



**ReCAP**  
Research for Community Access Partnership



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

Inception Report



Partnership on Sustainable, Low Carbon Transport (SLoCaT)

*KMN2089A*

**December 2016 (Revised January 2017)**



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## Abstract

In February 2015, the Partnership on Sustainable, Low Carbon Transport (SLoCaT) launched a new work stream on Rural Transport, in partnership with, and sponsored by the UK Aid-funded Research for Community Access Partnership (ReCAP). With the completion of Phase I in February 2016, ReCAP assigned the second phase of the project, “Promotion of Sustainable Rural Access in the implementation of the 2030 Global Agenda on Sustainable Development,” which began implementation in November 2016. The aim is to further promote sustainable rural access as a viable component of the implementation strategies for achieving the Sustainable Development Goals (SDGs) and to ensure its inclusion in the high-level, multi-lateral development discourse on sustainable transport and rural development.

## Key words

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

## **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](http://www.research4cap.org)

## Acronyms

|          |  |
|----------|--|
| ADB      | Asia Development Bank  |
| AfDB     | African Development Bank   |
| ASTF     | African Sustainable Transport Forum                                      |
| AU       | Africa Union   |
| CIGAR    | Consultative Group on International Agricultural                         |
| DFID     | Department for International Development                                 |
| EST      | Environmentally Sustainable Transport                                    |
| FAO      | Food and Agriculture Organization of the United Nations                  |
| GAFFP    | Global Agriculture and Food Security Program                             |
| GCA      | Global Climate Action  |
| GDPRD    | Global Donor Platform for Rural Development                              |
| GSR      | Global Status Report   |
| GTF      | Global Tracking Framework  |
| HLAGST   | High-Level Advisory Group on Sustainable Transport                       |
| HLPF     | High Level Political Forum   |
| IAEG-SDG | International Advisory Expert Group on the Sustainable Development Goals |
| IFAD     | International Fund for Agricultural Development                          |
| IFRTD    | International Forum for Rural Transport and Development                  |
| IIED     | International Institute for Environment and Development                  |
| IRF      | International Road Federation  |
| KfW      | Kreditanstalt für Wiederaufbau   |
| LPAA     | Lima-Paris Action Agenda   |
| MDB      | Multilateral Development Bank  |
| MGOs     | UN Major Groups and other Stakeholders                                   |
| NEPAD    | NEPAD Planning and Coordinating Agency                                   |
| NGO      | Non-governmental organization  |
| PIARC    | World Road Association   |
| PMU      | Programme Management Unit  |
| PPMC     | Paris Process on Mobility and Climate                                    |
| RAI      | Rural Access Index   |
| ReCAP    | Research for Community Access Partnership (ReCAP)                        |
| SDG      | Sustainable Development Goal   |
| SLoCaT   | Partnership on Sustainable, Low Carbon Transport                         |
| SSATP    | Sub-Saharan Africa Transport Policy Program                              |
| SuM4All  | Sustainable Mobility for All   |
| UN       | United Nations   |
| UNCRD    | United Nations Centre for Regional Development                           |
| UNECA    | United Nations Economic Commission for Africa                            |
| UNESCAP  | United Nations Economic and Social Commission of Asia and Pacific        |
| UNDESA   | United Nations Department for Economic and Social Affairs                |
| WFP      | World Food Programme   |
| WRA      | World Road Association   |

## Contents

|  |           |
|--|-----------|
| Abstract   | 4         |
| Key words  | 4         |
| Acronyms   | 5         |
| <b>1 Executive summary</b>   | <b>7</b>  |
| <b>2 Introduction</b>  | <b>8</b>  |
| <b>3 Rural Transport and the 2030 Agenda for Sustainable Development</b> | <b>9</b>  |
| <b>4 Proposed Deliverables</b>   | <b>10</b> |
| 4.1 Work stream 1: Advocacy and Outreach                                 | 10        |
| 4.2 Work stream 2: Global and Regional dialogues                         | 14        |
| 4.3 Work stream 3: Operationalization of Sustainable Development Goals   | 17        |
| <b>5 Staff Planning</b>  | <b>19</b> |
| <b>6 Timeframe and Schedule</b>  | <b>20</b> |
| <b>7 Budget</b>  | <b>20</b> |
| <b>Annex A: Long List of topics for key messages</b>                     | <b>22</b> |
| <b>Annex B: Progress Reports and Final Report Overview</b>               | <b>25</b> |
| <b>Annex C: Reporting Template (Online Postings)</b>                     | <b>27</b> |

## 1 Executive summary

On 1 January 2016, the 2030 Agenda for Sustainable Development, with its 17 SDGs that have been adopted by world leaders in September 2015, officially came into force. Over the next 15 years, with these new SDGs that universally apply to all, countries will mobilize efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that no one is left behind.

Rural Transport has a unique position in the 2030 Agenda for Sustainable Development. Although there is no dedicated target on rural transport, there is still a considerable linkage and contribution between rural transport and SDGs 1 (No Poverty), 2 (Zero Hunger), 3 (Good Health and Well-being), 4 (Quality Education), 5 (Gender Equality), 8 (Decent Work and Economic Growth), 9 (Industry, Innovation and Infrastructure), 12 (Responsible Consumption and Production) and 13 (Climate Action). While there is no dedicated Rural Transport target, there is a specific proposed indicator for rural access under Target 9.1 in the list of proposed indicators by the International Advisory Expert Group on the Sustainable Development Goals (IAEG-SDG). This target, “Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all”, builds on existing methodologies for measuring rural access and has been the topic of dedicated research by the World Bank, sponsored by the UKAID funded Research for Community Access Partnership (ReCAP).

In February 2015, the Partnership on Sustainable, Low Carbon Transport (SLoCaT) launched a new work stream on Rural Transport, in partnership with, and sponsored by ReCAP. The project, "Promotion of Sustainable Rural Access in the post-2015 Sustainable Development Agenda (Phase I)" (ReCAP project reference number GEN2016A) aimed to systematically pursue opportunities to ensure a better integration of rural transport in the post-2015 framework. The ReCAP-SLoCaT Phase I project contributed toward the overarching goal of realizing sustainable basic access to rural transport at affordable cost, and was being implemented by advocating in official fora, integrating views of rural access stakeholders in effective dialogue, developing technically sound indicators for rural access, and identifying key financing needs.

With the completion of Phase I in February 2016, the second phase of the project, “Promotion of Sustainable Rural Access in the implementation of the 2030 Global Agenda on Sustainable Development,” began implementation in November 2016. The aim is to further promote sustainable rural access as a viable component of the implementation strategies for achieving the Sustainable Development Goals (SDGs) and to ensure its inclusion in the high-level, multi-lateral development discourse on sustainable transport and rural development.

This Inception Report presents the implementation plans for deliverables under three work streams: 1) advocacy and outreach; 2) global and regional dialogues; and 3) operationalization of the SDGs.

