

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

Inception Report



Partnership on Sustainable, Low Carbon Transport (SLoCaT)

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Abstract:

The Inception Report for *Promotion of Sustainable Rural Access in the Post 2015 Sustainable Development Agenda Report* provides an overview of the activities, tasks and deliverables to be carried out under the project; the detailed implementation arrangements proposed by SLoCaT; and proposed schedule of deliverables against scheduled payments

Key words

Rural, transport, sustainable development goals, financing, rural infrastructure, indicators, sustainable transport

AFRICA COMMUNITY ACCESS PARTNERSHIP (AFCAP)

ASIA COMMUNITY ACCESS PARTNERSHIP (ASCAP)

Providing solutions for safe and sustainable rural access across Africa and Asia

AFCAP/ASCAP is a research programme, funded by UK Aid, with the aim of promoting safe and sustainable rural access for all people in Africa and Asia. The AFCAP/ASCAP partnership supports 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 AFCAP/ASCAP programme is managed by Cardno Emerging Markets (UK) Ltd.

See www.afcap.org

List of Abbreviations

ADB	Asian Development Bank
AFCAP/ASCAP	Africa and Asia Community Access Partnership
AfDB	African Development Bank
BMZ	German Ministry of Economic Cooperation and Development
DFID	Department for International Development
ESCAP	United Nations Economic Commission for Asia and Pacific
FAO	United Nations Food and Agriculture Organization
IFAD	International Fund for Agriculture and Development
IFRTD	International Forum for Rural Transport and Development
ILO	International Labor Organization
InRAP	Integrated Rural Accessibility Planning
MDB	Multilateral Development Bank
NGO	Non-governmental organization
SDG	Sustainable Development Goals
SDSN	Sustainable Development Solutions Network
SLoCaT	Partnership on Sustainable, Low Carbon Transport
SSATP	Sub-Saharan Africa Transport Policy Program
UN	United Nations
WFP	World Food Programme
WRA	World Road Association
WWF	World Wide Fund for Nature

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1. Background

The year 2015 will be a milestone in determining the global sustainable development architecture until 2030, with the Post-2015 Summit in September 2015 where the United Nations (UN) General Assembly is expected to adopt the Sustainable Development Goals (SDGs). In the [Outcome Document of the Open Working Group on Sustainable Development Goals](#), sustainable [transport was well integrated into 7](#) out of the proposed 17 goals including food security, health, energy, infrastructure development, urban development, sustainable consumption and production, as well as climate change. Unfortunately, the need for improved rural transport and enhanced rural access, are not featured prominently in the proposed goal structure.

In order to ensure rural communities, that will represent 30% of the global population at 2030, are not 'left behind' in the new post-2015 development framework; continued promotion and advocacy are required in the coming months. The Partnership on Sustainable, Low Carbon Transport (SLoCaT) will work together with the Africa and Asia Community Access Partnership (AFCAP/ASCAP) to determine and implement the advocacy work necessary for rural transport.

The objective of the project 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.

This inception report provides: (a) an overview of the activities, tasks and deliverables to be carried out under the project; (b) the detailed implementation arrangements proposed by SLoCaT; and (c) proposed schedule of deliverables against scheduled payments.

2. Overview of Tasks & Activities

The detailed planning for the project is based on the proposal: "AFCAP/ASCAP support to SLoCaT Partnership in support of advancing Sustainable Rural Transport", which forms an attachment to the agreement between AFCAP/ASCAP and SLoCaT.

We believe that the analysis presented in the Proposal document with respect to the integration of rural transport in the post-2015 development framework still holds true and that based on this there is no need to suggest major changes in the four main activities included in the proposal:

- Activity A. Continuing advocacy on Rural Transport as United Nations General Assembly takes on finalization and implementation of SDGs
- Activity B. Strengthening of global Rural Transport Community through setting up a global Dialogue process on Rural Transport
- Activity C. Detailing of indicators on Rural Transport from SLoCaT Results Framework
- Activity D. Contribute to SLoCaT Financing Framework on Sustainable Transport

These four activities all contribute towards Output 3 of AFCAP/ASCAP Logical Framework: "*The enhancement of rural transport knowledge management, lesson learning and dissemination*".

The activities of the project directly fit under Output Indicator: “3.3 Rural Transport, Low Volume Rural Roads and Transport Services feature on the agenda at international debates and conferences”.

Our suggestion would be to have a two-pronged approach to monitoring the impact of the activities undertaken in the project:

1. Coverage of rural transport in the post-2015 development framework (targets and indicators). Linked is the position of rural transport issues in transport and sustainable development themed meetings and events around the world..
2. Monitor and report on indicators at activity level for the 4 main activities under the project. These indicators are described in the respective detailed Activity descriptions below.

Meaningful monitoring on indicator 1 should include “tracking and documenting” of efforts to achieve an improved standing for rural transport in post 2015 development framework as well as transport and sustainable development themed meetings and events around the world since we will not have direct control over the level of coverage.

2.1 Activity A. Continuing advocacy on Rural Transport as UN General Assembly takes on finalization and implementation of SDGs

1. Comments on the proposed Activity

A major weakness of rural transport professionals is their lack of engagement with other sectors, this is now essential if we are to get support for the sector in the SDG process. Papers and presentations on rural transport sustainable development and poverty, health and education and agriculture and marketing will help to build bridges with different sectors and the sustainable development process. Useful background material is already available from work prepared in the last two years for AFCAP, SSATP and DFID. These would be structured to support the SLoCaT Results Framework. In addition presentations could be given at non-transport meetings and conferences to make our case. It is hoped that, as in the case of the SLoCaT Results Framework, such a discussion around targets and indicators can help to build stronger common positions in the rural transport community.

Activities under this task will in the coming months focus on highlighting the importance of rural transport in the context of the proposed SDGs - March 23-27 SDG discussion session will be important. After this it is expected that the discussion will shift towards details of possible rural transport related indicators and the implementation of the SDGs.

