to which this activity has contributed to the ReCAP's higher level objectives. Where response is YES supporting documentation is required separate to the report)

Outcome	Question			Response (<i>Underline Answer</i>)
Sustainability	Did this project lead to any concrete examples of change, influenced by ReCAP research that will be applied to Km of road?			<ol style="list-style-type: none"> YES, with XX km of Roads to be built No Don't Know
	Were Partner Governments and/or other financiers involved in co-funding this research?			<ol style="list-style-type: none"> YES, through Contributions in Kind (K) YES, through Core Contributions (C) No
	Type of Contribution: K – Funding of Trial Sections, Staff Time, Dissemination and Training C - Funding of Research Programme Core Costs, Research Contracts, Capacity Building and Knowledge Management	Value of Contribution (in £ m)	Source:	

ReCAP Database Details: [Project Title]

Research and Uptake	Were any Peer-Reviewed Papers made available in open access format generated due to the implementation of this project?		1. <u>No</u>
	1.3. Were any National Policies, Manuals, Guidelines and/or final research outputs been fully incorporated into Governmental/Ministerial Requirements, specifications and recommended good practice as a result of engineering research conducted during this project?		1. YES 2. No 3. <u>Not Applicable</u> If yes, provide Data
	1.4. Have any National Policies, Regulations and/or practises for Rural Transport Services been modified or introduced as a result of this project?		1. YES 2. No 3. <u>Not Applicable</u> If yes, provide Data
Knowledge Dissemination	3.1. Did this Activity result in a National Research Centre (NRC) being Linked to an electronic repository for rural transport Knowledge?		1. YES 2. No 3. <u>Not Applicable</u>
	3.2. Did this project Generate Knowledge Presented and discussed at a high level international development conference or debate?		1. <u>YES, in the PIARC 25th Congress in Seoul on November 6th 2015 and in the 9th EST Conference in Nepal in October 2015.</u>
	3.3. Was the knowledge generated by this project disseminated through workshops or dedicated training?		1. YES 2. No 3. <u>Not Applicable</u>
Capacity Building	2.1. Did country-based African/Asian experts or institutions take lead roles during the implementation of this project?		1. Yes 1. <u>NO</u>
	Name	Nationality	Position
			If yes, provide Data
	2.2. Was this project managed through a National Research Centre (NRC) and supported by ReCAP funding for technical assistance and capacity building?		1. YES 2. <u>No</u>
Capacity Building	2.3. Were female researchers involved in providing inputs at a senior technical level?		1. Yes 2. <u>NO</u>
	Name	Position	Inputs
			If yes, provide Data

Abstract:

The Third Progress Report for *Promotion of Sustainable Rural Access in the Post 2015 Sustainable Development Agenda Report* provides an overview of the activities that were undertaken from August 2015 to February 2016. The report presents an overview of the agreed deliverables for this period. Key outcomes over the third reporting period include the following:

Advocacy efforts:

- Convening of rural transport global dialogue session at PIARC XXV World Road Congress in November 2015
- Agreement from UNCRD to integrate rural transport as a central element in ongoing EST Fora, following SLoCaT-ReCAP-led rural transport at 9th EST Forum in November 2015
- AFD-SLoCaT joint thematic session on rural transport which took place in May 2016
- Planned incorporation of rural transport in the Global Outlook Report of the Secretary General High Level Advisory Group on Sustainable Transport in late 2016

Research deliverables:

- Summary of treatment of rural transport in MDB policies on transport, agriculture, regional connectivity and related areas.
- Survey on rural transport indicators, to be supported by a set of expert interviews.
- Fact sheet on rural access to markets and essential services.
- Concise guidelines on financing rural transport infrastructure and services.

RESEACH 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

Key words

Rural transport, advocacy, Sustainable Development Goals, financing, rural infrastructure, indicators, sustainable transport, Rural Access Indicator

Acronyms

AFCAP/ASCAP	Africa and Asia Community Access Partnership
AFD	L'Agence Française de Développement
AfDB	African Development Bank
ADB	Asian Development Bank
DFID	Department for International Development
EBRD	European Bank for Reconstruction and Development
EIB	European Investment Bank
ESCAP	United Nations Economic Commission for Asia and Pacific
EST	Environmentally Sustainable Transport
HLAGST	High-level Advisory Group on Sustainable Transport
IAEG-SDG	International Advisory Expert Group on the Sustainable Development Goals
IFRTD	International Forum for Rural Transport and Development
IDB	Islamic Development Bank
LDC	Least Developed Countries
MDB	Multilateral Development Bank
NEPAD	New Partnerships for Africa's Development
PIARC	World Road Association
PMU	Programme Management Unit
RAI	Rural Access Indicator
ReCAP	Research and Community Access Partnership
RTS	Rural transport services
RuTrans	Rural Transport News
SDG	Sustainable Development Goals
SLoCaT	Partnership on Sustainable, Low Carbon Transport
SSATP	Sub-Saharan Africa Transport Policy Program
UN	United Nations
UNCRD	United Nations Centre for Regional Development
UNDESA	United Nations Department for Economic and Social Affairs
UNSC	United Nations Statistical Commission
WGST	Working Group on Sustainable Transport
WRA	World Road Association

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1. Executive Summary

Over the last 12 months, the Partnership on Sustainable Low Carbon Transport (SLoCaT) implemented the first phase of the project: “Promotion of Sustainable Rural Access in the Post 2015 Sustainable Development Agenda”. The objective of the project, which was initiated by the Research on Community Access Partnership (ReCAP) is to contribute towards a better integration of rural transport in the post-2015 development framework and to promote a prominent place for rural transport in the implementation of the post 2015 development framework.

The SLoCaT Partnership was assigned the project based on its role as a global convener on transport and sustainable development. Phase 1 of the project was developed with the understanding that it would enable SLoCaT to develop a better understanding of issues related to rural transport and serve as the basis for a more long term engagement in global policy advocacy on rural transport and sustainable development.

The project contributes towards Output 3 of the ReCAP Logical Framework: “*The enhancement of rural transport knowledge management, lesson learning and dissemination*”. The activities of the project directly fit under Output Indicator 3.2: “ReCAP generated knowledge presented and discussed at high level international development debates and conferences”. The summary below presents an overall description of the four activities undertaken in the final reporting period, each of which will be elaborated in the following sections of the report.

SLoCaT Partnership implemented the first activity on advocacy for rural transport through regular tweeting, fact sheets, website, presentations etc. The activities aimed to make a contribution to raising the profile of rural transport in global policy on sustainable development. For the second activity focusing on the strengthening of the global rural transport community, an initial meeting of the global dialogue was held at the 25th World Road Congress in Seoul, Korea. The detailed information on discussions in the global dialogue is presented in the section 4. Regarding the third activity on the indicators for rural transport; in February 2016 the SLoCaT Partnership launched a general survey on Proposed Indicators on Rural Transport to Support the Sustainable Development Goals (SDGs). To date, 65 respondents have participated in the survey, and the survey results show that there is a general consensus on strategies for developing specific indicator(s) on rural access to be used in support of the SDGs. In April 2016, SLoCaT undertook follow-up interviews with key experts on rural transport to conduct a more nuanced set of discussions than are possible within the confines of an on-line survey. These interviews place the survey results in a broader context with respect to the implementation phase of the SDGs. Lastly, for the fourth activity on the financing the original foreseen deliverable (i.e. Discussion note on Financing Rural Transport Services) was complemented with an analysis of the importance of rural transport in the policies and portfolio’s of the multilateral development banks (MDBs). This activity was added considering their importance in developing rural transport infrastructure and services.

2. Brief Introduction of the Restructured Format of the Report

The Third Progress Report for *Promotion of Sustainable Rural Access in the Post 2015 Sustainable Development Agenda Report* provides an overview of the activities that were undertaken by the SLoCaT Partnership from August 2015 to February 2016. The deliverables in this report are based on the Inception Report submitted in March 2015 and the Attachment E of the Second Progress Report, which proposed some new deliverables and restructuring some existing ones. Subsequent conversations with the ReCAP Project Management Unit also contributed to restructuring a number of deliverables related to rural transport indicators.