## 2 Introduction

In February 2015, the Partnership on Sustainable, Low Carbon Transport (SLoCaT) launched a new work stream on Rural Transport, in partnership with, and support of the UK Aid-funded Research for Community Access Partnership (ReCAP). The project, "Promotion of Sustainable Rural Access in the post-2015 Sustainable Development Agenda (Phase I)"<sup>1</sup> (ReCAP project reference number GEN2016A) aimed to systematically pursue opportunities to ensure a better integration of rural transport in the post-2015 framework. The ReCAP-SLoCaT Phase I project contributed toward the overarching goal of realising sustainable basic access to rural transport at affordable cost, and was being implemented by advocating in official fora, integrating views of rural access stakeholders in effective dialogue, developing technically sound indicators for rural access, and identifying key financing needs.

With the completion of Phase I in February 2016, the second phase of the project, "Promotion of Sustainable Rural Access in the implementation of the 2030 Global Agenda on Sustainable Development," began implementation in November 2016 to further promote sustainable rural access as a viable component of the implementation strategies for achieving the Sustainable Development Goals (SDGs) and to ensure its inclusion in the high-level, multi-lateral development discourse on sustainable transport and rural development. Intended results of Phase II include (but are not limited to) the following:

- Result 1: Increased awareness and recognition among national governments and multilateral agencies about the key role of rural transport and rural accessibility in contributing to achieving the SDGs.
- Result 2: Rural access consistently featuring as an agenda topic at multilateral events and high level development debates, including the increased visibility of rural transport and accessibility in the 2030 Agenda on Sustainable Development.
- Result 3: Inclusion of rural transport and accessibility as indicators to monitor and evaluate the SDG implementation process.
- Result 4: Increased recognition amongst key players of the important role that UKAID, and ReCAP in particular, can play in the development of sustainable rural access.

In addition to facilitating the global narrative on rural transport, Phase II will take a specific interest in the sub-Saharan Africa and South Asia regions.<sup>2</sup>

The work and activities of Phase II are categorized under three major work streams:

1. Advocacy and Outreach (25% of professional output)
2. Global and Regional Dialogues (35% of professional output)
3. Operationalization of SDGs (40% of professional output)

Phase II also builds on another ReCAP project, "Policy Advocacy to enhance the role of rural transport in the sustainable development framework"<sup>3</sup> (ReCAP project reference number GEN2006A), implemented by the International Forum for Rural Transport and Development (IFRTD) and focusing on raising awareness about the SDG negotiations and the role of (rural) transport with African national governments (2014-2015).

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<sup>1</sup> Partnership on Sustainable, Low Carbon Transport. No date. Promotion of Sustainable Rural Access in the post-2015 Sustainable Development Agenda (Phase I). <http://www.slocat.net/ruraltransport/ReCAP-PhaseI> (accessed December 14, 2016).

<sup>2</sup> The following are the participating countries in ReCAP: In Africa – DR Congo, Ethiopia, Ghana, Kenya, Liberia, Malawi, Mozambique, Sierra Leone, South Sudan, Tanzania, Uganda, and Zambia. In South Asia – Bangladesh, Myanmar, Nepal, Pakistan, and Afghanistan.

<sup>3</sup> Africa/Asia Community Access Partnership. 2015. Policy Advocacy to Enhance the Role of Rural Transport in the Sustainable Development Framework. <http://bit.ly/2ijXVQs> (accessed December 10, 2016).



### 3 Rural Transport and the 2030 Agenda for Sustainable Development

On 1 January 2016, the 2030 Agenda for Sustainable Development,<sup>4</sup> with its 17 SDGs adopted by world leaders in September 2015, officially came into force. Over the next 15 years, with these new SDGs that universally apply to all, countries will mobilize efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that no one is left behind.

Rural Transport has a unique position in the 2030 Agenda for Sustainable Development. Although there is no dedicated target on rural transport, there is still a considerable linkage and contribution between rural transport and SDGs 1 (No Poverty), 2 (Zero Hunger), 3 (Good Health and Well-being), 4 (Quality Education), 5 (Gender Equality), 8 (Decent Work and Economic Growth), 9 (Industry, Innovation and Infrastructure), 12 (Responsible Consumption and Production) and 13 (Climate Action). While there is no dedicated Rural Transport target, there is a specific proposed indicator for rural access under Target 9.1 in the list of proposed indicators by the International Advisory Expert Group on the Sustainable Development Goals (IAEG-SDG). This target, “Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all”, builds on existing methodologies for measuring rural access. The Rural Access Index (RAI) is also part of the proposed global tracking framework for this specific target. The development of the RAI is being facilitated by the World Bank, supported by DFID and supervised by ReCAP.<sup>5</sup>

The High-level Political Forum (HLPF) on Sustainable Development<sup>6</sup> is the United Nations central platform for the follow-up and review of the 2030 Agenda. In 2017, the Forum will be held from July 10 to 19 in New York and will review SDG no. 1, 2, 3, 5, 9, and 14 under the theme, “Eradicating poverty and promoting prosperity in a changing world.” This offers good opportunities to raise the topic of rural transport and the SLoCaT Partnership expects to make use of this opportunity to promote the implementation of sustainable rural access in the 2030 Agenda by contributing to the discussions in July in New York, e.g. through a side event.

In the recent October 2016 report by the United Nations Secretary-General’s High Level Advisory Group on Sustainable Transport (HLAGST), “Mobilizing Sustainable Transport for Development,”<sup>7</sup> rural transport was highlighted a number of times, urging for the need for rural transport to solve the “First Mile Challenge” in order to fulfil the ultimate SDG purpose that “no one is left behind.” The HLAGST indicates that rural transport plays a key role in helping individuals and communities to rise out of poverty and overcome social exclusion, connecting goods to markets and linking rural areas and market

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<sup>4</sup> United Nations. 2015. Transforming our world: the 2030 Agenda for Sustainable Development. <http://bit.ly/1Y3D3sN> (accessed December 14, 2016).

<sup>5</sup> The World Bank has published its RAI report “Measuring Rural Access: Using New Technologies” in August 2016, available at: <http://documents.worldbank.org/curated/en/367391472117815229/Measuring-rural-access-using-new-technologies>. A next phase of the enhancement of the methodology is currently under consideration.

<sup>6</sup> United Nations. No date. High level Political Forum on Sustainable Development. <https://sustainabledevelopment.un.org/hlpf> (accessed December 13, 2016).

<sup>7</sup> United Nations. 2016. Mobilizing Sustainable Transport for Development. <http://bit.ly/2dV1ivX> (accessed December 15, 2016).

towns to large cities and the global marketplace, and at the same time enabling older and disabled people to live independently and participate fully in all aspects of life through better access.<sup>8</sup>

Phase II of the ReCAP-SLoCaT project will continue the effort to raise the awareness of governments and multi-lateral agencies, in particular development banks and UN agencies, to understand the key role of rural transport and rural accessibility in contributing to achieving the SDGs. This in turn should translate into a higher priority for rural transport and infrastructure related investments in their policies, project portfolios and long-term objectives. The project aims to see the increased quality and sustainability of rural access in Africa and Asia, contributing to improving livelihoods, economic growth and reducing poverty and isolation.

## 4 Proposed Deliverables

Activities in Phase II are structured under three work streams: 1) Advocacy and Outreach; 2) Global and Regional Dialogues; and 3) Operationalization of the SDGs. Each work stream will be implemented through a number of deliverables as indicated below:

### 4.1 Work stream 1: Advocacy and Outreach

This work stream will deliver a set of five key messages on rural transport in respect to the SDGs; these key messages are developed through a systematic consultation process. The key messages will be translated into advocacy materials used in various media channels, publications, and promotional materials for other activities in this project.