There is also a range of on-line development discussion groups where the case may be made, although engagement here happens in ‘fits and starts’. Possible discussion groups might be: YPARD –Young Professionals for Agricultural Development, Post2015.org, Riopluscentre, sustainable development2015.org, iied.org, LinkedIn. The World Bank used to run Thematic Groups that outsiders could join in and participate. We would need to check the different groups out and see how they work. Often they are organized around a particular topic and have a time limit.

SLoCaT will aim to ensure that full use will be made of the AFCAP knowledge base on rural transport in the development of the three policy briefs on (a) rural transport and sustainable development and

poverty; (b) rural transport and health and education; and (c) rural transport and agriculture and marketing.

Annotated outlines/draft copies of key advocacy materials will be circulated to the AFCAP/ASCAP PMU on a for information basis. It will be important to keep close contact and coordination with the PMU in the development and implementation of outreach and advocacy activities to ensure that SLoCaT messaging is in line with AFCAP/ASCAP thinking.

The overarching message being promoted is, as outlined in the proposal: “Realising sustainable Basic Access at affordable costs”. This will be underpinned by following key messages:

- i. The fundamental importance of safe and efficient rural transport services for economic and social development, with rural infrastructure as a vital, but supporting role;
- ii. Development and uptake of efficient rural local-resource-based approaches; including local materials, enterprises, production and management;
- iii. Efficient and effective rural transport asset management and maintenance, based on life cycle considerations;
- iv. Development of viable financing and business models for rural transport services;
- v. Minimising carbon footprint and environmental impacts of rural transport infrastructure and services;
- vi. Appropriate planning to optimise rural transport and other rural investments (e.g. through IRAP¹ – ‘Smart Planning’);
- vii. Exploiting synergies with other rural sectors, e.g. agriculture, healthcare and education;
- viii. Mitigation of climate change threats to sustainable and affordable rural access, and
- ix. The contribution to sustainable development and poverty alleviation.

2. Proposed Indicator(s)

- Comprehensive messages on rural transport and sustainable development have been developed and shared through different channels with a range of stakeholders

3. Proposed Deliverables

Task 1. Prepare and disseminate advocacy materials aiming to secure and achieve specific rural transport target(s) in the SDG framework

Deliverables:

- a. Three Documents in English and French and possibly one other language: It is proposed to develop three fact sheets on rural transport. The first of which will be a general Fact Sheet on Rural Transport and Sustainable Development (under preparation) and scheduled to be launched mid March as a contribution to the March 23-27 session on SGDs and associated targets. Possible topics for the second and third Fact Sheets are: Rural Transport & Agriculture & Marketing, and Rural Transport and Health and Education. The fact sheets will be modeled on the factsheets that SLoCaT has prepared for its Results Framework (see: <http://www.slocat.net/sites/default/files/u10/rf-executive-summary-final.pdf>), whereby appropriate agreed upon branding guidelines will be followed.

¹InRAP : Integrated Rural Accessibility Planning

- b. Disseminate advocacy documents by:
- i. Setting up dedicated space for Rural Transport advocacy on the SLoCaT website: On the SLoCaT Partnership Website, the rural transport advocacy work will be featured on the main page, under the SLoCaT Partnership Work Streams Section. Rural transport sub-section (*under construction: <http://slocat.net/content/rural-transport>*) will present an overview of the Rural Transport Project and include the major advocacy documents what will be prepared such as the 2-page project profile, the factsheets on rural transport, rural transport and SDG process and links to relevant AFCAP/ASCAP pages. The page will also link to other relevant organizations, initiatives, programs, projects on rural transport.
 - ii. Ensure that rural transport is included in the Quarterly SLoCaT newsletter: In its quarterly newsletters, SLoCaT Partnership presents updates on projects, events and publications from different work streams. As one of the Work Streams for 2015-2016, Rural Transport will have its own section on the SLoCaT Newsletter, and the advocacy work carried out with support of AFCAP/ASCAP will be featured in the newsletter sent out to 7000 subscribers. It is proposed that the theme for each of the three news letters (March – June – September) is linked to the fact sheet on rural transport released in that quarter. The news letter will also be used to focus the attention on major reports/events on rural transport. (See <http://slocat.net/slocat-newsletters> for past issues of the SLoCaT newsletters).
 - iii. Tweeting on rural transport around key events on sustainable development: One of SLoCaT Partnership's major outreach channels is Twitter. The official account of the Partnership is @SLOCATCornie account, which has more than 1300 followers. For the AFCAP/ASCAP Project, the SLoCaT Secretariat will be utilizing Twitter to post tweets on rural transport, present striking facts on rural transport and sustainable development and promote the inclusion of rural transport in the post-2015 development framework. We will also try to build a community of rural transport twitter accounts and thereby encourage other organizations to make more pro-active use of twitter. SLoCaT will seek the cooperation of IFRTD who have a dedicated following of rural transport experts many of whom could become (more) active on Twitter.
 - iv. AFCAP LinkedIn Page: In addition to utilizing the outreach channels of the SLoCaT Partnership, it is also important to benefit existing AFCAP communication tools that are already in place and recognized by the rural transport community. The AFCAP Page on the LinkedIn is used as a dissemination channel for information on AFCAP Projects, sending out event and training initiations as well as a discussion forum on rural transport issue. During the course of the Project it is important to utilize the LinkedIn Page for distribution of factsheets, rural transport messages and other communication on rural transport.
 - v. IFRTD Newsletter: the project will make use of the monthly newsletter to be issued by IFRTD in the context of AFCAP/ASCAP. Contributions will focus on bringing activities and deliverables of the SLoCaT project to the attention of the larger sustainable transport community.

Task 2. Liaise with sector stakeholders

Deliverable:

- a. A Database of stakeholders established comprising of organizations with involvement in Rural Transport. This database of stakeholders will be in the public domain and will serve to build support for SLoCaT advocacy on rural transport. It is not intended to come up with an

exhaustive list of organizations working at the national or local level (this is considered to be the domain of IFRTD) but rather focus in the regional and global level. The purpose of this database of stakeholders is to identify possible partners (see task 3 below) whose support can be enlisted on global policy outreach on sustainable transport and organizations that could be invited to join the global dialogue(s) to be created on sustainable transport. It is expected that this database of stakeholders will also be of interest to other parties under AFCAP/ASCAP as possible channels for e.g. knowledge dissemination.