With the aim of simplifying the complexities of the reporting in the previous progress reports; this structure of the report has been revised to group respective deliverables under sub-sections for each activity. The final list of deliverables under each activity for the third Reporting period is presented in the Table 1 below. In Activity A, a further distinction is made between deliverables that require more substantive review and deliverables that require less substantive review by the Project Management Unit.

List of Deliverables

To give a clear overview of the deliverables, the following list maps deliverables for the third reporting period to corresponding hyperlinks, annexes and attachments.

Deliverable Name	Deliverable Form
Activity A: Advocacy	
Deliverables that require substantive review by PMU	
3.1. Rural Transport Factsheet (Deliverable A.1.1)	Attachment A: Rural Access to Markets and Essential Services Fact Sheet (English)
3.2. Rural Transport Section on the SLoCaT Website (Deliverable A.1.2.1)	Hyperlink A: Rural Transport Section on SLoCaT Website
3.3. Outreach & Agreements with Key Stakeholders (Re-constituted Deliverable based on A.3.1 & B.1.1)	Annex A: Agence Française de Développement Rural Transport Thematic Session Issue Brief Annex B: Email from Choudhury Rudra Charan Mohanty from UNCRD Annex C: E-mail from Mohammad Salamat from UN-DESA Annex D: Presentation by Cornie Huizenga at the XXVth World Road Congress
Deliverables that require less-substantive review by PMU	
3.4. Online Communication Activities Deliverable A.1.2.2 Deliverable A.1.2.4 Deliverable A.1.2.5	Hyperlink B: Rural Transport Section on the SLoCaT Newsletter Hyperlink C: ReCAP LinkedIn Group SLoCaT Posts can be found by date Hyperlink D: Submission from SLoCaT Partnership to December 2015 ReCAP Newsletter
3.5 SLoCaT Report “Contribution of Transport Commitments to the Global Goals on Sustainable Development” (Deliverable 4.2.a)	Hyperlink E: News item on the launch of the SLoCaT Commitments Report
Activity B: Strengthening Global Community	
4.1. Global Dialogue Consultation Meeting (Deliverable B.3.1)	Attachment B: Notes from the Global Dialogue Consultation Meeting

Deliverable Name	Deliverable Form
4.3. Rural Transport at 9th Regional EST Forum in Asia (New Deliverable B.4)	Hyperlink F: 9th EST Forum Background Paper on Accelerated Action on Rural Transport in Asia-Pacific Hyperlink G: Chairman’s Summary from the 9th EST Forum Annex E: Presentation by Karl Peet at the 9 th EST Forum
Activity C: Rural Transport Indicators	
5.1. SLoCaT Comments to the Inter Agency and Expert Group on SDG Indicators (Deliverable C.2.1)	Hyperlink H: SLoCaT Comments to the Inter Agency and Expert Group on SDG Indicators
5.2. Survey & Interview on Indicators (New Deliverable C.3)	Attachment C: Rural Transport Indicators to Support Sustainable Development Goals: Analysis of Survey and Interviews
Activity D. Contribute to SLoCaT Financing Framework on Sustainable Transport	
6.1 Guidelines on funding and financing of rural transport infrastructure and services (Deliverable D.1.2)	Attachment D: Guidelines on funding and financing of rural transport infrastructure and services
6.2 MDB Rural Transport Portfolio Research (New Deliverable D.3)	Attachment E: MDB Policies and Selected Projects in Support of Rural Transport and Access

3. Progress on Activity A: Continuing advocacy on Rural Transport as United Nations General Assembly takes on finalization and implementation of Sustainable Development Goals (SDGs)

3.1. Rural Transport Fact Sheet #3: Rural Access to Markets and Essential Services (Deliverable A.1.1)



Figure 1: Fact Sheet Rural Access to Markets and Essential Services

In the third reporting period, the SLoCaT Partnership developed a new rural transport fact sheet titled “Rural Access to Markets and Essential Services”. The four-page Fact Sheet describes rural isolation and its contributing impact on poverty, and presents alternative strategies to reduce rural isolation, which according to the World Bank’s Rural Access Index (RAI) is experienced by the one billion people globally who lack convenient access to an all-season road.

The fact sheet establishes isolation as a primary driver of rural poverty, both in terms of internal access within a village and external access from the village. The fact sheet goes on to describe the benefits of improved rural access, which include enhanced employment opportunities, increased school attendance, and improvements to maternal health. Finally, the fact sheet enumerates strategies to reduce rural isolation, which include improving rural transport infrastructure and services, and establishing modern logistic chains to increase market access (and in turn to reduce rural poverty in agricultural regions).

The Fact Sheet was originally developed in English, and was subsequently translated to French. The updating of the French version is pending approval of the final English version.

3.2 Rural Transport Section of the SLoCaT Website (Deliverable A.1.2.1)

From August 2015 to February 2016, the SLoCaT Secretariat continued updating the [Rural Transport Section](#) of the SLoCaT website with recent developments in the project. The final version of the [Discussion Paper on Financing Rural Transport Services in Developing Countries](#) and the [Background paper on Accelerated Action on Rural Transport in Asia-Pacific Region](#) prepared for the 9th Environmental and Sustainable Transport (EST) Forum have been uploaded to the Rural Transport section. The Rural Transport Stakeholder Database was also updated in November 2015 with a number of additional organizations.

On the events side, the SLoCaT Partnership attended the XXVth World Congress where the SLoCaT Secretary General made a presentation on the [Contribution of Rural Transport to the Sustainable Development Goals](#), and organized a Rural Transport Global Dialogue Session in conjunction with ReCAP. The [presentation](#) and [session summary](#) are both included in the Rural Transport Section of the SLoCaT Website. In addition; the [summary of the Rural Transport Session](#) organized at the 9th Regional Environmentally Sustainable Transport Forum in Asia is included on the [website](#). Moreover, at the 9th EST Forum the SLoCaT Partnership made a presentation on [Accelerated Action on Rural Transport in Asia Pacific](#). Finally, the rural transport event list has been updated to include new events until December 2016.

3.3 Outreach & Agreements with Key Stakeholders (Re-Constituted deliverable based on the former deliverables of A.3.1 & B.1.1)

a. Organizing a rural transport session at Agence Française de Développement (AFD)

The AFD is updating its transport strategy in 2016 and the SLoCaT Partnership is acting as the external coordinator of a series of thematic sessions on a range of topics linked to transport and the 2030 Agenda on Sustainable Development and Paris Agreement on Climate Change. The target group of the thematic sessions is the AFD staff working on transport issues.

Rural transport is an important area for AFD and they invest in rural infrastructure as well as rural services in Africa and other developing regions. On May 26th Caroline Visser representing ReCAP, together with Cornie Huizenga from the SLoCaT Partnership led the rural transport thematic session at AFD Headquarters in Paris. In preparation of the session, an issue brief was prepared and shared with the AFD team participating in the meeting (See Annex A).

b. Inclusion of Rural Transport in future Regional Environmentally Sustainable Transport Forum in Asia

In October 2015, the SLoCaT Partnership has approached the United Nations Centre for Regional Development (UNCRD) to include rural transport in the Regional Environmentally Sustainable Transport Forum in Asia. On November 12th, Mr. Choudhury Rudra Charan Mohanty of the UNCRD sent an e-mail to the Secretary General of the SLoCaT Partnership, in which he stated that UNCRD fully agrees to continue giving justice to rural transport starting with the 9th EST Forum in Kathmandu, and continuing with forthcoming EST Forums (see Annex B).