#### 4.1.1 Deliverable 1a: Development of key messages on rural transport

**Timeframe: December 15, 2016 – January 31, 2017 [ Implementation – phase 1 ]**

The contract ToR indicated that the inception report will "specify a maximum of five key messages that are to be conveyed through a challenging advocacy and outreach implementation plan for 2016-2017." Knowing that the key messages will serve as a cornerstone of the Phase II ReCAP-SLoCaT project by guiding not only the advocacy and outreach activities but also the themes for the dialogues and other outputs of the project, SLoCaT proposes an alternative option to formulate these key messages in a more systematic and careful manner through the following steps:

- By mid-December 2016, SLoCaT will come up with a long list of 10 topics in rural transport (see Annex A for examples) covering three over-arching themes: 1) rural transport and SDGs; 2) access created by rural transport; and 3) effective provision of rural transport infrastructure and services through adequate financing and asset maintenance;
- The long list will be formulated into a survey in the beginning of January 2017 in which we will invite the wider public (via Twitter, LinkedIn groups, and other online media channels) to comment on the relevance and importance of these key messages. Targeted consultations will

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<sup>8</sup> United Nations. 2016. Mobilizing Sustainable Transport for Development. <http://bit.ly/2dV1ivX> (accessed December 15, 2016).

also be conducted with 5 relevant stakeholders for consolidation of the survey outcomes in the rural transport community;<sup>9</sup>

- By the end of January 2017, the consultation process will result in a final selection of five key messages.

In order to extend the effect of outreach for the key messages consultation, special hashtags will be used in the Twitter campaign, including #RuralTransport4SDG, #ruraltransport, #ruralaccess, and #WeAreTransport (used in the previous two Twitter campaigns for COP21 and COP22). We will also direct these tweets to relevant twitter account users and organizations by tagging their Twitter ID including @Research4CAP.

By engaging the wider group of relevant stakeholders in the rural transport community in the consultation process, we are also encouraging them to participate in our advocacy and outreach activities for these key messages in the later stages. This is important for the success of our project to increase awareness and recognition among these key players.

The five key messages will be further promoted through the following channels:

1. A news article posted on the SLoCaT website, ReCAP LinkedIn Group, and other online channels announcing the five key messages (February 2017);
2. Three special SLoCaT twitter campaigns (see Deliverable 1c for more details);<sup>10</sup>
3. A factsheet (in English and French) summarizing the five key messages (see Deliverable 1b for more details) (English March 2017, French May 2017);
4. Five news items posted every two months from March to November 2017 on the SLoCaT website and LinkedIn groups, each highlighting one of the five key messages;
5. A set of rolling presentations on the themes, topics, and rationale behind each key messages to be presented at the three rural transport dialogues organized under Deliverable 2a.

SLoCaT intends to work with the University of Birmingham to establish a small team of MSc and PhD students (from ReCAP member countries or developing countries in Asia and Africa) in relevant fields to set up an internal knowledge base on the five key messages. The purpose of this team is to use the university sector database to conduct literature searches and assemble background materials on the topics of the messages. This knowledge base will serve as the source of information to further promote the five messages. In addition, the approach also facilitates capacity building internally (knowledge base) as well as externally (increasing involvement of young experts in rural transport).

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<sup>9</sup> Potential list of stakeholders in the rural transport community for the targeted interviews include: African Development Bank (AfDB), Asian Development Bank (ADB), Agence Française de Développement (AFD), Consultative Group on International Agricultural Research (CIGAR), Department for International Development (DFID), Food and Agriculture Organization of the United Nations (FAO), Global Agriculture and Food Security Program, Global Donor Platform for Rural Development, International Institute for Environment and Development (IIED), International Forum for Rural Transport and Development (IFRTD), International Fund for Agricultural Development (IFAD), International Road Federation (IRF), Kreditanstalt für Wiederaufbau (KfW), Transaid, World Bank, World Food Programme (WFP), World Road Association – PIARC, and any other organizations that the ReCAP PMU would recommend us to contact.

<sup>10</sup> Until the formal finalization of the five key messages in January 2017, social media and online postings will promote rural transport in a broader context.

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

**Timeframe: March 2017 and beyond [Implementation – phase 2 to 4]**

SLoCaT will produce electronic and hard-copy visuals and promotional materials to promote the key messages developed under Deliverable 1a. These promotional materials will be distributed at the three regional dialogues organized under Deliverable 2a as well as other key events on rural transport, multilateral meetings, and high-level events.

Initial plan for promotional materials include:

- A 4-page factsheet in English and French summarizing the five key messages developed under Deliverable 1a. This should also include at least one case study on rural transport's contribution to SDGs specific to the sub-Saharan Africa and/or South Asia region. The English version should be ready for wide dissemination at the 10<sup>th</sup> Regional Environmentally Sustainable Transport (EST) Forum in Asia<sup>11</sup> in March 2017. The French version will follow in May 2017. SLoCaT will ensure the printing of 500 copies of English and 200 copies of French version of the factsheets and will submit print-ready files of the factsheets to the PMU. Both languages of the factsheet will target wide dissemination at international conferences and meetings in addition to the three regional dialogues on rural transport, which includes the International Transport Forum, HLPF 2017, and COP23.<sup>12</sup>
- Reusable posters or roll-up banners on the five key messages to be displayed at the three rural transport-related dialogues organized under Deliverable 2a (March 2017 and beyond). One poster will be made to present a summary of the five key messages. We will also develop individual posters or banners for each of the key messages.

#### 4.1.3 *Deliverable 1c: Social media and other online postings*

**Timeframe: Ongoing**

This deliverable will continue the effort under Phase I advocate for rural transport through various online media channels.

##### *SLoCaT Twitter Account*

Twitter will remain a key social media outlet for the advocacy and outreach activities:

- **General tweeting activities**  
On average, SLoCaT will post at least 30 tweets each month on a wide range of topics in rural transport, such as rural access, poverty alleviation, food security, adaptation, health, education, and gender equality. On average, 50% of tweets should deal with rural transport in RECAP countries in sub-Saharan Africa and/or South Asia.

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<sup>11</sup> United Nations Centre for Regional Development. No date. Intergovernmental Tenth Regional Environmentally Sustainable Transport (EST) Forum in Asia. <http://bit.ly/2gazmR5> (accessed December 14, 2016).

<sup>12</sup> Dedicated distribution channels of the French factsheet will be identified.

- **Special Twitter campaign on rural transport: #RuralTransport4SDG**

As a follow up to the key messages development process, SLoCaT will carry out three special Twitter campaigns on rural transport around the three rural transport-related dialogues organized under deliverable 2a, with the first one being in March 2017 for the pre-event on rural transport at the 10<sup>th</sup> EST Forum. These intensive twitter campaigns will start one week before the event and run throughout the events.

SLoCaT will develop a set of tweets on the key messages and make use of these throughout all tweeting and invite the wider group of stakeholders in the rural transport community<sup>13</sup> to share these tweets via their respective networks. Participating stakeholders will be encouraged to use the special hashtag of the campaign, #RuralTransport4SDG, in order to generate a trend of discussion on rural transport.