Current thinking is to have a list of organizations, which would be accompanied by a downloadable profile of the organization. Information to be included in the data-base will include but not be limited to:

- Name of organization;
- Thematic coverage: implementation, funding, capacity building, policy advocacy, research, etc;
- Geographic coverage;
- Core activities;
- Target audience;
- Relevant Publications – policy papers, etc.
- URL/ Contact person etc.

Task 3. Identify potential cooperation partners/champions

Deliverables:

- a. Letters of Agreement or other appropriate documents will be established, defining the areas of coordination and cooperation, with a minimum of 4 organizations that have either a global presence or a regional presence in Africa and/or Asia. Initial contacts have been made with UN-ESCAP to coordinate activities. Furthermore as indicated in the original proposal it is intended that IFRTD will be one of such partners and champions. Further potential partners/champions are expected to be identified through the database of stakeholders;
- b. Apart from the structured coordination and cooperation based on letters of agreement SLoCaT will also target champions and potential cooperation partners through ad-hoc activities. To illustrate the type of deliverables that would fall under this category:
 - February Proposals sent at the request of German Ministry of Development Cooperation on better integration of rural transport in SDG discussion;

Task 4. Deliver advocacy at key fora and through online channels

Deliverables:

- a. Minimum 5 advocacy activity in key fora, the importance of on-going intergovernmental processes at regional or global level is acknowledged and will be pursued. The opportunity and timing of such events will be dictated in part by the calendar of events, linked to global processes. Discussions are ongoing with the Netherlands Mission to the UN to have, either a dedicated event of the Netherlands led Group of Friends on Sustainable Transport, and/or to integrate this in a more general event. Initial feedback indicates that more support can be obtained for such events if there is the possibility of having active involvement of DFID or other UK government. Another possibility to be considered is to have rural transport oriented side events at other global meetings of international development organizations e.g. FAO or IFAD. SLoCaT will in most cases be dependent on other organizations. This makes it difficult, if not

impossible to determine at the time of writing the inception report when and where such advocacy events will take place.²

- b. Special attention will be given to events linked to the final discussion on SDGs, both at New York level as well as in regional events. Following analysis of the negotiation process on the SDGs (see <http://slocat.net/un-general-assembly-negotiations-sdgs-january-september-2015>) SLoCaT has decided to prioritize the March and April meetings, which will respectively focus on Goals, targets and indicators (March) and Means of Implementation (April). Activities, apart from the Rural Transport fact sheet mentioned in Task 1, will include a mailing to UN Heads of Missions, a possible side event during the March session and the Group of Friends meeting (mentioned above). SLoCaT has also initiated work on rural transport indicators as part of a more general effort to work on transport related indicators linked to the SDGs. It is carrying out indicator work also in connection with the World Bank, who has been asked to contribute to indicator review.
- c. Once draft documentation is available of the SDG outcome document it will be possible to draw up a more detailed outreach strategy for the period May – July.

Task 5. Contribute to AFCAP/ASCAP and other sector knowledge bases, exchanges and dissemination

While SLoCaT Partnership does not develop technical knowledge for rural transport, the project will be able to assist other partners in AFCAP/ASCAP that have relevant knowledge products. For his the SLoCaT system will be available to disseminate information.

Deliverables:

- a) Dissemination of relevant AFCAP/ASCAP knowledge products to stakeholders on (global) rural transport policy

Activity A. Continuing advocacy on Rural Transport as UN General Assembly takes on finalization and implementation of SDGs									
Tasks	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15
Task 1. Prepare and disseminate advocacy materials aiming to secure and achieve specific rural transport target(s) in the SDG framework:									
<i>Deliverable 1.1.</i> Three Documents in English and French and possibly one other language									
<i>Deliverable 1.2.</i> Disseminate advocacy documents by:									
<i>Deliverable 1.2.1.</i> Setting up dedicated space for Rural Transport advocacy on the SLoCaT website and periodic updating									
<i>Deliverable 1.2.2.</i> Ensure that rural transport is included in the Quarterly SLoCaT newsletter:		Q1			Q2			Q3	
<i>Deliverable 1.2.3.</i> Tweeting on rural transport around key events on sustainable development:	Ongoing								
<i>Deliverable 1.2.4.</i> AFCAP LinkedIn Group	Ongoing								
<i>Deliverable 1.2.5.</i> IFRTD Newsletter (monthly contributions)	Monthly Contributions								
Task 2. Liaise with sector stakeholders									

² E.g. the SLoCaT side event on transport and sustainable development (March 25th in New York) was only approved one week prior to the March 23-27 Session, where SDGs, Targets and Indicators are discussed.

<i>Deliverable 2.1.</i> A Database of stakeholders established comprising of organizations with involvement in Rural Transport, with second batch of organizations in July									
Task 3. Identify potential cooperation partners/champions									
<i>Deliverable 3.1.</i> Letters of Agreement or other appropriate documents will be established, with a minimum of 4 organizations that have either a global presence or a regional presence in Africa and/or Asia				2		1		1	
<i>Deliverable 3.2.</i> Target champions and potential cooperation partners through ad-hoc activities	Ongoing								
Task 4. Deliver advocacy at key fora and through online channels									
<i>Deliverable 4.1.</i> Minimum 5 advocacy activity in key fora, the importance of on-going intergovernmental processes at regional or global level is acknowledged and will be pursued									
<i>Deliverable 4.2.</i> Special attention will be given to events linked to the final discussion on SDGs, both at New York level as well as in regional events									
<i>Deliverable 4.3.</i> New outreach strategy for May-June based on the new SDG outcome document									
Task 5. Contribute to AFCAP/ASCAP and other sector knowledge bases, exchanges and dissemination fora									
<i>Deliverable 5.1</i> Dissemination of relevant AFCAP/ASCAP knowledge products to stakeholders on (global) rural transport policy									