Mr. Choudhury explained that in the inception of the Regional EST Forum in Asia, urban transport and rural transport were considered two sides of a single EST coin, as seen in the Aichi Statement and Bangkok Declaration. However he acknowledged that the past ESTs have not been very balanced on programming about rural transport and welcomed the DFID and ReCAP programme on promoting rural transport. In the 9th Forum participants endorsed the continued integration of rural

transport in the EST Forum, with a proposed dedicated track on rural access proposed by SLoCaT Partnership and United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) at the 10th EST Forum, which will be organized in Lao PDR at the end of 2016 or beginning of 2017.

c. Inclusion of Rural Transport in the Global Conference on Sustainable Transport

United Nations (UN) Secretary General Ban Ki-moon is expected to host a Global Conference on Sustainable Transport at the end of 2016 and the program is currently being developed by the UN SG's High Level Advisory Group on Sustainable Transport (HLAGST). SLoCaT Partnership, as a member of the Technical Working Group supporting the HLAGST, proposed to organize a breakout session and/or a side event on Rural Transport. The proposal generated positive response from the United Nations Department for Economic and Social Affairs (UN-DESA), which acts as the Secretariat of the HLAGST. In his e-mail dated February 5th Mr. Mohammad Reza Salamat indicated to the SLoCaT Secretary General that rural transport is a pertinent topic and the proposal to include it in the Global Conference on Sustainable Transport would be taken into account (See Annex C).

d. Rural Transport Comments to the 3rd Progress Report of the MDB Working Group on Sustainable Transport

The MDB Working Group on Sustainable Transport (WGST) is composed of world's eight largest MDBs who made a voluntary commitment at the Rio+20 summit to invest \$175 billion of loans and grants for sustainable transport in developing countries from 2012 to 2022. Starting in 2013, the WGST released annual reports on the progress made by the eight banks on their Rio+20 commitments.

SLoCaT Partnership Secretary General Cornie Huizenga, in his capacity as an observer to the WGST, was invited to provide input to the third progress report, which covered the banks' transport activities in the 2014-2015 period. In his comments, Mr Huizenga underlined the need for further investments in sustainable rural access, and suggested the underlined text for paragraph 24 of the report:

"24. Urbanization is another defining trend. By 2050, it is projected that almost two thirds of the global population will live in cities. This trend will no doubt influence the nature of MDB lending, with the potential to move financing toward urban transportation projects. However, the remaining third of the global population will continue to live outside cities and predominantly in rural areas. Improved access to markets, jobs and community facilities, is an important driver of poverty reduction for rural areas as well as urban areas. Urban and rural road safety is also a critical and growing issue, and it is widely recognized that urban-rural linkages are becoming increasingly important amidst accelerating urbanization, especially in the context of (urban) food security."

e. Presentation at PIARC on Rural Transport



During the XXVth World Road Congress, on November 6th the SLoCaT Partnership Secretary General Cornie Huizenga made a presentation on rural transport and sustainable development goals (see Annex D). In the presentation, SLoCaT stated that in the SDG framework, rural transport was included at the indicator level but not at the target level, and noted that there was no clear explanation on who would be responsible of monitoring the progress on the rural transport indicators. In addition, it was

Figure 2: SLoCaT Presentation
PIARC 25th World Congress

emphasized that the SDGs could play a key role in advancing rural transport by raising the political priority and realizing funding possibilities for rural transport.

The presentation also included a summary of the discussions from the global dialogue on rural transport consultation meeting, which took place earlier, and indicated that there were varied viewpoints from participants on the need and feasibility of a standalone global dialogue on rural transport and SDGs, or the preference to incorporate ongoing dialogue into existing events.

3.4. Online Communication Activities

a. Rural Transport Section on the SLoCaT Newsletter (Deliverable 1.2.2.)



Figure 3: Rural Transport Section in SLoCaT Newsletter (October 2015)

227 tweets on rural transport. The tweets showcased the relationship of rural transport with different SDGs such as food security, agriculture, gender equality, health and education; presented key facts on rural transport in the context of the post-2015 development agenda, and featured highlights from the Rural Transport Fact Sheets.

The rural transport tweets referring to Africa and African countries attracted the most attention and were re-tweeted multiple times. The most popular tweet made in the third reporting period was about youth bicycle taxis established in Malawi, which has been re-tweeted 13 times.

During this period, SLoCaT Partnership continued tracking tweets and re-tweets of rural transport posts.

c. SLoCaT Posts on the ReCAP LinkedIn Page (Deliverable A.1.2.4)



Figure 4: SLoCaT Posting on ReCAP LinkedIn Page

The [third quarterly issue of the SLoCaT newsletter](#) was published on October 29th, 2015. In the rural transport section, the SLoCaT Partnership shared the English and French versions of the Rural Transport Factsheet on Agriculture and shared the discussion note on Financing Rural Transport Services in Developing Countries: Challenges and Opportunities”. Additionally, the newsletter included information about the plans to convene a strategy session to help establish an ongoing global dialogue on rural transport at the PIARC XXV World Congress.

b. Rural Transport Tweets through SLoCaT Twitter Account (Deliverable A.1.2.3)

From August 2015 to February 2016, the SLoCaT Secretariat made 153 tweets on rural transport, each communicating a specific fact, figure, report, or conference advocacy and the tweets have been re-tweeted 146 times. Since the beginning of this project in March 2015, the SLoCaT Secretariat has posted

In addition to utilizing the outreach channels of the SLoCaT Partnership, SLoCaT benefited from existing ReCAP communication tools that are already recognized by the rural transport community. In this context, the ReCAP Page on the LinkedIn was used as a dissemination channel for information on recent activities of the ReCAP-SLoCaT project. In the third reporting period, SLoCaT Partnership continued posting articles on The Food Loss and Waste Protocol which

introduced the “Tool to Aid the Post-2015 Sustainable Development Agenda in Rural Transport and Development”. In addition, a series of articles was posted highlighting the SLoCaT Partnership’s Outreach Efforts on Rural Transport as a part of the joint ReCAP-SLoCaT Project (see picture at [left](#)); the posts have received one ‘like’ to date.

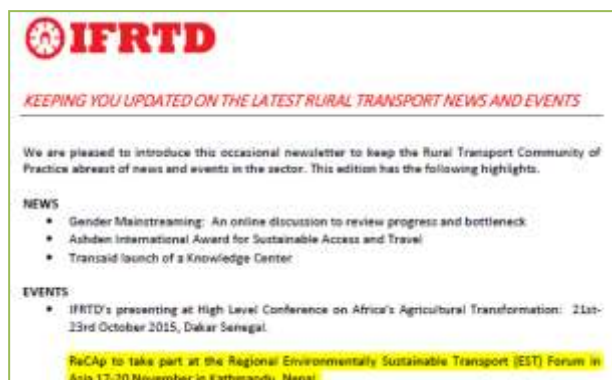


Figure 5: SLoCaT Posting on IFRTD October 2015 Newsletter

d. IFRTD Newsletter (Deliverable A.1.2.5): In addition to the SLoCaT and ReCAP channels, the SLoCaT Partnership utilized the International Forum for Rural Transport and Development (IFRTD)’s newsletter [Rural Transport News \(RuTraNs\)](#) for promoting the rural transport project. RuTraNs initially was issued as a monthly newsletter, however in the second half of 2015, IFRTD started publishing it on bi-monthly basis. In the October 2015 issue of RuTraNs, there was a news item about ReCAP’s participation at the 9th Regional Environmentally Sustainable Forum (EST), which took place from 17 to 20 November in

Kathmandu, Nepal, under SLoCaT organization and participation (see image on the left).

The SLoCaT Partnership also submitted a post for the December issue of the [ReCAP e-Newsletter](#). The post introduced the Discussion Paper on financing of rural services and the Factsheet on Rural Transport and Agriculture and argued that financing of rural transport services in addition to infrastructure played a key role in improving food supply chains and reducing rural poverty. The SLoCaT Partnership will also explore further opportunities to publish articles in forthcoming issues of the IFRTD newsletter.

