

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



BACKGROUND

With the United Nations (UN) General Assembly meeting in September 2015 expected to adopt the Sustainable Development Goals (SDGs), the year 2015 is expected to be decisive in determining the global sustainable development architecture to 2030. Sustainable transport is poised to be recognized in the architecture, through its contribution to several of the proposed 17 SDGs¹ 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 SDGs. Continued promotion and advocacy are required to ensure rural communities, that will represent 30% of the global population at 2030, are not 'left behind' in the new Agenda. Communications and advocacy on rural access needs to mesh with the global technical discussions on targets and indicators in March 2015, the 3rd International Conference on Financing Development in July 2015 and the UN General Assembly meeting in September 2015.

Fortunately, many stakeholders view rural access as vital strand of sustainable transport. The six year UK Aid-funded Africa and Asia Community Access Partnership (AFCAP-ASCAP)² is, for example, undertaking research with the aim of promoting safe and sustainable rural access for all people in Africa and Asia.

Consequently, the Partnership on Sustainable Low Carbon Transport (SLoCaT)³ agreed to play a key role, in partnership with, and support of AFCAP-ASCAP to systematically pursue opportunities to ensure a better integration of rural transport in the post-2015 development framework. A four pronged programme of activities to extend through to 2016 has been developed by SLoCaT and AFCAP-ASCAP.

¹ Set out in the final report of the Open Working Group (OWG) on the SDGs that was published in July 2014. <http://slocat.net/transport-open-working-group-process>

² <http://www.afcap.org>

³ <http://www.slocat.net>

OVERARCHING GOAL

The overarching goal towards which the Project contributes is “Realising sustainable Basic Access at affordable cost” and is being implemented by advocacy in official fora, integrating views of rural access stakeholders in an effective process of dialogue, developing technically sound and well supported indicators for rural access, and identifying the key financing needs.

ACTIVITIES

The programme of activities includes:

Activity A: Continuing advocacy on Rural Transport in finalization and implementation of SDGs including the following tasks and outputs:

- (i) prepare and disseminate advocacy materials aiming to secure and achieve specific rural transport target(s)
- (ii) disseminate advocacy documents using various media channels
- (iii) establish a database of stakeholders
- (iv) deliver advocacy at key fora and through online channels
- (v) contribute to on-going inter-governmental processes at regional and global level.

Activity B: Strengthening of the global Rural Transport Community through effective Dialogue including the following tasks and outputs:

- (i) liaise with and promote dialogue through UN agencies
- (ii) develop a dedicated process of progressive dialogue tied to official events in the UN process
- (iii) obtain buy-in from partners to continue dialogue process in Africa (SSATP) and Asia (ESCAP).

Activity C: Detailing indicators on Rural Transport

including the following tasks and outputs:

- (i) coordinate with other groups linked to AFCAP/ASCAP on indicator development
- (ii) document past and on-going efforts on relevant indicators by relevant stakeholders
- (iii) develop revised indicators for possible rural transport-related targets based on the SLoCaT Results Framework and linking up with leading indicator efforts (of the UN Statistical Commission and the Sustainable Development Solutions Network).

Activity D: Contributing to SLoCaT’s Financing Framework on Sustainable Transport including the following tasks and outputs:

- (i) identify the main challenges and priorities for funding and financing of sustainable rural transport
- (ii) contribute to the development of comprehensive financing framework for Sustainable, Low Carbon Transport being pursued already by the SLoCaT Partnership.

SLoCaT, with its global network of members and contacts with stakeholders within the rural transport community, across all relevant sectors, and within the UN system, MDBs and bilateral development agencies, is well placed to facilitate the needed programme of communication and advocacy on the need to include rural access prominently in the SDGs and the post 2015 agenda.

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