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

1. Comments on the proposed Activity

The proposed dialogue process has multiple objectives:

- First, to be able to make an impact on the SDG process (inclusion of rural transport and following that implementation) it will be very advantageous to have a consolidated view among organizations at the global and regional level that have an active involvement in rural transport.
- Second, much work on the SDG agenda is still remaining and will continue well beyond September 2015. This involves the setting of indicators as well as providing funding and financing frameworks for the proposed targets and indicators.
- Third, there is a need and opportunity to raise the profile of rural transport in other policy processes at the global and regional level. As in the case of the SDGs it is important to have a critical institutional mass of organizations to back up these messages.
- Fourth and last, being an active part of an on-going global dialogue will help the dialogue partners in setting up their own agenda and to raise internal support and resources for work on rural transport.

SLoCaT will use its existing and new network contacts to contribute towards the Rural Transport Community that AFCAP/ASCAP aims to establish. It is intended that the dialogue process established by SLoCaT will aim at active partners. It is not necessarily the intention to make it a large process. We currently expect to include the following categories of stakeholders:

- (a) UN- organizations, e.g. FAO, IFAD, ILO, WFP as well as some of the regional economic and social commissions like UN-ESCAP;
- (b) MDBs and bilateral development programs with active rural transport portfolio, e.g. World Bank, ADB, AfDB, BMZ, and DFID;
- (c) Large international NGOs and networks that might have relevance to rural transport (WWF?).

We expect that the identification of stakeholders in Task 2 - Activity A, will be helpful as well in identifying relevant stakeholders. SLoCaT will assess the desirability and feasibility of linking up with two key World Road Association Technical Committees: Technical Committee 1.3 - Climate Change and Sustainability and Technical Committee 2.5 - Rural Road Systems and Accessibility to Rural Areas.

The foregoing listed organizations will be contacted and engaged regarding sustainable Rural Transport issues. SLoCaT will coordinate with AFCAP/ASCAP program to ensure that its activities in community building are complimentary, rather than overlapping.

To clarify, the dialog is expected to include at least one actual dialog meeting and possibly two. In discussions leading up to the contract SLoCaT clarified that the development of global dialog meeting(s) is part of the current contract but that the logistical costs associated with the actual hosting of the meeting are not.

It is envisaged that the contacts with various groups in the context of a global dialogue program on rural transport will also facilitate other types of coordination and cooperation.

2. Proposed Indicator(s)

- Inclusive Dialogue process on has been designed and initial dialogue has been successfully completed

3. Proposed Deliverables

Task 1: Liaise with and promote dialogue through UN agencies, ESCAP, FAO, AFCAP/ASCAP, IFRTD, WRA, SSATP, multi- and bi- lateral agencies, professional bodies etc.

Deliverables:

- a) Minimum 5 documented interactions, preferably with a number of follow-up contacts. It is difficult to plan the detailed nature of these type of interactions at this moment. They could include a guest posting on website or in newsletter, a guest presentation at workshop, or distribution of report or document through SLoCaT outreach channels. Examples of this are the meetings with the Ministry of Development Cooperation in Germany, and the Ministry of Environment and Forests in India. Both requested written input on the integration of rural transport in the post-2015 development framework, and letters have been written by SLoCaT to follow up on this.

Task 2. Develop a dedicated Dialogue Process with an initial event in 2nd Quarter

- a) Since the start of the project has been slightly delayed it is suggested to aim for the first Dialogue event towards the end of Q2 or possibly in July (beginning of Q3). To facilitate planning it would be good to reach an early agreement with AFCAP/ASCAP PMU on the venue for the first meeting. Having the meeting in this time period also makes it relevant for the finalization of the SDG process. To emphasize the ownership of AFCAP/ASCAP (and thereby the UK Government) for the dialogue it is proposed to host the first meeting in London or another suitable location in the UK. It is suggested that the first dialogue meeting has as a focus “Means of Implementation for Achieving Rural Transport Dimension of the Post-2015 Development Agenda”. This would give us the possibility to talk about a range of topics related Policy, Finance, Research (Including indicators) and Capacity Building. Following these directions SLoCaT will be able to propose Initial concept for the Dialogue by Mid-April, Agreed participants list by Mid-May, detailed Program by Mid-June. For effectiveness and success, it will be considered whether dialogue meeting(s) could be organized in conjunction with existing events with high level representation from the stakeholders. E.g. SSATP meetings, WB/ADB Forums, or regional intergovernmental Environmentally Sustainable Transport meetings in Asia and/or Africa.
- b) NB. It is important to realize that the actual costs of hosting the event (travel participants, logistics, accommodation, food) are not part of the agreement between SLoCaT and AFCAP/ASCAP. SLoCaT will, following guidance from AFCAP/ASCAP PMU be able to take charge of the logistical arrangements for the Dialogue meeting.
- c) SLoCaT will prepare a short concept note as input to the Dialogue, which will include – based on consultations with stakeholders – recommendations for the continuation of the Dialogue process. Based on this recommendations may be made for a second Dialogue event, but it is not likely that such a follow-up event will be part of this phase of the SLoCaT project with AFCAP/ASCAP

Task 3. Incorporation of Rural Transport in (possible new) institutional arrangements on sustainable transport

This is a new Task that was not part of the initial proposal to AFCAP/ASCAP. There are ongoing discussions on strengthening institutional arrangements on sustainable transport. This in the context of the Secretary General’s High Level Advisory Group on Sustainable Transport or for example in the context of the MDB Working Group on Sustainable Transport. It will be important to ensure that rural transport be part of any new substantive institutional arrangement on sustainable transport.

Deliverables:

- a) Track and summarize discussions on new global institutional arrangements on sustainable transport and make recommendations how rural transport can best be integrated.