3.5 SLoCaT Report “Contribution of Transport Commitments to the Global Goals on Sustainable Development” (Deliverable A.4.2)

On September 28, 2015, following the United Nations Summit on Sustainable Development 2015, the SLoCaT Partnership launched its report, [Contribution of Transport Commitments to the Global Goals on Sustainable Development](#), which analyzes the contribution that voluntary transport commitments are making to the Global Goals on Sustainable Development that will guide global action on development in the next 15 years. The transport commitments analyzed in the report include the voluntary transport commitments developed during the UN Conference on Sustainable Development (Rio+20) in 2012 and the second set of commitments made in 2013, the climate change-focused voluntary transport commitments prepared for the UN Secretary General’s Climate Summit in 2014 and the 15 transport initiatives announced at the Lima Paris Action Agenda Transport Focus meeting at COP21 in 2015.

Among the report’s findings is that rural transport issues are underrepresented among voluntary transport commitments, with relatively few commitments focused on directly such targets as agricultural productivity (Target 2.3), access to drinking water (Target 6.1), or reducing food waste (Target 12.3) (p. 5). To increase the effectiveness of the current transport commitment approach, the report proposes to consider creating a mechanism to identify gaps in sustainable development and climate change frameworks, and define cooperative commitments for the transport sector to address these gaps (e.g. a relatively weak focus on rural issues) (p. 6).

4. Progress on Activity B. Strengthening of global Rural Transport Community through setting up a global Dialogue process on Rural Transport

4.1. Global Dialogue Consultation Meeting

Discussions on the global dialogue were conducted during the XXV PIARC World Road Congress from November 2 to 6, 2015 in Seoul, South Korea. During the conference several bilateral talks were held with rural transport stakeholders, and on November 5, a global dialogue consultation meeting with invited stakeholders (see Section 5) was conducted for a collective discussion of future plans. A series of telephone interviews were conducted prior to the Congress to provide additional inputs to the dialogue.

The global dialogue consultation meeting was attended by representatives from the Asian Development Bank, Caribbean Development Bank, World Bank, ReCAP, AFCAP Steering Committee members Tanzanian Road Fund and PIARC members. The goals of the Global Dialogue were to bring together relevant stakeholders in rural transport and discuss essential issues in rural transport and how these can be integrated into the SDGs. The deficit of attention to rural transport, the need for cross-sectoral approach to rural transport infrastructure and services, the inclusion of climate adaptation and the significance of developing rural transport indicators were among the topics discussed at the Consultation Meeting.

Through the dialogue, the SLoCaT Partnership was able to identify additional stakeholders to be integrated in the process and motivate them to take a more active role in integration of rural transport issues in the SDG framework. The World Bank in the context of the consultation meeting expressed a willingness to continue discussions on its possible coordinating or convening role in a global dialogue on rural transport. In addition, SLoCaT Partnership recognized the strategic importance of the African Development Bank (AfDB) for future dialogues; as rural access deficits are most prominent in African countries. Kennedy Mbekeani and Abayomi Babalola were identified as strategic partners from AfDB.

A comprehensive summary of discussion from the Seoul global dialogue is found in Attachment B.

4.2. Global Outlook Report of the Secretary General High Level Advisory Group on Sustainable Transport

SLoCaT is one of six members of the core drafting committee of the Secretary General's forthcoming 2016 Sustainable Transport Outlook Report, which is expected to be released in the second half of 2016. In the Committee, SLoCaT is advocating for rural transport infrastructure and services to receive the required attention in the report. The report's initial conceptual framework and working draft outline contain the following references to rural transport:

- "All modes [and] transversal issues should be covered with a special focus on inter- and intra- urban issues: a proposed way to structure the substance could be short-range mobility, long-range mobility, infrastructure, transition to new tech-based solutions, governance. Rural transport should also be addressed."
- "Challenges at the local level (include the unique challenges for urban and rural communities). The focus should be on equitable access."
- "Many principals advocated the 'avoid, shift improve' framework, while at the same time maintaining that more access and more efficient, integrated access to transport are positive forces for development. Freight, rural transport and public passenger transport are all relevant."

- “The interface between inter and intra city transport, noting that transport often goes beyond national boundaries. The concept of spatial development, which includes rural and urban development, short/medium and long range transport, and local as well as national levels could be useful.”

SLoCaT will continue to advocate for raising the profile of rural transport in the development of the report before its planned release in late 2016

4.3. Rural Transport Session at the 9th Regional Environmentally Sustainable Transport (EST) Forum in Asia

Rural transport was highlighted at the [9th Regional Environmentally Sustainable Transport Forum in Asia](#) which was held in Kathmandu on November 17 -20, 2015. For the first time since its inception, the Forum convened a dedicated plenary session on rural transport, entitled “Sustainable Rural Transport for Resilient Rural Community, Food Security & Poverty Eradication.” SLoCaT was the lead organizer of the session, along with UN-ESCAP, and contributed to the session through both a [presentation](#) and a background paper on rural transport prepared in support of the session. In the background paper titled, [Accelerated Action on Rural Transport in the Asia-Pacific Region](#) SLoCaT highlighted that rural access is best provided through the provision of infrastructure in a cost efficient manner, using local resources, knowledge and funding to ensure equity and sustainability.

The discussion identified some key aspects for advancing rural road networks, (i) community based management and maintenance, (ii) targeted investment with a phased approach to critical points in the system; (iii) continuing improvements in planning and engineering for these particular road networks and (iv) better exchange between government agencies, technical experts, political actors and the private sector. For example, the Rural Access Programme of Nepal promotes economic development by developing gender-equitable approaches to rural road project management, and Afghanistan’s National Rural Access Programme aims to improve all-season accessibility in four provinces, expand maintenance practices, and build local capacity.

Other presentations in the session highlighted the fact that efficient rural transport is crucial to ensuring food security while developing agriculture and reducing rural poverty. It can also facilitate delivery of farm inputs, increase agricultural yields, and reduce post-harvest losses, which in India amounts to approximately 40% of total production due in part to a lack of reliable rural transport options. This is being addressed through the Prime Minister’s Rural Roads Program (PMGSY), which is to provide all-season farm-to-market connectivity in all villages with more than 500 people (about 180,000 villages) and develop capacity of Indian States.

The Forum emphasized the importance of raising the political priority of rural transport at national and global levels; prioritizing funding streams for rural passenger and freight infrastructure and services including maintenance; accelerating efforts to increase resilience of all aspects of rural transport. The Forum confirmed that effective rural transport programs require an active involvement of communities.

As a chief drafter of the conference proceedings (along with UNCRD), SLoCaT ensured that rural transport was highlighted through specific recommendations in the [Chairman’s Summary](#). The Chair’s Summary endorsed the continued integration of rural transport in the EST Forum, recognizing that improved rural transport systems and connectivity will not only improve climate and disaster resilience but also socio-economic resilience, by limiting the extent of damages and losses from extreme weather events. These recommendations translate to a planned dedicated

track on rural access proposed by SLoCaT and UN-ESCAP at the 10th EST Forum in Lao PDR scheduled for end of 2016 or beginning of 2017.

5. Progress on Activity C. Detailing of indicators on Rural Transport from SLoCaT Results Framework

5.1 SLoCaT Comments to the Inter-Agency and Expert Group on SDG Indicators (Deliverable C.2.1)

In August 2015, the SLoCaT Partnership submitted [comments](#) on the list of proposed global indicators for the goals and targets of the post-2015 development agenda published by the United Nations Statistical Commission's (UNSC) Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs). The IAEG-SDGs is composed of UN Member States and includes regional and international agencies as observers, and is the main organization working on developing indicators for the SDG framework, based on inputs from international agencies and entities.

In its comments, the SLoCaT Partnership observed that the SDG framework still lacks a specific target that highlights the importance of rural access, despite that fact that roughly 30% of the global population will continue to live in non-urban areas in 2030. It also stated that while the well known Rural Accessibility Index (RAI) is included, the wording of the indicator does not refer to rural access, and despite its importance to achieving other goals, rural access is not mentioned in the overall indicator list.

