



RURAL TRANSPORT IN THE POST-2015 DEVELOPMENT AGENDA

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SLoCaT Partnership

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

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

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

Diamond
Supporters



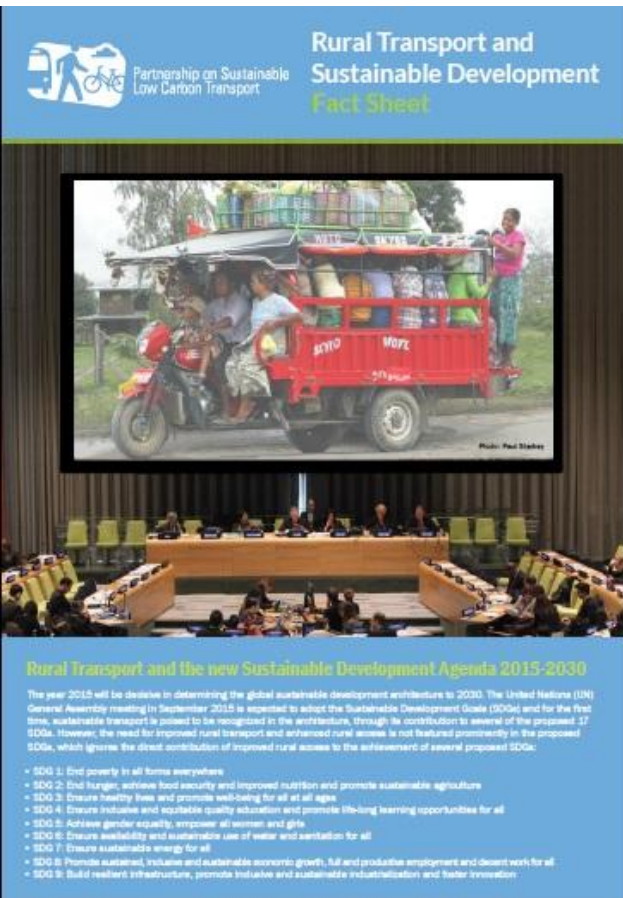
Platinum
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Joint SLoCaT Partnership & AFCAP Work Program February – November 2015



Rural Transport and Sustainable Development Fact Sheet

Partnership on Sustainable Low Carbon Transport

Rural Transport and the new Sustainable Development Agenda 2015-2030

The year 2015 will be decisive in determining the global sustainable development architecture to 2030. The United Nations (UN) General Assembly meeting in September 2015 is expected to adopt the Sustainable Development Goals (SDGs) and for the first time, sustainable transport is poised to be recognized in the architecture, through its contribution to several of the proposed 17 SDGs. However, the need for improved rural transport and enhanced rural access is not featured prominently in the proposed SDGs, which ignores the direct contribution of improved rural access to the achievement of several proposed SDGs:

- SDG 1: End poverty in all forms everywhere
- SDG 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- SDG 3: Ensure healthy lives and promote well-being for all at all ages
- SDG 4: Ensure inclusive and equitable quality education and promote life-long learning opportunities for all
- SDG 5: Achieve gender equality, empower all women and girls
- SDG 6: Ensure availability and sustainable use of water and sanitation for all
- SDG 7: Ensure sustainable energy for all
- SDG 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- SDG 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Four Components:

- **Advocacy on Rural Transport** in finalization and implementation of SDGs
- **Strengthen** of the global **Rural Transport Community** through effective **Dialogue**
- **Detail indicators** on Rural Transport
- **Contribute to SLoCaT's Financing Framework** on Sustainable Transport

Global Processes on Sustainable Development Relevant to Rural Transport (1)

- Intergovernmental Negotiations on Post-2015 Development Agenda (New York):
 - Building on the 2012 United Nations Conference on Sustainable Development (Rio+20);
 - The Open Working Group (OWG) developing 17 draft SDGs in the period January 2013-July 2014;
 - Expected to culminate in adoption of SDG in special global summit in September 2015, in New York



Global Processes on Sustainable Development Relevant to Rural Transport (2)