Activity B. Strengthening of global Rural Transport Community through setting up a global Dialogue process on Rural Transport									
Tasks	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15
<i>Task 1: Liaise with and promote dialogue through UN agencies, ESCAP, FAO, AFCAP/ASCAP, IFRTD, WRA, SSATP, multi- and bi-lateral agencies,</i>									

professional bodies etc.									
<i>Deliverable 1.1.</i> Minimum 5 documented interactions, preferably with a number of follow-up contacts									
Task 2. Develop a dedicated Dialogue Process with an initial event in 2nd Quarter									
<i>Deliverable 2.1.</i> First Dialogue event towards the end of Q2 or possibly in July (beginning of Q3)									
<i>Deliverable 2.2.</i> Logistical arrangements for the meeting based on AFCAP/ASCAP guidelines									
<i>Deliverable 2.3.</i> Short concept note as input to the Dialogue									
Task 3. Incorporation of Rural Transport in possible (new) institutional arrangements on sustainable transport									
<i>Deliverable 3.1.</i> Track and summarize discussions on new global institutional arrangements on sustainable transport and make recommendations how rural transport can best be integrated									

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

1. Comments on the proposed Activity

Discussions on indicators can be frustrating, frequently resulting in shouting matches between rival camps. In the transport sector little research is carried out to identify and compare different possible indicators or targets. We often don't know how well they meet their objectives, or what the costs of collection would be. So chosen indicators tend to be based on the inspiration of particular individuals. Similarly, unlike many other sectors, including agriculture, and the transport sub-sectors (such as ports, rail and air transport) that have an established organization for collecting revenue and other data, in most countries there is little or no ongoing capacity within the sector for the collection of rural transport service data. For lack of agreement on approach and substance, the ultimate choice of indicators may not be ideal. Work on indicators to be undertaken by SLoCaT should contribute towards agreement among professionals rural transport indicators.

It is encouraging to see therefore that AFCAP/ASCAP will be working on rural transport indicators through work with World Bank on Rural Access Indicator and through IFRTD on rural transport services. SLoCaT has a lead role to play is to develop a workable concept (indicators, data, data collection), building on existing efforts that will ensure that (a) rural transport targets included in the SDGs are measurable, and (b) that rural transport is not treated as a stepchild in the proposed Sustainable Transport Status Report that SLoCaT is proposing as well as the global report on Sustainable Transport that is being planned by the SG High Level Advisory Group on Sustainable Transport. Both are currently being planned for 2016. Discussions are required to ensure that there are not two separate, parallel reporting processes on sustainable transport, including rural transport.

Neither of these two status reports is planned before mid 2016 and these will therefore not be part of the scope of this agreement with AFCAP/ASCAP. It is however intended that as part of outreach activities SLoCaT will influence decision making on the drafting processes under the current contract

SLoCaT advocacy on rural transport indicators will call for global process of indicator measurement and enlisting a responsible agency to collect and document indicators.

2. Proposed Indicator(s)

- Taking into account, and based on existing and new analytical work on rural transport indicators by other AFCAP/ASCAP partners, develop and disseminate proposals for indicator system to measure progress of rural transport related targets in the post-2015 development framework

3. Proposed Deliverables

Task 1. Coordinate with other groups linked to AFCAP/ASCAP on indicator development

Deliverables:

- Document which summarizes past and on-going efforts on indicator development for rural transport. This will have an emphasis on rural transport services. It would be helpful if such a document could contribute towards consensus building on indicator building and use. Its main usage will however be for outreach to global organizations with a (potential) interest in working on rural transport and to ensure them that there are workable indicator concepts that can be used to monitor and measure impact of their activities.

Task 2. Develop proposed indicators for possible Rural Transport related Targets under SDGs (this based on SLoCaT Results Framework on Sustainable Transport) and linking up with leading indicator efforts like the Sustainable Development Solutions Network (SDSN) effort

Deliverables:

- SLoCaT has started with review of different transport related indicator sets in support of the SDGs. Rural transport is a part of this effort. This will be continued in the coming months. This could be possibly documented in a fact sheet on Indicators (See Activity A – Task 1)
- The ongoing SLoCaT work on indicator development will include specific recommendations on Draft Rural Transport Indicators to be used for initial 2016 Report on status of Sustainable Transport based on SLoCaT Results Framework
- Institutional arrangements for the collection and analysis of proposed draft indicators will be proposed together with a budget for developing Rural Transport part for the 2016 Sustainable Transport status report – taking into account a cost sharing arrangement with possible partner organizations

Activity C. Detailing of indicators on Rural Transport from SLoCaT Results Framework									
Tasks	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15
Task 1. Coordinate with other groups linked to AFCAP/ASCAP on indicator development									
<i>Deliverable 1.1.</i> Document which summarizes past and on-going efforts on indicator development for rural transport									
Task 2. Develop proposed indicators for possible Rural Transport related Targets under SDGs (this based on SLoCaT Results Framework on Sustainable Transport) and linking up with leading indicator efforts like the Sustainable Development Solutions Network (SDSN) effort									

<i>Deliverable 2.1.</i> Review of different transport related indicator sets (including rural transport) in support of the SDGs.									
<i>Deliverable 2.2.</i> specific recommendations on Draft Rural Transport Indicators to be used for initial 2016 Report on status of Sustainable Transport									
<i>Deliverable 2.3.</i> Institutional arrangements for the collection and analysis of proposed draft indicators will be proposed together with a budget for developing Rural Transport part for the 2016 Sustainable Transport status report									

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

1. Comments on the proposed Activity

There appears to be a sharp divide between developed and developing countries on the organization and financing of rural transport services. High and middle income countries ensure the viability of rural transport services through licensing of services and by subsidies while in general low income countries largely rely on the uncontrolled market with little or no regulation and no subsidies. Because of the low density of demand in many low-income countries very low service frequency is very common, and of course, many roads have no regular services at all, apart from high cost cycle and motor-cycle taxi services. Relatively little research has been undertaken in sub-Saharan Africa and rural Asia on rural transport services including their financing.