In addition, SLoCaT noted that the RAI, which is proposed as a key means of measuring Target 9.1, is not very relevant to regional and transborder infrastructure. A second indicator proposed to more fully measure Target 9.1 is defined as "Passenger and freight volumes" as published in [World Development Indicators](#). However, given the use of the RAI as a key means of measuring Target 9.1 (and the absence of a direct reference to rural access in the proposed SDGs and associated indicators), it is suggested that the indicator for Target 9.1 be reworded to read "Develop quality, reliable, sustainable and resilient infrastructure, including *rural*, regional, transborder infrastructure and services, to support improved logistics, economic development and human well-being, with a focus on affordable and equitable access for all."

In October 2015, SLoCaT was represented at the second meeting of the IAEG-SDGs in Bangkok, Thailand by Tali Trigg, GIZ, a SLoCaT member and partner. SLoCaT provided talking points for proposed inclusion among civil society inputs to the proceedings. In November 2015, SLoCaT submitted [comments](#) to the Open Consultation on IAEG-SDGs Indicators.

SLoCaT will participate as a civil society observer at the 47th session of the UNSC in New York from 8-11 March 2016. The session is expected to finalize the indicator framework and set of indicators for the post-2015 development agenda, among other agenda items. Intended output of SLoCaT participation is to inform members of progress on SDG indicators, and to provide further inputs to the proposed sustainable transport global tracking framework.

5.2 Rural Transport Indicators to Support Sustainable Development Goals: Analysis of Survey and Interviews (Deliverable C.3)

In February 2016, the SLoCaT Partnership launched a general survey on Proposed Indicators on Rural Transport to Support the Sustainable Development Goals (SDGs). To date, 65 respondents have

participated in the survey, and the survey results show that there is a general consensus on strategies for developing specific indicator(s) on rural access to be used in support of the SDGs.

The World Bank-developed Rural Access Index (RAI) remains a strong and appropriate option for experts to use to measure improvements in rural access. Its key concepts are clear and it provides an objective, standardized manner to measure baseline and improvements in rural access at global, national, or local scale. It is considered to be especially suitable to measure rural accessibility in Least Developed Countries (LDCs). Most survey respondents suggest adopting a combined approach to the RAI that is both distance-and-time-based. They also voiced support for developing more nuanced indicators that measure access to essential services, and assess the quality of rural transport services as well as infrastructure.

In April 2016, SLoCaT undertook follow-up interviews with key experts on rural transport to conduct a more nuanced set of discussions than are possible within the confines of an on-line survey. These interviews, which incorporate the perspectives of bi-lateral and multi-lateral aid agencies as well as [rural transport implementing agencies], place the survey results in a broader context with respect to the implementation phase of the SDGs, which have implications for [clarifying] the data collection process for the RAI (solidifying its position within the 'tier system'), identifying opportunities to look beyond infrastructure and incorporate rural transport services into the RAI, and supporting the development of proposed (sub)national indicators to support the established global SDG indicators.

The full analysis of the survey and the results of the interviews are presented in Attachment C.

6. Progress on Activity D. Suggest Cost-Effective approaches to fund Rural Transport Services (as Contribution to SLoCaT Financing Framework on Sustainable Transport)

6.1 Guidelines on funding and financing of rural transport infrastructure and services (Deliverable D.1.2)

Demand for global passenger and freight travel is expected to double over 2010 and globally, developing regions will account for nearly 90% of global travel increases.¹ However, it is estimated that currently 60% of total annual investments in transport infrastructure is represented by developed countries and 40% by the developing countries; and in the near future this ratio will need to be reversed.² Thus, a rapid shift in transport investment to fast-growing developing nations and a re-orientation of investments to more sustainable transport modes in urban and rural settings are urgently required.

While financing of rural transport infrastructure and services has some correlation to funding of sustainable transport projects more broadly, these investments require special considerations due to the particular characteristics of rural environments. The needed transitional investments in global transport, including in rural areas, as described above will be fostered by a number of different funding sources, including domestic public finance, private sector finance, official development assistance (including from MDBs), and to a more limited extent, climate finance.

¹IEA (2013)

²Lefevre et al. (2014)

Rural transport infrastructure and services have unique funding considerations relative to other transport sector investments. For instance, rural roads should have wider criteria for justification because their core economic case may not always be initially satisfactory. Traditional cost-benefit analysis can create drawbacks for rural transport: since the rich have a higher willingness to pay, CBA can lead to underinvestment in rural roads serving poorer populations. Traditional investments in rural roads, national highways and cross border links will continue to be needed, but in these cases additional investments may be required to make this infrastructure safer and more resilient. Appropriate policies, standards, and governance improvements will be needed to support this transition.

SLoCaT has developed a set of initial concise rural transport financing guidelines which can provide direction for local and national governments seeking to increase funding for rural access projects and programmes. The guidelines are based on SLoCaT knowledge products, existing ReCAP-SLoCaT work products, and other sustainable transport financing resources as applied to the specific context of rural transport finance.

It is acknowledged that development of more extensive financing guidelines requires more empirical work (including interviews with practitioners) as thematics are complex. In addition, it is apparent that in many cases financing rural transport is more of a policy issue than a technical issue, and often political will is the missing ingredient (e.g. in implementing fuel levies that could support the maintenance of rural roads). These initial guidelines are thus intended to spur further efforts toward a body of knowledge on financing rural transport in the context of broader research on funding sustainable transport.

SLoCaT’s initial guidelines for financing rural transport are presented in Attachment D.

6.2. MDB Rural Transport Portfolio Research (New Deliverable D.3.)

In consultation with the ReCAP Project Management Unit in July 2015, SLoCaT added a new deliverable to the financing activity of the Project, a research on the rural transport portfolios of six Multilateral Development Banks (MDB). For this component, SLoCaT has examined policy documents of the Banks related to transport (as well as rural development, agriculture, education, and health) to see how/if transport is considered as an enabler in each sectoral strategy. The table below presents an overview of key institutions, priority documents and programs and project database for the banks that were analyzed. The Summary of the MDB Policies Related to Rural Transport is presented below. For the full research analysis, see Attachment E.

Summary of the MDB Policies Related to Rural Transport

Table 1. Key institutions, priority documents and programs and project database

Institution	Priority Documents and Programs	Project Database
Asian Development Bank	Sustainable Transport Initiative Operational Plan (2010) The Operational Plan for Agriculture and Natural Resources (2015) Regional Cooperation and Integration Strategy (2006)	General project database is available, as well as subsequent division on sectors and subsectors; rural transport is referred to as “road transport (non-urban)” in most

		cases and its share is specified for each project.
African Development Bank	Strategy for 2013-2020 (2013) Agriculture Sector Strategy (2010) High-Fives (2016)	Available; the tendency is to assign a project as a whole to a Transport sector without specifying the share of rural transport in it.
Islamic Development Bank	Vision 1440H/2020 41 Years on the Service of Development (2015) Annual report 1435H/2014	Mainly success stories are available; details like project's approval date are not retrievable. The rural transport share in each project is not defined.
World Bank	Transport Strategy (2008) Transport for Health (2014) Africa Transport Policy Program (SSATP)	Rural and Inter-Urban Roads and Highways section is available under Transport Sector. The rural transport share in each project is available in the project appraisal document.
European Bank for Reconstruction and Development	Transport Sector Strategy (2013) Agribusiness Sector Strategy (2010)	Available; the search system is arranged by topics which features transport, but the rural transport share is not defined.
European Investment Bank	Transport Lending Policy (2011)	Available; the exact amount allocated for the transport sector can be identified, however, the rural transport share is not.

Based on the overview of the MDBs policies and projects on rural transport, the following trends are identified:

- MDBs continue to invest in rural transport projects. In terms of how MDBs classify rural transport, a general tendency is noted that the rural transport is actually falling between the rural development and transport/transportation, not belonging to any of these topics. This raises the question as to which sector truly has an ownership over rural transport projects. This also makes it very difficult to get an accurate overview of MDB projects on rural transport.
- While most banks recognize the strategic importance of rural transport on the developmental perspective, it appears that most projects are still of a more traditional nature, e.g. constructing and modernizing rural roads.