### *SLoCaT website*

- For further promotion of the key messages, five news articles (700 words) will be posted every two months from March to November 2017 on the SLoCaT website, each highlighting one of the five key messages.
- One general news item on rural transport will be written and posted on the SLoCaT website per each quarter, highlighting relevant news, reports, or blogs relevant to rural transport.
- SLoCaT will follow ReCAP Blog and the ReCAP Alert on the Rural Access Library for development of relevant content.

### *ReCAP website*

- A dedicated webpage on Rural Transport Advocacy will be set up, under the heading of “Regional Projects,” to display the objectives, methodology, beneficiaries and milestones/outcomes of this collaboration

### *LinkedIn Discussion Groups*

- We will post the five news articles on the key messages and the quarterly news item on a number of relevant LinkedIn discussion groups, including the ReCAP group,<sup>14</sup> Rural Development Group,<sup>15</sup> Africa Transport Policy Program (SSATP) Group,<sup>16</sup> the International Road Federation Group,<sup>17</sup> and other groups relating to other SDG topics such as Save Food Initiative,<sup>18</sup> Mission Africa-Education, Healthcare, and Poverty Alleviation,<sup>19</sup> and Gender Equality Incorporated.<sup>20</sup> We

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<sup>13</sup> These are mainly the group of stakeholders in the rural transport community involved in the consultation process of the key messages, which include but are not limited to: African Development Bank (AfDB), Asian Development Bank (ADB), Agence Française de Développement (AFD), Consultative Group on International Agricultural Research (CIGAR), Department for International Development (DFID), Food and Agriculture Organization of the United Nations (FAO), Global Agriculture and Food Security Program (GAFSP), Global Donor Platform for Rural Development (GDPRD), International Institute for Environment and Development (IIED), International Forum for Rural Transport and Development (IFRTD), International Fund for Agricultural Development (IFAD), International Road Federation (IRF), Kreditanstalt für Wiederaufbau (KfW), Transaid, World Bank, World Food Programme (WFP), and World Road Association – PIARC.

<sup>14</sup> Research for Community Access Partnership (ReCAP). <https://www.linkedin.com/groups/5026568/profile> (accessed December 13, 2016).

<sup>15</sup> Rural Development Group. <https://www.linkedin.com/groups/862657/profile> (accessed December 13, 2016).

<sup>16</sup> Africa Transport Policy Program. <https://www.linkedin.com/groups/4632637/profile> (accessed December 13, 2016).

<sup>17</sup> International Road Federation Group. <https://www.linkedin.com/groups/2255103/profile> (accessed December 13, 2016).

<sup>18</sup> Save Food Initiative. <https://www.linkedin.com/groups/4694211/profile> (accessed December 13, 2016).

<sup>19</sup> Mission Africa - Education, Healthcare & Poverty Alleviation. <https://www.linkedin.com/groups/6688407/profile>. (accessed

will also encourage opinion leaders on transport to share our articles via their respective LinkedIn networks.<sup>21</sup>

### *e-Newsletters on Rural Transport*

- SLoCaT will maintain a dedicated section on rural transport in its quarterly newsletter to highlight current outputs under the Phase II ReCAP-SLoCaT project;
- Submissions will be made to the ReCAP newsletter each quarter. The PMU can assign specific topic of these submissions at least three weeks prior to the editing deadline.

All rural transport tweets, news items, and online postings will be recorded in a database to give the ReCAP PMU an overview of the outputs under this deliverable. Database will be part of the periodic progress reporting on the project. Except Twitter posts, all outputs will be submitted to the ReCAP PUM in Ms Word file for review before publishing.

## **4.2 Work stream 2: Global and Regional dialogues**

This work stream continues the effort of Phase I to bring together the rural transport community around the world through effective dialogues, meetings, and side events to key international conferences. As part of its efforts to facilitate the global narrative on rural transport, Phase II of the ReCAP-SLoCaT project will take a specific interest in the sub-Saharan Africa and South Asia regions.

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

The key international events are the multilateral conferences and high-level development processes related to sustainable development and climate change. In response to the emphasis on sub-Saharan Africa and South Asia of this project, SLoCaT plans to organize these three dialogues at the Intergovernmental Tenth Regional Environmentally Sustainable Transport (EST) Forum Asia in Lao PDR, another meeting (TBD) in the Africa region, and possibly one side event at the High Level Political Forum (HLPF) 2017 in New York for a more global level discussion.

#### *Dialogue 1: Pre-event at the 10th EST Forum in Lao PDR*

The Intergovernmental Tenth Regional Environmentally Sustainable Transport (EST) Forum Asia will take place from March 14 to 16, 2017 in Vientiane, Lao PDR. The Forum, “2030 Road Map for Sustainable Transport - Aligning with SDGs,” is organized by the Ministry of Public Works and Transport, Lao PDR Ministry of the Environment, Japan, SLoCaT, United Nations Economic and Social Commission of Asia and the Pacific (UN ESCAP), and United Nations Centre for Regional Development (UNCRD) in Vientiane, Lao PDR. It is expected that approximately 500 participants, including senior government

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December 13, 2016).

<sup>20</sup> Gender Equality Incorporated. <https://www.linkedin.com/groups/2216278/profile> (accessed December 13, 2016).

<sup>21</sup> Examples of opinion leaders on transport with large LinkedIn network include: Cornie Huizenga, Susanna Zammataro, Josefina Stubbs, and Mark Henry Rubarenzya

representatives from Asia and the Pacific countries, city mayors, international experts and resource persons will be attending the 10<sup>th</sup> EST Forum.

SLoCaT, under the direction of the ReCAP PMU, will organize a dedicated pre-event on March 13<sup>th</sup>: “Enhancing Access for Rural Communities through Sustainable Transport”. The pre-event will focus on the role of sustainable rural transport in achieving the SDGs, with specific attention to the adoption of the Vientiane Declaration on Sustainable Transport towards Achieving the 2030 Agenda for Sustainable Development by the EST member countries. The event programme will closely align with the themes in the draft Declaration, which include (among others) climate adaptive investment and resilience of rural transport infrastructure, gender equality, adequate maintenance of existing infrastructure, rural access, rural-urban connectivity and sustainable freight, planning, prioritisation and funding of rural infrastructure and transport safety. Objectives of the pre-event include:

- Raising awareness on national and multilateral levels in Asia about the role of rural transport research in achieving key development goals in general and the ReCAP programme, its research priorities and (preliminary) results and outcomes in specific;
- Stimulating cross-region learning between Africa and Asia by bringing a number of AfCAP delegates to the event (possibly as speakers/panelists).

The target audience includes Government officials from the 25 EST member governments, multilateral institutions and non-governmental organizations (NGOs).

A brief report (maximum of 3 pages) of the pre-event will be submitted to the ReCAP PMU in the second week of April 2015. The report will record the conclusions and major recommendations presented during the discussion and will have the lists of participants and meeting agenda as attachments.

### *Dialogue 2: Rural Transport event in the Africa region (TBD)*

To strike a balance between the sub-Saharan Africa and South Asia contexts after the pre-event at the EST Forum in Lao PDR, SLoCaT will look for opportunities to organize a second regional dialogue on rural transport in the context of sub-Saharan Africa. We are in the process to find an appropriate high-level event in Africa by seeking collaboration with the Africa Union or the United Nations Economic Commission for Africa (UNECA) in which we can hold a side-meeting on rural transport.