SLoCaT is developing guidelines on financing of sustainable, low carbon transport. So far, there is no specific focus on rural transport in this work. As part of creating the “Means of Implementation” in support of the integration of rural transport in the post 2015 development framework the project will develop suggestions for Cost-Effective approaches to fund Rural Transport Services.

Activities on financing accessible, affordable and efficient Rural Transport services will be underpinned by the following approaches: Promote Basic Access, incentives to operate, subsidies on RTS, Transport Services, availability payment systems, Local Resource Based, stakeholder-public-private-community involvement etc. strategies, to minimize financing requirements, but achieve sector targets. In terms of funding services we could look at existing mechanisms and approaches of other (including middle income) countries. Sources of funding for the most remote communities might be Road Funds and there is also the Global Partnership for Output Based Aid run by the World Bank that has provision for supporting transport.

While the emphasis will be on rural transport services it is obvious that financing of maintenance of rural transport infrastructure can't be fully ignored – without functioning infrastructure transport services will not be able to operate.

2. Proposed Indicator(s)

- Effective concept for funding and financing of the development and operation of affordable and efficient rural transport services and enabling rural road infrastructure has been developed and communicated to stakeholders

The proposed indicator makes reference to enabling road infrastructure; the main emphasis is however on funding and financing of rural transport services. It is not intended that activities on financing will result in stand-alone funding and financing concepts for rural road construction and maintenance.

3. Proposed Deliverables

Task 1. Outline, based on stakeholder consultations, main challenges and priorities for funding and financing of sustainable rural transport services, both development and maintenance

Deliverables:

- Discussion Note, revised after circulation for comments. Following consultations it is suggested to focus the scope of the discussion note to rural transport services and to include rural transport infrastructure as a precondition for effective Rural Transport Services
- Guidelines on funding and financing of rural transport infrastructure and services. This could be possibly documented in a fact sheet on funding of Rural Transport Services (See Activity A – Task 1)

Task 2. Participate in, and contribute to development of comprehensive financing framework for Sustainable, Low Carbon Transport by SLoCaT Partnership

Deliverables:

- The results of the analysis on funding of rural transport will be utilized in the proposed Dialogue on Rural Transport (Activity B)
- Sections on Rural Transport in relevant SLoCaT concept notes

Activity D. Suggest Cost-Effective approaches to fund Rural Transport Services									
Tasks	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15
Task 1. Outline, based on stakeholder consultations, main challenges and priorities for funding and financing of sustainable rural transport services, both development and maintenance									
<i>Deliverable 1.1.</i> Discussion note to rural transport services (not including rural infrastructure)									
<i>Deliverable 1.2.</i> Guidelines on funding and financing of rural transport infrastructure and services									
Task 2. Participate in, and contribute to development of comprehensive financing framework for Sustainable, Low Carbon Transport by SLoCaT Partnership									
<i>Deliverable 2.1.</i> The results of the analysis on funding of rural transport will be utilized in the proposed Dialogue on Rural Transport									
<i>Deliverable 2.2.</i> Sections on Rural Transport in		Ongoing							

relevant SLoCaT concept notes		
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2.5 Flexibility in Implementation Planning

SLoCaT was engaged by AFCAP/ASCAP for its outreach capabilities on sustainable transport. It is not always easy to foresee what process opportunities present themselves in terms of promoting the integration of rural transport in global policies on sustainable development. The overall interests of the contract will be served if there is a certain amount of flexibility to deal with new opportunities.

The main point is that AFCAP PMU will have to determine what things can be financed through the contract and what activities are beyond the contract scope. In many cases these new opportunities can be addressed, at no cost, within the context of the existing project. This would apply to additional deliverables under existing tasks and it is suggested that these are reported in the periodic quarterly progress reports. In the case that SLoCaT would like to propose additional tasks, these will be discussed first with AFCAP/ASCAP, even in those cases where there are no additional costs involved.

3. Implementation

3.1 Communication and Branding

In support of the advocacy work in Activity A, a communication strategy will be established identifying outreach activities through both SLoCaT Partnership and AFCAP/ASCAP channels, outlining how the joint branding of SLoCaT & AFCAP/ASCAP will be done for different outreach activities and categorizing the types of factsheets that are planned for the outreach. The outline of the communication strategy will be included in the Inception Report under Activity A.

3.2 Reporting

The Inception Report will outline the reporting framework of the project. There will be three types of reports;

- **Quarterly Report on the Progress of the Projects:** these reports will summarize what has been done during the three months and indicate the progress that has been achieved. The progress reports will also discuss any setbacks that were faced in the implementation of the deliverables.
- **Milestones for the completion of deliverables in the contract:** All deliverables of the project will have its own timeframe, and the completion of deliverables will be shared with AFCAP/ASCAP & DFID to recognize the finalization of the specific milestone.
- **Quarterly Reports of the SLoCaT Partnership:** The SLoCaT Partnership prepares quarterly reports of its activities, which are shared with members of the Partnership as well as with Supporters of the SLoCaT Foundation. As a Supporter of the SLoCaT Foundation, AFCAP/ASCAP & DFID will be entitled to receive these Quarterly Reports.

Reports will be short and concise – details will be included in Annexes where possible.

3.3 Financing

- **Financial Overview:** SLoCaT Partnership will present a brief overview of finances around half way to the project timeframe, and highlight any issues that need to be discussed.

3.4 Staffing

For the implementation of the Project, SLoCaT Partnership will set up a team that consists of a mix of core SLoCaT Secretariat Staff as well as additional part-time consultants.

Staff from the SLoCaT Secretariat includes:

- **Cornie Huizenga** – Secretary General SLoCaT Partnership, team leader for AFCAP/ASCAP assignment; (senior level)
- **Talya Enriquez Romano** – Outreach and Membership Director, responsible for engaging SLoCaT partnership members in the AFCAP/ASCAP Assignment; (intermediate level)
- **Alice Yiu** – Program Manager, contributing to research tasks: (junior level)

Additional part-time consultants will be a mix of senior and intermediate staff.