- Certain banks (Islamic Development Bank and European Investment Bank) don't have a strategic document on rural transport, while they are doing several projects on rural access. The most extreme case in this respect is the European Investment Bank that doesn't even mention explicitly rural transport or rural roads in any of its strategic documents. Although this fact could be explained by a relatively well-developed rural infrastructure in Europe compared to other regions, such neglect of rural transport is still surprising, especially given that the Bank actively operates outside the European Union as well.
- All the development banks seem familiar, although to a different extent, with complex inter-linkages existing between transport and water, transport and energy, transport and agriculture, transport and social inclusion, transport and health, transport and gender, transport and education, etc., referring to these aspects in their policy documents.
- Some banks, like the World Bank and Asian Development Bank, explicitly state their commitment to rural transport, mentioning it among their priority areas in many strategic documents, online resources and programs. However, for most MDBs rural transport is not among the priority areas, even if it used to be so: an illustrative example of such transition can be African Development Bank that did not include rural transport in its new [High-Fives](#) strategy (2016) as a priority, nor is the rural transport present among the monitoring indicators, with the single exception of “rural roads”. There is a risk that “what is not measured, is not managed”, meaning that rural transport can become a neglected topic in the Bank's activities.
- Asian Development Bank offers an essential focus on increasing equity in transport with its commitment to “expand its work on pro-poor dimensions of transport, including through improving rural bus services and non-motorized transport, and on other social dimensions of transport.”

Annex A: Agence Française de Développement Rural Transport Thematic Session Issue Brief



DFID rationale for investing in rural access research

Transport is fundamental to economic growth and the delivery of basic services, and low volume roads are the principal form of transport in the rural parts of most low-income countries. People require access to reach basic services and all kinds of economic and social opportunities. However, an estimated one billion people live further than 2 km from an all-season road. Isolated communities are often left behind in development. The challenge is to achieve sustainable access at justifiable cost and promote the availability of reliable and affordable means of transport in rural areas.

Research for Community Access Partnership (ReCAP)

ReCAP is a six-year programme that supports research into low volume rural roads and transport services in Africa and Asia. It is funded by a grant from the UK Government through the Department for International Development (DFID). ReCAP aims to strengthen the evidence base on more cost effective and reliable low volume road and transport services, thereby influencing policy and practice. ReCAP works on a portfolio of research, capacity building and knowledge management initiatives, in partnership with new and existing national research centres and local partners. The programme is demand-driven.

ReCAP builds on the following previously DFID funded programmes on rural access:

- Africa Community Access Programme (AFCAP) Phase I (2009-2014)
- South East Asia Community Access Programme (SEACAP) (2004-2009)

Governance Structure and Management

The governance structure for ReCAP includes four different types of bodies, each with their distinct roles:

- Executive Committee: High-level decision making
- Steering Committee(s) for Africa and Asia: Strategic level monitoring and advising
- National Steering Committees: National level coordination and monitoring
- Technical Panel: Technical advice

The **Executive Committee** is the ultimate decision making body and comprises representatives from the ReCAP Steering Committees (e.g. the two Chairpersons), DFID and representatives of multilateral development partners involved in rural road and rural transport programmes in Africa and Asia (World Bank, Asian Development Bank, African Development Bank).

Participants of the **AfCAP and AsCAP Steering Committees** are representatives of partner countries at senior government level as well as regional bodies and development partners involved in the rural transport sector.

The **Technical Panel** is composed of highly experienced specialists in the field of rural transport in low-income countries. The overall role of the Technical Panel is to ensure the quality of research under the ReCAP programme.

The managing agent of the programme is Cardno Emerging Markets UK. The **Project Management Unit** is responsible for the implementation of the decisions and for the overall operation of the Partnership.

Research Programme and Activities

To determine what activities are to be supported ReCAP has developed a research strategy that comprises the following themes:

Infrastructure research	Transport services research	Cross cutting issues
<ul style="list-style-type: none"> - Sustainable & economic provision of infrastructure - Optimized use of material resources and environment - Effective whole life rural road asset management - Defining, measuring & analysing road access 	<ul style="list-style-type: none"> - Public transport services operation and regulation - Motorcycle taxis and intermediate means of transport - Rural mobility and access to roads 	<ul style="list-style-type: none"> - Measuring the requirements for, and the benefits of, rural roads and transport services, - Climate resilient rural transport infrastructure at an affordable cost, - Gender equality, equity and social inclusion - Safety and security - Horizon scanning and new technologies

The research strategies are supported by an overall knowledge management and communications strategy. Capacity building is integrated in most of the activities.

The bulk of the activities supported by ReCAP concern research on national level in collaboration with the national partner institutions. A number of regional activities have been formulated to address concerns of common interest. Current regional projects address:

- The use of appropriate high-tech solutions for road network and condition analysis, with a focus on satellite imagery.
- Development of guidelines and specifications for low volume sealed roads through back analysis
- Climate adaptation: risk management and resilience optimisation for vulnerable rural road access
- New approaches on rural road asset management
- Improving the Rural Access Indicator (RAI) and its implementation
- Advocacy for rural access in high-level, multilateral development debates

Potential areas for collaboration with AFD:

- Exchange of information on activities and dissemination of (research) outputs – part of our resources are translated into French
- Enhancing the capacity to undertake rural road and transport services research in developing countries
- Developing and supporting the Rural Access narrative in high level development debates

ReCAP Research Findings 2012-2016

The Research for Community Access Partnership (ReCAP) comprises the Africa Community Access Partnership (AfCAP) and the Asia Community Access Partnership (AsCAP), both running from 2014 to 2020, and builds on the following previous programmes: the Africa Community Access Programme (AFCAP) - Phase I (2009-2014) and the South East Asia Community Access Programme (SEACAP) (2004-2009).

Non-exhaustive list of research findings in ReCAP partner- or supported countries from 2012 and later:

Country	Programme/year	Research Findings
DR Congo	AFCAP Phase I/2013	A study into the role of transport in fragile and conflict-afflicted states in Sub-Saharan Africa confirmed a direct link between transport and conflict in DRC. Among other things, the conflict is attributed to physical isolation arising out of poor provision, funding and maintenance of infrastructure. One key consequence of conflict is the destruction and lack of maintenance of transport infrastructure.
Ethiopia	AfCAP /2015	The Ethiopian Roads Authority (ERA) standard specifications and drawings were reviewed, revised and updated to accommodate the requirements of the Low Volume Roads (LVR) manuals and the other revised and new design manuals that were updated to be in line with the ERA LVR manual
	AFCAP Phase 1/2014	The review and revision of all the 2002 ERA design and best practice manuals was completed to bring them in line with the new (2011) draft ERA LVR manual. This included the development of two new manuals for Geotechnical Design and Route Selection.
	AFCAP Phase 1/2014	To better understand the vulnerability of rural communities in terms of geo-hazard exposure, or risks, to rural access provision, a risk based vulnerability assessment methodology was build and trialled. The project provided recommendations for the way vulnerability is understood and measured, the methods and processes used to assess vulnerability and the engagement of local participants.
	AFCAP Phase 1/2013	A review of Low Volume Roads design manuals, in use since 2011, concluded that the manuals have a direct impact on producing better quality community roads and identified the potential to make greater use of the LVR Manual for the higher classes of roads, including paved road sections, and for road maintenance.
		A best practice manual for thin bituminous surfacing has