The possible themes for an Africa-focused event, in either Zambia or a different location, include: Improved asset management of rural roads, climate resilience in rural transport infrastructure and services.

The target audience of an Africa focused event include: government officials from the transport sector, relevant multilateral institutions and NGOs in the sub-Saharan Africa region.

Potential partners include the African Union, International Road Federation, the African Sustainable Transport Forum, Low Carbon Road and Road Transport Initiative of the WRA-PIARC, and the AfDB.

### *Dialogue 3: Side event at the High-Level Political Forum 2017*

The proposal for the 3<sup>rd</sup> dialogue on rural transport will be to organize a side event at the High-Level Political Forum 2017.<sup>22</sup> The Forum, "Eradicating poverty and promoting prosperity in a changing world," which will be held on July 17 to 19, 2017 in New York. The meeting will review SDG no. 1 (No Poverty), 2 (End Hunger), 3 (Good Health and Well-being), 5 (Gender Equality), 9 (Industry, Infrastructure, and Innovation), and 14 (Life below Water).

It will be an advocacy opportunity to organize a global-level discussion and showcase the linkages between rural transport and poverty alleviation, food security, rural access, and resilience rural infrastructure and services at such high-level development process.

The target audience includes government officials from the UN state members, especially those from the sub-Saharan Africa and South Asia regions; UN Major Groups and other Stakeholders (MGOs) on farmers, women, and Indigenous people; multilateral institutions and NGOs.

#### *4.2.2 Deliverable 2b: Presentations and research materials prepared and delivered for key international events*

##### ***Timeframe: March 2017 and beyond [Implementation – phase 2 to 4]***

In addition to the three regional and global Dialogs to be conducted, we expect that there will be opportunities to make presentations at other regional and global events on rural transport and sustainable development (such as the International Road Federation World Road Meeting from November 14 – 17, 2017 in Delhi, India). It is proposed to make use of part of the travel budget under the project for this purpose, either by SLoCaT staff or external resource persons.

Presentations will be based on the key messages developed under Deliverable 1a, and the supportive set of powerpoints prepared to present the themes, topics, and rationale behind each key messages. These presentations will be fine-tuned to fit in the context of the workshops and events in which they are being presented. All presentations will include the ReCAP logo on the cover page with an indication that it is developed under this project. We will also encourage representatives to make use of existing research done by ReCAP in their presentations. Depending on the scope and focus of conferences, SLoCaT may reach out to the ReCAP PMU for more specific information, case studies, graphs, and other materials for presentation.

Moreover, as indicated under Deliverable 1a, SLoCaT is currently exploring the possibility to work with the University of Birmingham and recruit MSc and PhD students who are ReCAP member country nationals studying in fields relevant to rural transport and SDGs to contribute to background research for this project. These students will also contribute towards the development of research briefs on rural transport policy in Asia and/or rural transport policy in sub-Saharan Africa, which will be used in support of the three rural transport dialogues under deliverable 2a. A travel budget provided under this contract (see section 5 for details) can also be available for students who meets our criteria to present at either the regional dialogs or other events on topics linked to the scope of the SLoCaT project on rural transport.

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<sup>22</sup> United Nations. No date. High Level Political Forum on Sustainable Development. <https://sustainabledevelopment.un.org/hlpof> (accessed December 14, 2016).



### 4.3 Work stream 3: Operationalization of Sustainable Development Goals

Activities under this work stream will facilitate the contribution of rural transport to the implementation of the SDG. It will do so by integrating rural transport in relevant international processes at the global and regional level and by focusing on the integration of rural transport in different type of reporting processes on SDGs. This includes the integration of rural transport within a common framework on sustainable mobility currently under development as part of a transport sector-wide effort to develop an actionable agenda on sustainable transport. SLoCaT will have a special focus in its advocacy for whole-life financing of rural transport infrastructure and service of the Multilateral Development Banks (MDBs) and other development institutions.

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

##### ***Timeframe: Second quarter in 2017 [Implementation – phase 2]***

Following the effort to include a rural transport indicator in the monitoring framework for the 2030 Global Agenda on Sustainable Development, SLoCaT will ask relevant stakeholders in the rural transport community to provide comments and submit written contributions to advocate for rural transport and rural accessibility in the outcome documents for the IAEG-SDGs, the World Bank-led Global Tracking Framework (GTF), and other regional processes.

##### *World Bank-led Global Tracking Framework*

In November 2016, SLoCaT has compiled comments of 20+ experts from 16 organizations for the Zero Draft Vision Document for the Sustainable Mobility for All (SuM4All) and GTF in preparation for the Global Sustainable Transport Conference in Ashgabat, Turkmenistan. Among the comments submitted, rural transport was highlighted a number of times for the Goal of Universality under different indicators to measure access. SLoCaT will continue to track the GTF process and facilitate greater inclusion of rural transport in its outcome documents.

##### *High Level Political Forum 2017*

SLoCaT will review the linkages between rural transport and SDGs for national voluntary reviews in the HLPF 2017, which has a focus on rural issues in its review of SDGs in 2017. Under the theme, “Eradicating poverty and promoting prosperity in a changing world.” the Forum will review SDG no. 1 (No Poverty), 2 (End Hunger), 3 (Good Health and Well-being), 5 (Gender Equality), 9 (Industry, Infrastructure, and Innovation), and 14 (Life below Water).

Countries are invited to submit national voluntary reviews<sup>23</sup> in which they analyze the implications of the 2030 Agenda and the relationship between the SDGs and targets and their national priorities. National voluntary review encourages broad consultation and coordination processes ranging from inter-ministerial coordination to the wider inclusion of civil society and public consultations. 22 national

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<sup>23</sup> Sustainable Development Knowledge Platform. No date. Inputs to the 2016 High-level Political Forum on Sustainable Development. <https://sustainabledevelopment.un.org/hlpf/inputs> (accessed December 15, 2016).

voluntary reviews were presented<sup>24</sup> in the HLPF 2016. Among those, two were ReCAP member countries (Sierra Leone and Uganda).<sup>25</sup>

In preparation of the HLPF 2017 SLoCaT will develop a peer-reviewed paper that:

1. Describes the contribution of rural transport to the achievement of SDG no.1, no.2, no.3, no.5, and no. 9 (those that are up for review in 2017);
2. Reviews treatment of rural transport in the 22 national voluntary reviews submitted in 2016 as well as those that will be submitted in 2017 with a specific emphasis to ReCAP member countries (if any)

SLoCaT will seek opportunities to publish the peer-reviewed paper in journals relevant to rural transport and development. SLoCaT also intends to make use of this paper to reach out to regional and international organizations, such as the UN ESCAP, UNECA, Africa Union and the NEPAD Planning and Coordinating Agency. Under its Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017-2021),<sup>26</sup> a number of reports and studies will be carried out by UN-ESCAP on the topic of rural transport connectivity to wider networks in Asia. One of their reports is on improving rural transport connectivity and its impact on poverty alleviation, health, education and employment generation. SLoCaT intends to submit the peer-reviewed paper as a contribution to UN-ESCAP's report. The paper will also be submitted to other organizations on rural transport to strengthen their rationale to work for this cause.