- **John Hine** – responsible for technical inputs on rural transport for AFCAP/ASCAP assignment, key resource person Dialogue process (senior level)
- **Phil Sayeg**– contributing to indicator and financing components of the AFCAP/ASCAP assignment (senior level)
- **Shedrack Willilo**- intermediate level rural transport expert who will contribute to technical inputs on all components of the program

Any changes in staff will be communicated on a for information basis to the AFCAP PMU.

The following table gives an overview of how the different team members will contribute to the different tasks in the project.

TABLE V. DISTRIBUTION OF TASKS & DELIVERABLES IN AMONG THE PROJECT TEAM

Activity A. Continuing advocacy on Rural Transport as UN General Assembly takes on finalization and implementation of SDGs	SLoCaT Secretariat	John Hine	Phil Sayeg	Shedrack Willilo
Task 1. Prepare and disseminate advocacy materials aiming to secure and achieve specific rural transport target(s) in the SDG framework:				
<i>Deliverable 1.1.</i> Three Documents in English and French and possibly one other language		Lead	Support	Support
<i>Deliverable 1.2. Disseminate advocacy documents by:</i>				
<i>Deliverable 1.2.1.</i> Setting up dedicated space for Rural Transport advocacy on the SLoCaT website and periodic updating	Lead	Support		Support
<i>Deliverable 1.2.2.</i> Ensure that rural transport is included in the Quarterly SLoCaT newsletter:	Lead			
<i>Deliverable 1.2.3.</i> Tweeting on rural transport around key events on sustainable development:	Lead			
<i>Deliverable 1.2.4.</i> AFCAP LinkedIn Group	Lead	Joint	Joint	Joint
<i>Deliverable 1.2.5.</i> IFRTD Newsletter (monthly contributions)	Lead	Support	Support	Support
Task 2. Liaise with sector stakeholders				

<i>Deliverable 2.1.</i> A Database of stakeholders established comprising of organizations with involvement in Rural Transport, with second batch of organizations in July	Lead			Support
Task 3. Identify potential cooperation partners/champions				
<i>Deliverable 3.1.</i> Letters of Agreement or other appropriate documents will be established, with a minimum of 4 organizations that have either a global presence or a regional presence in Africa and/or Asia	Lead	Support		Support
<i>Deliverable 3.2.</i> Target champions and potential cooperation partners through ad-hoc activities	Lead	Support		Support
Task 4. Deliver advocacy at key fora and through online channels				
<i>Deliverable 4.1.</i> Minimum 5 advocacy activity in key fora, the importance of on-going intergovernmental processes at regional or global level is acknowledged and will be pursued	Lead	Support		Support
<i>Deliverable 4.2.</i> Special attention will be given to events linked to the final discussion on SDGs, both at New York level as well as in regional events	Lead	Support		
<i>Deliverable 4.3.</i> New outreach strategy for May-June based on the new SDG outcome document	Lead			
Task 5. Contribute to AFCAP/ASCAP and other sector knowledge bases, exchanges and dissemination fora				
<i>Deliverable 5.1</i> Dissemination of relevant AFCAP/ASCAP knowledge products to stakeholders on (global) rural transport policy	Lead			
Activity B. Strengthening of global Rural Transport Community through setting up a global Dialogue process on Rural Transport	SLoCaT Secretariat	John Hine	Phil Sayeg	Shedrack Willilo
Task 1: Liaise with and promote dialogue through UN agencies, ESCAP, FAO, AFCAP/ASCAP, IFRTD, WRA, SSATP, multi- and bi-lateral agencies, professional bodies etc.				
<i>Deliverable 1.1.</i> Minimum 5 documented interactions, preferably with a number of follow-up contacts	Lead	Co-lead		
Task 2. Develop a dedicated Dialogue Process with an initial event in 2nd Quarter				
<i>Deliverable 2.1.</i> First Dialogue event towards the end of Q2 or possibly in July (beginning of Q3)	Lead	Support		Support
<i>Deliverable 2.2.</i> Logistical arrangements for the meeting based on AFCAP/ASCAP guidelines	Lead			
<i>Deliverable 2.3.</i> Short concept note as input to the Dialogue		Lead		
Task 3. Incorporation of Rural Transport in possible (new) institutional arrangements on sustainable transport				
<i>Deliverable 3.1.</i> Track and summarize discussions on new global institutional arrangements on sustainable transport and make recommendations how rural transport can best be integrated	Lead	Support		Support
Activity C. Detailing of indicators on Rural Transport from SLoCaT Results Framework	SLoCaT Secretariat	John Hine	Phil Sayeg	Shedrack Willilo
Task 1. Coordinate with other groups linked to AFCAP/ASCAP on indicator development				
<i>Deliverable 1.1.</i> Document which summarizes past and on-going efforts on indicator development for rural transport		Lead		Support
Task 2. Develop proposed indicators for possible Rural Transport related Targets under SDGs (this based on SLoCaT Results Framework on Sustainable Transport) and linking up with leading indicator efforts like the Sustainable Development Solutions Network (SDSN) effort				
<i>Deliverable 2.1.</i> Review of different transport related indicator sets (including rural transport) in support of the SDGs.			Lead	

<i>Deliverable 2.2. specific recommendations on Draft Rural Transport Indicators to be used for initial 2016 Report on status of Sustainable Transport</i>		Support	Lead	Support
<i>Deliverable 2.3. Institutional arrangements for the collection and analysis of proposed draft indicators will be proposed together with a budget for developing Rural Transport part for the 2016 Sustainable Transport status report</i>		Support	Lead	Support
Activity D. Suggest Cost-Effective approaches to fund Rural Transport Services	SLoCaT Secretariat	John Hine	Phil Sayeg	Shedrack Willilo
Task 1. Outline, based on stakeholder consultations, main challenges and priorities for funding and financing of sustainable rural transport services, both development and maintenance				
<i>Deliverable 1.1. Discussion note to rural transport services (not including rural infrastructure)</i>		Lead		Support
<i>Deliverable 1.2. Guidelines on funding and financing of rural transport infrastructure and services</i>		Lead		Support
Task 2. Participate in, and contribute to development of comprehensive financing framework for Sustainable, Low Carbon Transport by SLoCaT Partnership				
<i>Deliverable 2.1. The results of the analysis on funding of rural transport will be utilized in the proposed Dialogue on Rural Transport</i>	Lead	Support		
<i>Deliverable 2.2. Sections on Rural Transport in relevant SLoCaT concept notes</i>	Co-lead	Support	Co-Lead	

4. Payment Schedule

As indicated in the contract, the payment will be received on 4 installments.