		been prepared as part of the ERA series of Road and Bridge Design documents.
Ghana	AfCAP/ 2016 AFCAP Phase 1/2012	<p>Following the Ministry of Transport's wish to adopt and facilitate a wider application of the Dynamic Cone Penetrometer (DCP) method, training and application of the DCP-DN pavement design method for Low Volume Sealed Roads was carried out successfully in February 2016 with 24 participants from various roads agencies and other organisations in Ghana as well as 5 participants from Sierra Leone.</p> <p>AFCAP funded joint research by the Ghana Ministry of Health and Transaid to look into the impact of an innovative policy of National Ambulance Service on rural maternal and neonatal health.</p>
Kenya	AfCAP/ 2016 AfCAP /2015-16 AFCAP Phase I/2014 AFCAP Phase I/2014 AFCAP Phase I/2014 AFCAP Phase I/2012 AFCAP Phase I/2012/13	<p>Research into the capacity building and knowledge management needs of the Materials Testing and Research Department of the Ministry of Transport has fed into a roadmap for the transition towards a Transport Research Centre of Excellence.</p> <p>Guideline for provision of LVR is under preparation and partly drawing from AfCAP research in Kenya and elsewhere.</p> <p>Training in the DCP-DN Pavement Design Method for Low Volume Sealed Roads was carried out successfully in February 2014 for a total of 65 participants from various roads agencies and other organisations in Kenya as well as 3 engineers from Tanzania who had been invited by AFCAP. A small scale pilot study looked into the transport challenges confronted by small scale holder onion farmers in moving their produce between their farms and the roadside collection points.</p> <p>Research into agricultural value chains mapped the general layout of the chains from the farm to initial collection points, to local, regional, national and international markets, including the options of transport. The study reviewed and provided recommendations for the different phases in the chain, ranging from the production process, the use and harvesting of water, access to markets, storage, processing and packaging to farmer organisation and support.\</p> <p>Research looked into the application of the DCP-DN pavement design method, through the design, construction and long-term performance monitoring of trial sections, with the overall objective to support rural development through the establishment of appropriate design standards for low volume sealed roads.</p>

		<p>Research into transport services with studies on four rural roads in various districts of Kenya, collecting information on the numbers, frequencies, loading levels (passengers and freight) and prices of transport services (including motorcycle taxis) and their various characteristics, with opinions from the points of view of the passengers, operators, regulators and development organisations. Prepared recommendations on potential indicators for assessing transport services and a framework for collecting appropriate data.</p>
Malawi	<p>AFCAP Phase I/2014</p> <p>AFCAP Phase I/2011-2013</p> <p>AFCAP Phase I/2014</p>	<p>Training in the use of the DCP method for pavement design has contributed to the local capacity within Malawi road agencies in using this methodology. The World Bank, through ASWAp, has funded the construction of 40km of roads designed using this method.</p> <p>A performance review of existing design standards and technical specifications (2011) has led to the development of Malawi design manual for low volume sealed roads (2013).</p> <p>Training on rural transport services has contributed to the local capacity to undertake more effective transport services research and provide more accurate data for decision-makers</p>
Mozambique	<p>AFCAP Phase I/2014</p> <p>AFCAP Phase I&2/2014-2015</p> <p>AFCAP Phase I/2013-14</p> <p>AFCAP Phase I/2013</p> <p>AFCAP Phase I/2013</p> <p>AFCAP Phase I/2013</p>	<p>Support to the establishment of a Road Research Centre in the National Roads Administration (ANE) of Mozambique.</p> <p>The below was followed up by on-going preparation of a new manual for provision of low volume roads in Mozambique, also based on AfCAP research in partner countries and elsewhere.</p> <p>Based on research evidence from the trial sections constructed with AfCAP support in Mozambique and elsewhere, the Manual on Work Methods and Specifications was revised to incorporate new knowledge.</p> <p>Research into locally available road building materials provided guidance to ANE and the Inhambane provincial authorities on locating calcrete deposits and to assess their properties in relation to existing technical specifications for their use in road construction.</p> <p>Back analysis of previous constructed Low Volume Rural Roads in Mozambique provided a general assessment of performance and material properties of rural roads constructed 10 years ago and earlier. The recommendations</p>

		<p>covered the effective use of locally available marginal materials, the importance of following existing road alignments when upgrading roads, the need for a quality assurance system and the need for timely maintenance.</p> <p>Research into the use of road works to enhance community water supplies has assessed simple, cost effective road pond schemes that assist in enhancing water supplies available for local communities.</p>
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Nepal	AsCAP 2016	On-going research on developing a participatory approach for roadside protection of rural roads looks into the use of Right of Way land for roadside plantation for stabilisation purposes and for productive use to local communities.
Nigeria	AFCAP Phase I/2012	Research in Ghana and Nigeria, into the effectiveness of the Ambulance Services in meeting the needs of rural communities, has added to the understanding of the significant role of poor access in delaying appropriate care for women with maternal health complications. It showed that how women get to referral health facilities makes a difference. The research recommendations included investments in ambulance provision, communications systems and community based emergency response. A good practice guide for the sustainable management of National Ambulance Services was part of the outputs.
South Sudan	AFCAP Phase I/2014 AFCAP phase I/2013	Technical assistance to the South Sudanese Ministry of Transport, Roads and Bridges included the development of a strategic plan for the implementation of its rural roads research mandate and recommendations for an appropriate institutional structure. A South Sudan low volume roads design manual was developed for the provision of appropriate and sustainable low volume roads.
Tanzania	AfCAP 2014-16 AfCAP 2015 AFCAP Phase I/2014 AFCAP Phase I/2013 AFCAP Phase I/2013	Preparation of the LVR Manual for Tanzania based on AfCAP research in Tanzania and other partner countries as well as research carried out under SEACAP, is in its final stages. A cluster of rural transport services research projects, carried out in 2014/2015, has looked into various aspects related to rural transport, such as the magnitude and characteristics of road traffic injuries, opportunities to improve safety through the involvement of boda-boda associations, the development of a motorcycle taxi training curriculum, first mile challenges for farmer, and building baseline data for promoting and monitoring mobility-focused interventions for rural older people. The research, and its multi-disciplinary output workshop, contributed to the preparation of the LVR Manual for Tanzania (see above) through specific recommendations to consider, in various ways, the particular safety requirements of motorcycles in the design, construction and maintenance of rural roads in Tanzania. Training on rural transport services has contributed to the local capacity to undertake more effective transport services research and provide more accurate data for decision-makers Design and construction of demonstration sites for district road improvement in Tanzania has helped demonstrating the types of challenges that can be overcome using the Environmentally Optimised Design (EOD) and Spot Improvement (SI) philosophy.

	<p>AFCAP Phase I/2012-13</p>	<p>The research included the design and construction of the test sites, the baseline data collection and monitoring & analysis of the performance. It helped the Tanzanian road authorities in making informed decisions regarding the use of appropriate design standards and specifications for low volume roads.</p> <p>Research into improved maintenance systems for rural roads in Tanzania concluded that changes to the contract systems could provide more continuous attention to the maintenance of roads and that potential efficiency and effectiveness gains could be achieved by reducing delays in institutions responsible for implementing and managing the road maintenance contracts.</p> <p>Research into transport services with studies on four rural roads in various districts of Tanzania, collecting information on the numbers, frequencies, loading levels (passengers and freight) and prices of transport services (including motorcycle taxis) and their various characteristics, with opinions from the points of view of the passengers, operators, regulators and development organisations. Prepared recommendations on potential indicators for assessing transport services and a framework for collecting appropriate data.</p>
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Uganda	AFCAP Phase I/2012	Research explored social identity and citizen voice as they relate to access to social services and participation in economic and civic activities in rural Uganda. It focussed particularly on women and persons with disability who, owing to their social identities experience restricted mobility and accessibility. It also examined to what extent transport policies and plans meet the rights needs and interests of the disadvantaged.
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Annex B: Email from UNCRD to SLoCaT Partnership

On November 12th, Choudhury Rudra Charan Mohanty of UNCRD sent an e-mail to SLoCaT Partnership Secretary General Cornie Huizenga on integration of rural transport in the Regional EST Forum in Asia.

Dear Cornie,

We fully agree with you that we should continue to give a justice to rural transport from Nepal EST Forum onwards. It is really welcoming that DFID and RECAP programme is ready to support your proposal.