#### *Other key events and processes on SDGs*

SLoCaT will seek opportunities to send representatives to other key events and conferences on SDGs. In some cases, if the event is only indirectly related to rural transport, representative to the event will be funded by SLoCaT and not from the ReCAP budget. One example of this will be the UN World Data Forum, which will take place in Cape Town from January 15 – 18, 2017. The conference aims to create a platform for intensifying cooperation among various groups, including information technology, geospatial information managers, data scientists, and users, as well as civil society stakeholders, to explore innovations to measure the impacts of the SDGs through better data collection and analysis. Although the conference is not open for comment submission, SLoCaT will track the discussion in the conference and report on any relevance to rural transport.

#### *4.3.2 Deliverable 3b: Advocating for whole-life financing of rural transport infrastructure and service of the Multilateral Development Banks (MDBs) and other institutions*

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<sup>24</sup> United Nations. 2016. Voluntary National reviews Participating countries in 2016 High-level Political Forum. <https://sustainabledevelopment.un.org/partnership/countries/> (accessed December 15, 2016).

<sup>25</sup> Submitting countries in 2016 include: (First group) Mexico, Morocco, Switzerland, Montenegro, and Sierra Leone; (second group) Norway, Madagascar, Georgia, and Turkey, (third group) Finland, Samoa, Uganda, and Germany (fourth group) Colombia, Egypt, France, China, and Bolivarian Republic of Venezuela and the Republic of Korea.

<sup>26</sup> United Nations Economic Commission for Asia Pacific. 2016. Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific. [http://www.unescap.org/sites/default/files/pre-ods/MCT3\\_11E.pdf](http://www.unescap.org/sites/default/files/pre-ods/MCT3_11E.pdf) (accessed December 13, 2016).

Following up on the discussion paper on Financing Rural Transport Services in Developing Countries: Challenges and Opportunities<sup>27</sup> which was produced under Phase I, SLoCaT will advocate for whole-life financing of rural transport infrastructure and service of the MDBs and other institutions.

Advocacy on this specific issue has been identified with high priority by the PMU according to the Terms of Reference of the contract. To achieve this, whole-life financing is expected to be part of the key messages on rural transport and supportive materials as well as in the agendas for the regional dialogues that SLoCaT will help to coordinate. The output of this deliverable will be reported as part of deliverable 1a (key messages development), 1b (factsheets and promotional materials), and 1c (online postings).

## 5 Staff Planning

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:

**Table 1. Staff planning for Phase II ReCAP-SLoCaT Project**

| Name /Designation  | Role in Project                 | No. of Days in Contract ToR | No. of Days Revised in Inception Report | Reason for change  |
|--|---------------------------------|-----------------------------|---|--|
| Cornie Huizenga<br>Secretary General                         | Team Leader                     | 32                          | 32                                      | N/A  |
| Alice Yiu<br>Program Manager                                 | Project Contact<br>Focal Point  | 44                          | 90                                      | Requires more days as task manager of project  |
| Talya Enriquez Romano<br>Outreach and<br>Membership Director | SLoCaT Member<br>Coordinator    | 56                          | 41                                      | Days shifted for increased involvement of Alice Yiu and Rob Petts                      |
| Karl Peet<br>Sustainable Transport<br>Research Director      | Project Research<br>Coordinator | 56                          | 34                                      | Days shifted for increased involvement of Alice Yiu and Rob Petts                      |
| Rob Petts<br>Rural transport Senior<br>Consultant            | Senior Consultant               | 10                          | 20                                      | Requires more days for key messages development and other outputs under work stream 3. |
| Niklas Sieber<br>Rural Transport Senior<br>Consultant        | Senior Consultant               | 30                          | 30                                      | N/A  |

The contract TOR initially suggested to hire another junior-level consultant for 44 days to support the research activities of the project. We are currently seeking the alternative to form a team of 5 students from University of Birmingham (in which students from ReCAP member countries are most preferred) and use the budget for the junior-level consultant for honorarium for these students. The alternative of having a team of 5 university students instead of one junior consultant will not only maximize the amount of research work provided to this project with the same amount of expenses; it also helps SLoCaT to obtain direct and abundant resources on rural transport via the university's database.

<sup>27</sup> Research for Community Access Partnership. 2015. Financing Rural Transport Services in Developing Countries: Challenges and Opportunities. <http://bit.ly/2jT9Zcd> (accessed December 13, 2016).

The number of days allocated for consultants are provisional and may be subjected to changes based on the needs of the project. Any changes in staff will be communicated on a for information basis to the ReCAP PMU.

## 6 Timeframe and Schedule

Progress reports will be submitted one week after the completion of their respective implementation phases. The final report will be submitted two weeks after the completion of the project. Below is an overview of the reporting and payment schedule:

**Table 2. Timeframe and schedule for reporting and payments**

| Activity                       | Expected Activity Time | Elapsed Project Time | Timeline                    | Original report submission dates in contract | Revised report submission dates | Payment schedule (GBP)                |
|--------------------------------|------------------------|----------------------|-----------------------------|--|---------------------------------|---------------------------------------|
| <b>Inception phase</b>         | 6 weeks                | Week 6               | Nov 1 – Dec 15, 2016        | Nov 28, 2016                                 | Dec 15, 2016                    | 20% of the contract fees [ 22,382.00] |
| <b>Implementat ion-phase 1</b> | 17 weeks               | Week 23              | Dec 16, 2016 – Apr 12, 2017 | Mar 27, 2017                                 | Apr 19, 2017                    | 20% of the contract fees [22,382.00]  |
| <b>Implementat ion-phase 2</b> | 16 weeks               | Week 39              | Apr 13 – Aug 2, 2017        | Jul 17, 2017                                 | Aug 9, 2017                     | 15% of the contract fees [16,786.50]  |
| <b>Implementat ion-phase 3</b> | 12 weeks               | Week 51              | Aug 3 – Oct 25, 2017        | Oct 9, 2017                                  | Nov 1, 2017                     | 15% of the contract fees [ 16,786.50] |
| <b>Implementat ion-phase 4</b> | 12 weeks               | Week 63              | Oct 26, 2017 – Jan 17, 2018 | Jan 8, 2018                                  | Jan 24, 2018                    | 20% of the contract fees [22,382.00]  |
| <b>Final reporting</b>         | 2 weeks                | Week 65              | Jan 18 – Jan 31, 2018       | Jan 22, 2018                                 | Feb 14, 2018                    | 10% of the contract fees [11,191.00]  |

According to the contract TOR, the ReCAP PMU will have 30 calendar days to review the progress reports and revised implementation plans submitted by the SLoCaT Partnership at the end of each implementation phase. In order to avoid delay, SLoCaT will execute the revised implementation plan 7 days after the progress report has been submitted unless the PMU has advised otherwise.

For the proposed structures of the progress reports and final report, please see Annex B.

