



Accelerated Action on Rural Transport in Asia-Pacific Region

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Promoting Rural Access in Post 2015 Agenda



Rural Transport and Sustainable Development Fact Sheet



Four Components:

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

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:

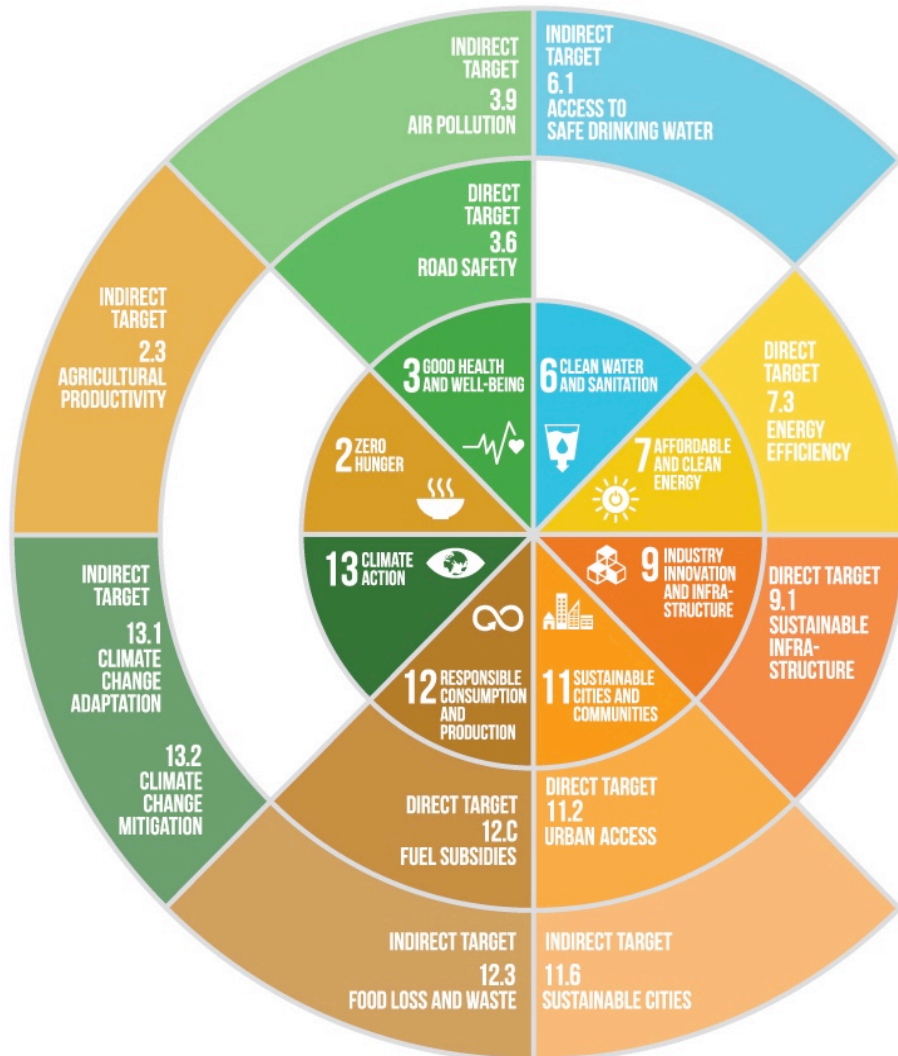
- + SDG 1: End poverty in all forms everywhere
- + SDG 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- + SDG 3: Ensure healthy lives and promote well-being for all at all ages
- + SDG 4: Ensure inclusive and equitable quality education and promote life-long 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