From the very inception of the Regional EST Forum in Asia, Urban transport and rural transport are considered as two sides of a single EST coin. Unfortunately we could not address them in a balanced way in past EST Forums knowing the fact that most of today's urbanization problems have deep rural-rooted solutions.

The social equity component of Aichi Statement (2005) and Goal No. 17 of Bangkok Declaration (2010-2020) are clear endorsements of both urban and rural transport issues.

http://www.uncrd.or.jp/content/documents/200508_Aichi-Statement.pdf

http://www.uncrd.or.jp/content/documents/201008_Bangkok-Declaration.pdf

Best regards.
Mohanty

Annex C: Email from UNDESA to SLoCaT Partnership

On February 5th, Mohammad Reza Salamat from UN-DESA sent an e-mail to SLoCaT Partnership Secretary General Cornie Huizenga on including rural transport in the Global Conference on Sustainable Transport which is expected to take place at the end of 2016.

Dear Cornie,

This is a fascinating idea and a pertinent topic (rural transport). We will soon start working in the secretariat on drafts for the conference programme to share with the Sherpas. I cannot promise anything yet about the break-out sessions or panels, but once we have a clear picture about the scope of the conference, I think your suggestion can be well taken into account and probably accommodated.

Reza

Mohammad Reza Salamat
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and Editor-in-Chief of Natural Resources Forum (NRF)
SIDS, Oceans and Climate Branch
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Annex D: Contribution of Rural Transport to the Sustainable Development Goals Presentation by Cornie Huizenga at the 25th World Congress in Seoul, Korea

Contribution of Rural Transport to the Sustainable Development Goals

Cornie Huizenga
Secretary General

- Partnership on Sustainable, Low Carbon Transport
- Secretary General
- Cornie.huizenga@checkablewfp.org

SLoCaT Partnership

90+ Members: International Organizations - Government - Development Banks - NGOs - Private Sector - Academic

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

SLoCaT Foundation: Established in 2014 with sole objective to support the functioning of the SLoCaT Partnership

THE GLOBAL GOALS
For Sustainable Development



Rural Transport: No Target but Indicator!

Target	Indicator	Data Source	Monitoring
SDG 11 - Build resilient infrastructure, promote inclusive and sustainable urbanization and better transportation	11.2.1 - Road infrastructure per km of road	World Bank, UNF, etc.	Annual

Who will do the monitoring?

How can SDGs help advance cause of rural transport ?

- Raise the political priority of Rural Transport (as indispensable component of several of the SDGs);
- Help realize predictable funding for rural transport: National and local governments, Development Agencies Funders

This requires mutual awareness of key linkage between SDGs and rural transport

"Global Dialogue on Rural Transport and SDGs"???

- UK funded RECAP Program asked SLoCaT Partnership to assess the Desirability and Feasibility of a "Global Dialogue on Rural Transport and SDGs"

Desirability: Mixed Responses.

- Some see added value, raise profile of Rural Transport
- Opportunity to get policy makers pay attention to research findings
- Opportunity for stronger interaction with other sectors
- Opportunity to get linkage with other global topic: climate change (adaptation)
- Lack of clarity on target group: Ministers and/or Funders and/or UN bodies and/or Development Agencies
- Others see that "another talk show" would not add anything substantial

"Global Dialogue on Rural Transport and SDGs"???

- UK funded RECAP Program asked SLoCaT Partnership to assess the Desirability and Feasibility of a "Global Dialogue on Rural Transport and SDGs"

Feasibility: More questions than answers.

- Stand alone event or integrate in existing events
- Will other sectors be ready to actively take part in transport oriented focus
- Done properly, dialogue activities require substantive long term predictable funding (like rural transport @)
- Institutional ownership for such a global dialogue

Next Steps

Over next three months additional consultations, on three options:

- Raise but it acceptance and existing institutional structures are adequate to advance action on rural transport in context of sustainable development goals; OR
- Design outreach strategy to raise the importance of SDG as catalyst for action on rural transport within existing institutional structures; OR
- Create dedicated institutional dialog on SDGs and Rural Transport.
 - Back to back with existing conferences, eg.
 - Create a dedicated event

Annex E: Presentation by Karl Peet at the 9th Regional Environmentally Sustainable Transport Forum in Asia



Accelerated Action on Rural Transport in Asia-Pacific Region

Karl Peet, Research Director, SLoCAT Partnership
 8th UNCRD EST Forum
 Kathmandu, Nepal
 November 2015



Promoting Rural Access in Post 2015 Agenda

Four Components:

- Advocate for rural transport in implementation of SDGs
- Contribute to **financing framework** on rural transport
- Build consensus on **indicators** for rural transport
- Strengthen **global dialogue** on rural transport and access

www.slocat.net/ruraltransport

Importance of Rural Access in EST Region

- **Poverty alleviation**
 - Rural roads/trails/footbridges reduce extreme poverty
 - In **China**, basic low-volume roads have high GDP returns
- **Access to basic services**
 - Improved health outcomes in **India** and **Nepal**
 - Increased female school enrollment rates in **Pakistan**
- **Food security**
 - In **India**, post-harvest losses 40% of total production
 - Access raises rural incomes, reduces urban food prices

700 million in Asia-Pacific lack access to all-season road

Nexus of Rural Transport and SDGs



- **Direct Targets**
 - Target 1.4: Equal access to basic services
 - Target 2.1: Ensure access to nutritious food
 - Target 9.1: Regional and trans-border infrastructure
- **Indirect Targets**
 - Target 6.1: Access to safe drinking water
 - Target 12.3: Reduction of post-harvest food losses
 - Target 13.1: Climate change adaptation

Rural Access Index: [Proposed Indicator for SDG Target 9.1]



Rural Access Index

% of rural population within 5 km (7.5 mi) walk of all-season road

Challenges to Improved Rural Access

- **Weak rates of return** under economic models; rural road **maintenance neglected**
- **Bias toward infrastructure** over services; services often **informal and unregulated**
- **Increased vulnerability** of rural transport infrastructure and services to climate impacts
- Lack of common **global agenda** on rural transport among broad stakeholders

Prioritizing Rural Road Infrastructure

- Prioritize rural transport infrastructure
 - **Nepal's** Rural Access Programme involves local communities to assess benefits of road projects
- Increase focus on maintenance
 - Use of pre-cast blocks in **Sri Lanka** reduces road maintenance needs
- Improve 'first-mile' connections
 - **India** PM's Rural Roads Program connects farms to markets



Improving Rural Transport Services

Only 8% of rural transport funding dedicated to services

- Balance funding for rural transport services
 - **India** subsidizes rural transport services to promote industrialization in remote regions
- Increase provision of freight services
 - **Malaysia** funds motorcycle sidecars, common collection centers to move agricultural produce
- Expand innovative use of technology
 - Motorcycle taxis/other IMTs across **Asia** increasingly deployed by mobile phones

Increasing Resilience of Rural Transport

- **India, Russia, Sri Lanka** focus on transport adaptation in national climate strategies
- INDCs from **Bangladesh** and **Maldives** highlight transport in adaptation strategies
- **Nepal** stages road equipment in advance of monsoon season
- ADB/NDF increasing resilience in **Cambodia** and **Viet Nam**



Enhancing Global Dialogue on Rural Access

- Assess **desirability/feasibility** of global dialogue
- Three potential options identified

- 1) Maintain **status quo**; use existing structures to advance action on rural transport and SDGs
- 2) Design **outreach strategy** to raise importance of SDGs to catalyze action on rural transport
- 3) Create **dedicated dialogue** on SDGs and rural transport through existing fora (EST Forum)

We welcome your input on best way forward

Recommendations to Improve Rural Access

- Raise **political priority** of rural transport in national and global processes
- Prioritize **funding streams** for rural transport infrastructure and services
- Allocate needed resources for **required maintenance** of rural infrastructure
- Accelerate efforts to **increase resiliency** of rural infrastructure and services



Thank you

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