## 7 Budget

As indicated in Section 5, SLoCaT has adjusted the number of days for the staff and consultants in order to realistically reflect their involvement in the project. Below is the overview of staff budget with the original number of days of input and the adjusted number of days of input for staff and consultants:

**Table 3. Staff budget**

| Position Title   | Expert                    | Original No. of Days in TOR | Adjusted No. of Days | Fee Rate (GBP) | Totals (GBP)       |
|--|---------------------------|-----------------------------|----------------------|----------------|--------------------|
| <b>Team Leader</b>   | Cornie Huizenga           | 32                          | 32                   | £700.00        | £22,400.00         |
| <b>Senior Expert</b>   | Karl Peet                 | 56                          | 34                   | £500.00        | £17,000.00         |
| <b>Senior Expert</b>   | Niklas Sieber             | 30                          | 30                   | £525.00        | £15,750.00         |
| <b>Senior Expert</b>   | Rob Petts                 | 10                          | 20                   | £630.00        | £12,600.00         |
| <b>Junior Expert</b>   | Talya Enriquez Romano     | 56                          | 41                   | £300.00        | £12,300.00         |
| <b>Junior Expert</b>   | Alice Yiu                 | 44                          | 90                   | £200.00        | £18,000.00         |
| <b>Student assistants (Replacing the junior consultant with 44 days)</b> | Honorarium for 5 students | --                          | (5 students)         | £700.00        | £13,860.00*        |
| <b>Staff Budget Total</b>  |                           |                             |                      |                | <b>£111,910.00</b> |

\*A budget of £3,500 will be provided to the students. There will also be a budget for provide compensation to the UoB for coordination and supervision duties. The amount is still needed to be discussed.

The budget allocated for Karl Peet (Sustainable Transport Research Director of SLoCaT) and Talya Enriquez Romano (Outreach and Membership Director of SLoCaT) have been reduced and reassigned to Rob Petts (Senior Consultant) and Alice Yiu (Task Manager of project) as the latter two have increased role and responsibilities for the project.

The budget for the junior consultant on rural transport (44 days) have also been changed to provide honorarium for 5 student assistants from the University of Birmingham (discussion on-going). It is agreed tentatively between the SLoCaT Secretariat and the University of Birmingham that SLoCaT, under the ReCAP project budget, will provide an honorarium of £700 to each of the five students. This will also allow us to provide some compensation to UoB for coordination and supervision duties. The amount for which needs to be discussed still. Unspent money from this budget line (if any) will be relocated to other budget line and SLoCaT will consult the ReCAP PMU before the decision is made.

The following is the budget for the reimbursable costs, including travel costs, event costs, publication/ printing costs, and contingency. There is no change in the budget for these categories:

**Table 4. Budget allocation for reimbursable costs**

| Budget Categories                 | Upper limits payable (GBP) |
|-----------------------------------|----------------------------|
| <b>Travel Costs</b>               | £16,500.00                 |
| <b>Event Costs</b>                | £6,000.00                  |
| <b>Publication/Printing Costs</b> | £7,250.00                  |
| <b>Contingency (15%)</b>          | £5,250.00                  |
| <b>TOTAL</b>                      | <b>£35,000.00</b>          |

Any changes in budget planning will be reported to the ReCAP PMU.

## Annex A: Long List of topics for key messages

SDGs targeted through key messages on Rural Transport

- *SDG 1 (No Poverty)*
- *SDG 2 (Zero Hunger)*
- *SDG 3 (Health)*
- *SDG 4 (Education)*
- *SDG 5 (Gender)*
- *SDG 6 (Clean Water and Sanitation)*
- *SDG 8 (Decent work and Economic Growth)*
- *SDG 9 (Industry, Innovation and Infrastructure)*
- *SDG 11 (Sustainable Cities and Communities)*
- *SDG 13 (Climate Action)*

### Theme 1: Interaction between rural transport and Development

#### **1.1 Suggested Topic: National Growth Strategies**

##### **Linkage to SDG 1 (No Poverty) and SDG 8 (Decent Work and Economic Growth)**

Rationale: There are wide-spread evidence that rural development is a catalyst for national economic growth. Increasing rural incomes stimulated demand for industrial products that generated unprecedented nation-wide growth rates. The development of rural agro-industries reinforced this process, which would not have taken place without rural transport.

#### **1.2 Suggested Topic: Poverty alleviation**

##### **Linkage to SDG 1 (No Poverty)**

Rationale: Poverty is predominantly rural and subsistence economy is its salient feature: farmers are not producing for markets and thus have little monetary income. Access to markets is an essential pre-condition to generate rural income and thus reduce poverty. At the same time, provision of improved rural transport will enhance access employment opportunities.

#### **1.3 Suggested Topic: Zero hunger and food security**

##### **Linkage to SDG 2 (Zero Hunger and Food Security) and SDG 8 (Decent work and Economic Growth)**

Rationale: Local agricultural production can reduce hunger by supplying both urban and rural areas with “nutritious and **sufficient food all year round.**” Food security is enhanced since dependency on edible imports is reduced. Additionally, import substitution improves the trading balance. Rural-urban transport links are indispensable to achieve the above.

## Theme 2: Transport as precondition for rural access

### **2.1 Suggested Topic: Access to markets**

#### **Linkage to SDG2 (Zero Hunger) and SDG 8 (Decent work and Economic Growth)**

Rationale: Access to markets and to agricultural inputs determines agricultural production. Only adequate all-year access will enable farmers to optimise their production and thus generate rural growth. Similar to the last mile logistic problem, in rural area the first mile in taking agricultural products to markets often poses the largest challenge in terms of costs and reliability.

### **2.2 Suggested Topic: Access to essential services**

#### **Linkage to SDG 3 (Health), SDG 4 (Education) and SDG 6 (Sanitation)**

Rationale: Isolation is a main feature of rural areas. Rural transport is key in improving access to health, education, and other social services. These in turn have impacts on labour productivity and thus growth. In many cases, this will require overcoming the **First Kilometre** challenge.

### **2.3 Suggested Topic: Inclusive transport – elderly, disabled people, gender equality**

#### **Linkage to SDG 5 (Gender, SDG 10 (Reduced Inequalities) and SDG 11(Sustainable Cities and Communities)**

Rationale: Rural transport is a key enabler for social equity in rural areas.

### **2.4 Suggested Topic: Sustainable rural transport services**

#### **Linkages to SDG 11(Sustainable Cities and Communities) and SDG 13 (Climate Action)**

Rationale: Since ownership of private vehicles is scarce in rural areas, transport services provide the only way to travel longer distances. Action on Rural Transport needs to encourage and facilitate reliable, safe, and affordable transport services for passenger and freight to ensure full use of appropriate and sustainable rural transport infrastructure.

### Theme 3: Financing and maintaining rural roads

#### **3.1 Suggested Topic: Improve maintenance of existing networks**

##### **Linkage to SDG 9 (Industry, Innovation and Infrastructure)**

Rationale: An important problem in rural transport in many cases is not insufficient infrastructure, but the neglect of maintenance of existing assets. This requires a dedicated political will to strengthen existing procedures and institutions and adequate sources of funding.

#### **3.2 Suggested Topic: Financing and Resourcing Rural Transport Infrastructure**

##### **Linkage to SDG 9 (Industry, Innovation and Infrastructure)**

Rationale: Current financing approaches are not adequate to achieve required affordable and sustainable expansion of rural transport as well as maintenance of existing network. Existing funding sources need to be expanded and new funding sources needs to be developed, piloted and implemented throughout the asset life cycle.