Importance of Rural Access in EST Region

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

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

Nexus of Rural Transport and SDGs



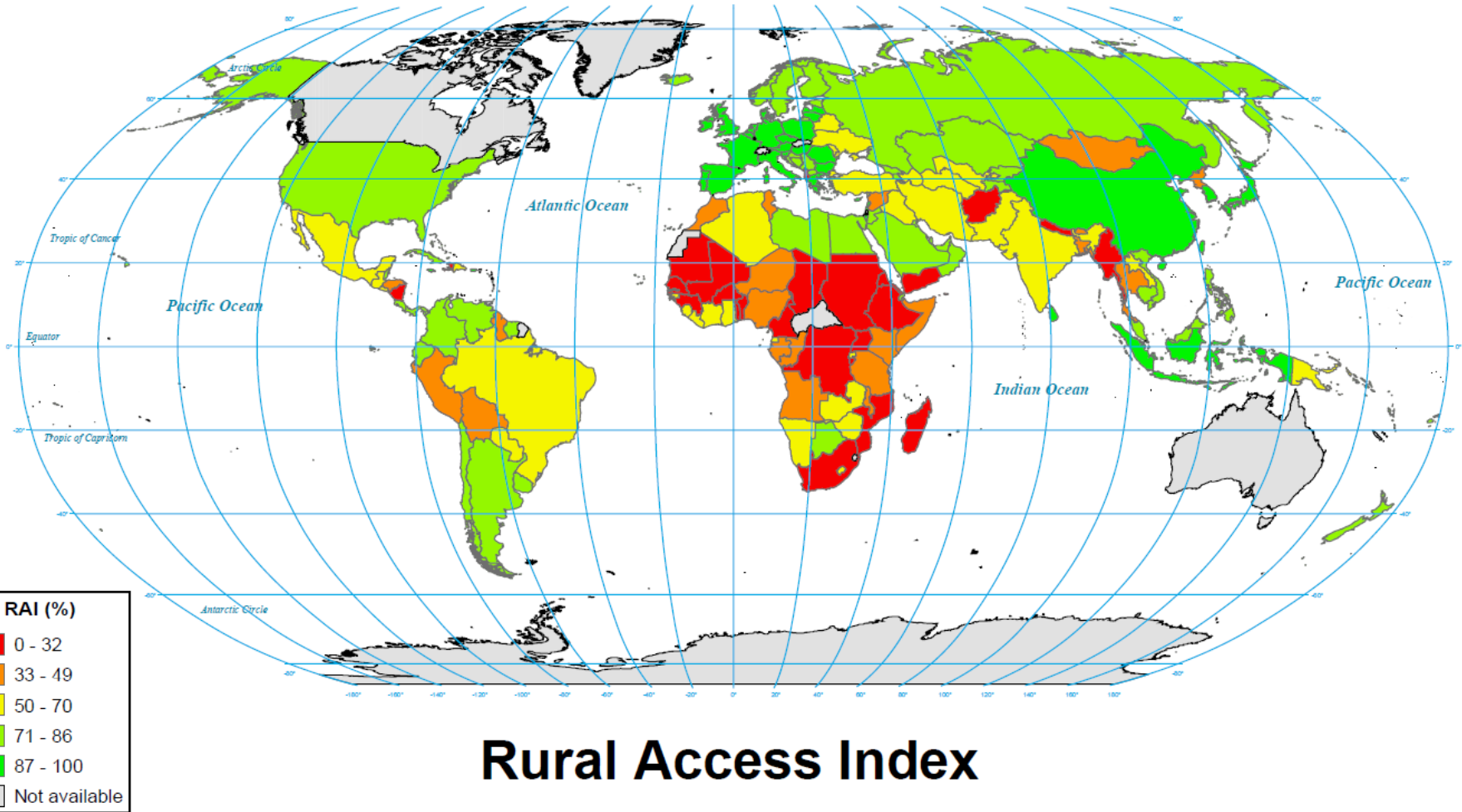
- **Direct Targets**

- Target 1.4: Equal access to basic services
- Target 2.1: Ensure access to nutritious food
- Target 9.1. Regional and trans-border infrastructure

- **Indirect Targets**

- Target 6.1: Access to safe drinking water
- Target 12.3: Reduction of post-harvest food losses
- Target 13.1: Climate change adaptation

Rural Access Index: (Proposed Indicator for SDG Target 9.1)



% of rural population within 2 km (~25 min walk) of all-season road

Challenges to Improved Rural Access

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

Prioritizing Rural Road Infrastructure

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



Improving Rural Transport Services

Only 5% of rural transport funding dedicated to services

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

Increasing Resilience of Rural Transport

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



Enhancing Global Dialogue on Rural Access

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

We welcome your input on best way forward

Recommendations to Improve Rural Access

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



Thank you

www.slocat.net/ruraltransport