- Third International Conference on Financing for Development (Addis Ababa – July 2015)
 - Builds on Monterey (2002) and Doha (2008) conferences for financing of development
 - Objective is to provide Finance Oriented Means of Implementation for the Post 2015 Development Agenda
 - Zero Draft and First Draft outcome document available as basis for discussion



Draft SDGs (1-8)

- **Goal 1 End poverty in all its forms everywhere**
- **Goal 2 End hunger, achieve food security and improved nutrition and promote sustainable agriculture**
- **Goal 3 Ensure healthy lives and promote well-being for all at all ages**
- **Goal 4 Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all**
- **Goal 5 Achieve gender equality and empower all women and girls**
- **Goal 6 Ensure availability and sustainable management of water and sanitation for all**
- **Goal 7 Ensure access to affordable, reliable, sustainable and modern energy for all**
- **Goal 8 Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all**

Draft SDGs (8-14)

- **Goal 8 Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all**
- **Goal 9 Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation**
- **Goal 10 Reduce inequality within and among countries**
- **Goal 11 Make cities and human settlements inclusive, safe, resilient and sustainable**
- **Goal 12 Ensure sustainable consumption and production patterns**
- **Goal 13 Take urgent action to combat climate change and its impacts**
- **Goal 14 Conserve and sustainably use the oceans, seas and marine resources for sustainable development**

Draft SDGs (15-17)

- **Goal 15 Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss**
- **Goal 16 Promote peaceful and inclusive societies for sustainable development, provide access to**
- **justice for all and build effective, accountable and inclusive institutions at all levels**
- **Goal 17 Strengthen the means of implementation and revitalize the global partnership for sustainable development**

Rural Transport and the (draft) SDGs

- No specific reference in the draft SDGs, but rural transport most relevant for:
 - *SDG 2: End hunger, achieve food security and improved nutrition, and promote sustainable agriculture*
 - *SDG 9: Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation*
- In addition rural transport is also directly relevant for SDG 1 (end poverty); SDG 3 (health), SDG 4 (education), and SDG 5 (gender)
- Rural transport **is** acknowledged in draft indicator 9.2.2: Transport by air, road and rail (millions of passengers and ton- km and % [population with access to all season road](#))
- Concern SLoCaT: not enough attention on Rural Transport Services

Rural Transport and the draft outcome document of the FfD Conference

- Linkage between Rural Transport Infrastructure and Services and End Hunger Campaign not well articulated (missed chance);
- Large emphasis on infrastructure development, but often general, not Transport specific and certainly not **Rural** Transport specific;
- Emphasis on hard infrastructure and for the case of transport not enough on transport services.
- Considerable emphasis on Private Sector Financing, which might not be that relevant for Rural Transport

What is needed next (1)?

- Too late to change SDGs and SDG targets
- Focus in stead on Indicators (especially in 2015 + 2016)
 - Develop more effective indicators for rural transport, i.e. Rural Access Indicator.
 - Ensure that transport services are incorporated in rural transport indicators
 - How to make rural transport indicators poverty and gender sensitive
 - Consider how to arrive at better data collection in support of RAI (e.g. big data, remote sensing)
 - Effective reporting mechanisms to report on national, regional and global progress on improving rural transport

What is needed next (2)?

- Possibly still scope for advocacy on FfD Outcome Document
- Three main points:
 - Linkage of Rural Transport and End Hunger/Rural Development;
 - Infrastructure focused language to be matched by language on (rural) transport services;
 - Private sector focus in infrastructure provision not fully suitable for rural development and rural transport

What is needed next (3)?

- Translation of Global Policy Consensus (SDGs + FfD) to National Level:
- Scope for AFCAP and Rural Transport Stakeholders:
 - Advocacy for development of appropriate institutional frameworks for rural transport infrastructure and services;
 - Strategic vision accompanied by programmatic approach and investment framework to development of rural transport, with appropriate indicators and reporting frameworks;
 - Rekindle the interest of the international development community in rural transport (UN, MDBs, Bi-laterals).

How can you help us?

- Provide input to database of regional and global organizations working on rural transport;
- Volunteer to assist in thinking on:
 - Financing of Rural Transport;
 - Rural Transport Policy Indicators

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