#### **3.3 Suggested Topic: Improved Asset Management**

##### **Linkage to SDG 9 (Industry, Innovation and Infrastructure), SDG 8 (Decent work and Economic Growth)**

Rationale: Introduce and embed asset management culture, and life cycle cost management and practice for rural transport infrastructure to ensure increased cost-effectiveness and durability of investments. Additionally, in low income areas, labour based maintenance is an important asset management tool.

### Theme 4: Rural transport and climate change adaptation

#### **4.1 Suggested Topic: Ensure sustained use of available limited rural transport resources**

##### **Linkage to SDG 9 (Industry, Innovation and Infrastructure) and SDG 13 (Climate Action)**

Rationale: Since climate change can have negative impacts on rural access, the reliability of access is enhanced by resilience of rural transport infrastructure and services. The limited available resources must be deployed in the most effective way to deliver sustained affordable and resilient rural transport infrastructure and services.

### Theme 5: Measuring Rural Transport

#### **5.1 Suggested Topic: Improving rural Access requires better measurement of access**

##### **Linkage to SDG 9 (Industry, Innovation and Infrastructure)**

**Rationale:** Setting priorities for rural infrastructure management requires adequate information that is often not existing. Innovative information tools are needed, such as remote sensing, usage of GIS based apps to measure road roughness or assess the quality of transport services.



## Annex B: Progress Reports and Final Report Overview

SLoCaT will submit 4 progress reports to the ReCAP PMU to give updates on the status and results of the project, raise any concerns in implementation, and propose changes to the implementation plans if needed. A final report will be submitted to summarize the results and impacts of the project. Below is an overview of the key components for reporting for each report:

**Table 5. Overview of reporting components**

| Deliverables for reporting                          | 1 <sup>st</sup> Progress Report   | 2 <sup>nd</sup> Progress Report   | 3 <sup>rd</sup> Progress Report   | 4 <sup>th</sup> Progress Report   | Final Report  |
|---|---|---|---|---|---|
| <b>Work stream 1: Advocacy and Outreach</b>         |   |   |   |   |   |
| <b>Deliverable 1a</b>                               | 5 key messages selected (U)   | N/A   | N/A   | N/A   | Summary of key messages outreach impacts  |
| <b>Deliverable 1b</b>                               | Factsheet in ENG (U)  | Factsheet in FRN (U)  | N/A   | N/A   | N/A   |
| <b>Deliverable 1c</b>                               | Online Postings Updates (R)   | Online Postings Updates (R)   | Online Postings Updates (R)   | Online Postings Updates (R)   | Overview  |
| <b>Work stream 2: Global and Regional Dialogues</b> |   |   |   |   |   |
| <b>Deliverable 2a</b>                               | Report on Pre-event at EST (U)  | Report on 2 <sup>nd</sup> event at HLPF[TBC] (U)                              | Report on 3 <sup>rd</sup> event in Africa [TBD] (U) <sup>28</sup>             |   | Summary on rural transport dialogues  |
| <b>Deliverable 2b</b>                               | Overview of events on rural transport attended and presentation developed (U) | Overview of events on rural transport attended and presentation developed (U) | Overview of events on rural transport attended and presentation developed (U) | Overview of events on rural transport attended and presentation developed (U) | Overview of SLoCaT representation in key events on rural transport; summary of results and discussion |
| <b>Work stream 3: Operationalization of SDGs</b>    |   |   |   |   |   |
| <b>Deliverable 3a</b>                               | Consolidation of inputs to GTF and other processes (U)                        | Document on rural transport and SDGs (submitted as input to HLPF 2017) (U)    | Consolidation of inputs to GTF and other processes (U)                        | Consolidation of inputs to GTF and other processes (U)                        | Summary of activities and results on the HLPF, GTF and other processes                                |
| <b>Deliverable 3b</b>                               | Output of this is reported under Deliverable 1a and 1c                        |   |   |   |   |

\*(R) Recurrent reporting of deliverable

(U) Unique reporting of deliverable

<sup>28</sup> The time of the event in the Africa region is not confirmed yet and is planned to be reported under the 3<sup>rd</sup> or the 4<sup>th</sup> Progress Report.

Below are the structure of the progress reports and final report:

*Structure of the Progress Reports:*

- I. Executive summary
- II. Introduction
- III. Overview of Progress
  - Report on outputs delivered under Work stream 1
    - i. Current progress in advocacy and outreach activities; summary of output
    - ii. Challenges overcome
    - iii. Proposal to revise implementation plan (if needed)
  - Report on outputs delivered under Work stream 2
    - i. Rural transport event(s) organized by SLoCaT under Deliverable 2a
    - ii. Presentations made at other key events on rural transport (if any)
    - iii. Proposal to revise implementation plan (if needed)
  - Report on outputs delivered under Work stream 2
    - i. Progress on promoting rural transport in high-level processes (HLPF, GTF and other regional processes)
    - ii. Challenges overcome
    - iii. Proposal to revise implementation plan
  - Next steps and additional updates
  - Annex I: Twitter Record
  - Annex II: SLoCaT and LinkedIn postings

*Structure of the Final Report:*

- I. Executive Summary
- II. Introduction
- III. Assessment of Implementation
  - a. Work stream 1: Advocacy and Outreach
  - b. Work stream 2: Global and Regional Dialogues
  - c. Operationalization of SDGs
- IV. Lessons learned
- V. Proposal for next steps (recommendation for Phase III)

## Annex C: Reporting Template (Online Postings)

### Twitter Record

| Tweet  | Post Date  | Context<br>(Global/SSA/SA) | ReCAP<br>Member<br>Country | Key message (1 – 5) | Original<br>Tweet | Tweet Retweeted<br>by SLoCaT | No. of times<br>retweeted |
|--|------------|----------------------------|----------------------------|---------------------|-------------------|------------------------------|---------------------------|
| 1.4 million Mozambicans will benefit from connecting the East to the West with the “Integrated Development of Milange–Mocuba Corridor” | 2016-12-10 | SA                         | Mozambique                 | 5                   | X                 |                              | 8                         |
|  |            |                            |                            |                     |                   |                              |                           |
|  |            |                            |                            |                     |                   |                              |                           |
|  |            |                            |                            |                     |                   |                              |                           |
|  |            |                            |                            |                     |                   |                              |                           |
| <b>Total No. of tweets and retweets</b>  |            |                            |                            |                     |                   |                              |                           |
| <b>No. of original tweets</b>  |            |                            |                            |                     |                   |                              |                           |
| <b>No. of tweets retweeted by SLoCaT</b>   |            |                            |                            |                     |                   |                              |                           |
| <b>No. of retweets of SLoCaT tweets</b>  |            |                            |                            |                     |                   |                              |                           |

### SLoCaT and LinkedIn Postings

| Contributor | Title | SLoCaT website /<br>LinkedIn Groups | Targeted key messages<br>on rural transport | Context<br>(Global/<br>SSA/ SA) | Post Date | URL |
|-------------|-------|-------------------------------------|---|---------------------------------|-----------|-----|
|             |       |                                     |   |                                 |           |     |
|             |       |                                     |   |                                 |           |     |
|             |       |                                     |   |                                 |           |     |
|             |       |                                     |   |                                 |           |     |
|             |       |                                     |   |                                 |           |     |