Payment 1. 15% on delivery and acceptance of inception report (9 March 2015)

Payment 2. 25% scheduled for 3 months into the contract (30 April 2015)– based on final deliverables listed below:

Deliverables that require substantive review by PMU

- **Deliverable A.1.1.-** One advocacy document prepared in English and translated to French
- **Deliverable A.1.2.1-** The dedicated space for rural transport advocacy on sustainable transport is set up
- **Deliverable A.2.1-** Database of stakeholders established comprising of organizations with involvement in Rural Transport
- **Deliverable A.4.1-** One advocacy activity in key fora, the importance of on-going intergovernmental processes at regional or global level is acknowledged and will be pursued
- **Deliverable A.4.3.** New outreach strategy for May-June based on the new SDG outcome document

- **Deliverable B.1.1.** One documented interaction, with a UN organization, multilateral or bilateral agency
- **Deliverable C.1.1.** Document which summarizes past and on-going efforts on indicator development for rural transport

Deliverables that require less substantive review by PMU

- **Deliverable A.1.2.2-** Rural Transport will be featured in first quarterly issue of SLoCaT Newsletter
- **Deliverable A.1.2.3-** Tweets on Rural Transport through the SLoCaT Twitter account
- **Deliverable A.1.2.4-** Rural transport and SDG advocacy posts on AFCAP LinkedIn Group
- **Deliverable A.1.2.5-** Monthly contributions to IFRTD Newsletter
- **Deliverable A.4.2.** Special attention given to events linked to the discussion on SDGs, both in New York level as well as in regional events

Payment 3: 25% scheduled for 6 months into the contract (31 July 2015)– based on deliverables presented below:

Deliverables that require substantive review by PMU

- **Deliverable A.1.1.-** One advocacy document prepared in English and translated to French
- **Deliverable A.1.2.1-** Updating the dedicated rural transport advocacy section on SLoCaT Website
- **Deliverable A.2.1-** Updating database of stakeholders established comprising of second batch of organizations with involvement in Rural Transport
- **Deliverable A.3.1-** Letters of Agreement or other appropriate documents will be established, with 3 organizations that have either a global presence or a regional presence in Africa and/or Asia
- **Deliverable B.1.1. -**Two documented interactions, preferably with a number of follow-up contacts
- **Deliverable B.2.1. -**First Dialogue event towards the end of Q2 or possibly in July (beginning of Q3)
- **Deliverable B.2.2.** Logistical arrangements for the meeting based on AFCAP/ASCAP guidelines
- **Deliverable B.2.3.** Short concept note as input to the Dialogue
- **Deliverable C.2.1.** Review of different transport related indicator sets (including rural transport) in support of the SDGs.
- **Deliverable D.1.1.** Discussion note funding and financing rural transport services (not including rural infrastructure)

Deliverables that require less substantive review by PMU

- **Deliverable A.1.2.2-** Rural Transport will be featured in the second quarterly issue of SLoCaT Newsletter
- **Deliverable A.1.2.3-** Tweets on Rural Transport through the SLoCaT Twitter account
- **Deliverable A.1.2.4-** Rural transport and SDG advocacy post on AFCAP LinkedIn Group
- **Deliverable A.1.2.5-** Monthly contributions to IFRTD Newsletter
- **Deliverable A.4.1-** One advocacy activity in key fora, the importance of on-going intergovernmental processes at regional or global level is acknowledged and will be pursued
- **Deliverable A.4.2-** Special attention given to events linked to the discussion on SDGs, both in New York level as well as in regional events

Payment 4: 35% scheduled for 10 months into the contract (31 October 2015)– based on final deliverables listed below:

Deliverables that require substantive review by PMU

- **Deliverable A.1.1.-** One advocacy document prepared in English and translated to French
- **Deliverable A.1.2.1-** Updating the dedicated rural transport advocacy section on SLoCaT Website
- **Deliverable A.3.1-** Letters of Agreement or other appropriate documents will be established, with at least one organization
- **Deliverable B.1.1.** One documented interaction, with a UN organization, multilateral or bilateral agency
- **Deliverable B.3.1.** Track and summarize discussions on new global institutional arrangements on sustainable transport and make recommendations how rural transport can best be integrated
- **Deliverable C.2.2-** Specific recommendations on Draft Rural Transport Indicators to be used for initial 2016 Report on status of Sustainable Transport
- **Deliverable C.2.3-** Institutional arrangements for the collection and analysis of proposed draft indicators will be proposed together with a budget for developing Rural Transport part for the 2016 Sustainable Transport status report
- **Deliverable D.1.2-** Guidelines on funding and financing of rural transport infrastructure and services
- **Deliverable A.4.1-** One advocacy activity in key fora, the importance of on-going intergovernmental processes at regional or global level is acknowledged and will be pursued

Deliverables that require less substantive review by PMU

- **Deliverable A.1.2.2-** Rural Transport will be featured in the third quarterly issue of SLoCaT Newsletter

- **Deliverable A.1.2.3**-Tweets on Rural Transport through the SLoCaT Twitter account
- **Deliverable A.1.2.4**- Rural transport and SDG advocacy post on AFCAP LinkedIn Group
- **Deliverable A.1.2.5**- Monthly contributions to IFRTD Newsletter
- **Deliverable A.3.2**- Champions and potential cooperation partners through ad-hoc activities either a global presence or a regional presence in Africa and/or Asia are targeted
- **Deliverable A.4.2**.-Special attention given to events linked to the discussion on SDGs, both in New York level as well as in regional events