



# COLLABORATIVE SLOCAT WORK PROGRAM ON TRANSPORT AND POVERTY

**Draft 30 July 2014**

## INTRODUCTION

“Poverty eradication is the greatest global challenge facing the world today and an indispensable requirement for sustainable development”. – (*Final Report of the Open Working Group on Sustainable Development, July 19, 2014*)

For sustainable transport to make an effective and lasting contribution to the realization of sustainable development it will need to take account of, and address in a more pro-active manner, the relationship between poverty and sustainable transport.

It can't be assumed that policies and investment programs geared towards building additional transport infrastructure and services in urban and rural areas will automatically benefit the poor as much as the better off in society. For example in Nairobi, notwithstanding extensive road construction, 50% of all trips (mostly those of the poor) are still on foot. There is evidence that in some cases access by the poor to markets and services has declined. There is also evidence that the poor have been disproportionately affected in a negative manner by the growth of transport. For example, in many countries, pedestrians (often the poor) are disproportionately affected by road crashes.

It is for these reasons that the Partnership on Sustainable Transport has made the relationship between transport and poverty an area of special emphasis. A recent survey among the members of the SLoCaT Partnership shows a wide support across the SLoCaT membership on the need for greater attention to poverty while discussing, planning and implementing sustainable transport and endorses a facilitating role for the SLoCaT Partnership.<sup>1</sup>

The concept of a collaborative work program is a new concept for the SLoCaT Partnership. The aim is to encourage greater attention among SLoCaT members for poverty related issues and to encourage greater action on this. Many of the SLoCaT members do not yet have a clear idea how to ensure such a greater focus on poverty in their activities. Members have indicated that they are looking for information how other organizations are addressing this issue. This forms the basis for the SLoCaT collaborative work program on Transport and Poverty. It combines (a) tracking of progress in addressing poverty through sustainable transport; (b) awareness raising on the importance of the topic; and (c) sharing of knowledge and information on projects,

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<sup>1</sup>[www.slocat.net/sites/default/files/u10/slocat\\_transport\\_poverty\\_survey\\_and\\_interview\\_combined-june\\_30.pdf](http://www.slocat.net/sites/default/files/u10/slocat_transport_poverty_survey_and_interview_combined-june_30.pdf)

assessment tools, capacity building programs, targeting mechanisms. It is hoped that such continued attention for Poverty and Transport will inspire SLoCaT members to devote greater attention to the topic, undertake more activities and allocate more resources.

In defining the Collaborative Work Program on Poverty and Transport it is important to acknowledge the mandate of SLoCaT, which emphasizes action at the global and regional scale. It is the SLoCaT members who are involved in detailed policy and implementation work on sustainable transport at the local and national level. SLoCaT's role in the Collaborative Work Program on Poverty and Transport should complement the activities of SLoCaT members and not replace these.

As the concept of a Collaborative Work Program is still new for SLoCaT and taking into account that there is no detailed policy consensus on Poverty and Transport it is suggested that it would be best if SLoCaT initially focuses on sharing information and documenting the existing situation. This explains why there is no dedicated policy section in the Collaborative Work Program and why no specific policy guidelines are proposed. It is suggested that this can possibly come in a later phase.

## SCOPE

### GEOGRAPHIC AND THEMATIC SCOPE

The SLoCaT Collaborative Work Program addressed both urban and rural transport. It applies both to passenger and freight transport. It covers motorized and non-motorized transport. It acknowledges that much of transport activities involving the poor take place in the informal sector.

The SLoCaT Collaborative Work Program is linked to the SLoCaT Results Framework for Sustainable Transport and will actively consider poverty in relationship to improved urban, rural and national access, while taking into account the specific importance poverty has in negative externalities linked to transport: road crashes, air pollution and climate change.

### DEMAND-SIDE

How does transport (including both infrastructure and services, and the means to access them) affect the ability of the poor to access: goods and services, as well as economic opportunities (including employment and trade)? It is important to address these questions for both formal and informal transport.

### SUPPLY-SIDE

How can the poor directly participate in the transport sector through: infrastructure construction and maintenance as well as the provision of transport services? Here it is also important to look at both formal and informal transport.

### EXTERNALITIES

Impact of the following externalities generated by motorised transport activities on the poor: air pollution; road accidents; congestion; climate change and displacement.

In this document the term “Poverty and Transport” is generally used. Poverty is very closely linked to the concept of equity and in many cases the two are used in an interlinked manner.

## MEASURING POVERTY AND TRANSPORT

One of the key outcomes of both the Literature Survey on the status of Poverty and Transport as well as the survey among the SLoCaT members and other organizations working on sustainable transport was the limited knowledge base on the linkage between transport and poverty and especially the quantification of the extent to which poor people are excluded from access to transport infrastructure and services, or impacted by transport. The absence of such detailed data hampers the development of relevant priorities by national and local governments and it is likely that it also reduces the priority given to the topic by organizations working on sustainable transport.

In line with the global policy mandate of the SLoCaT Partnership it is not envisaged that SLoCaT would become substantially involved with the work that individual SLoCaT members undertake in measuring poverty dimensions of transport in individual cities or projects and neither is it intended that SLoCaT would aim to take on any role in coordinating such efforts. In stead SLoCaT’s efforts will be focused on documenting relevant tools and methodologies and to bring these to the attention of SLoCaT members. In addition, SLoCaT will consolidate information on the status of poverty related indicators in the implementation of the SLoCaT Results Framework on Sustainable Transport and the implementation of transport related targets and indicators in the SDGs.

## TOOLS TO ASSESS POVERTY DIMENSIONS OF SUSTAINABLE TRANSPORT

As part of the SLoCaT poverty survey and the Literature review a start has been made with the collection of specific tools for assessing/measuring Poverty and Transport. In certain cases this also includes a poverty dimension as part of a more general tool or instrument. Attention will be given in 2014 and 2015 in documenting relevant tools and instruments. *(See also the sections on the SLoCaT website and the reporting on the SLoCaT Results Framework and the transport related targets in the SDGs).*

It is intended that by creating a specific overview of specific tools to assess poverty dimensions in transport that it will become more obvious where the gaps are. Through the outreach activities of SLoCaT it is hoped to encourage SLoCaT members and the wider sustainable transport community to give greater emphasis to the development of relevant and practical tools.

## POVERTY DIMENSION IN SLOCAT RESULTS FRAMEWORK ON SUSTAINABLE TRANSPORT

The SLoCaT Results Framework on Sustainable Transport<sup>2</sup> has made a conscious effort to fully integrate poverty and equity issues in the proposed targets and indicators on sustainable transport. SLoCaT plans to issue two yearly status reports on sustainable transport based on the

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<sup>2</sup>[www.slocat.net/resultsframework](http://www.slocat.net/resultsframework)

targets and indicators provided in the Results Framework. The accompanying Final Report on the Results Framework indicates that not in all cases the detailed methodologies and information sources are in place, which would allow reporting on the status of sustainable transport in a manner that takes poverty and equity adequately into consideration.

SLoCaT will work with different sustainable transport related communities in the reporting on the Results Framework. In order to prepare for the 2016 report SLoCaT will give special attention to working with its members to address poverty issues in reporting on: (a) rural access, (b) urban access, and (c) road safety. Less priority will be given in the preparations for the 2016 Sustainability report to poverty and national access as well as poverty and air pollution and transport and climate change. These topics will be dealt with in-depth in a next reporting cycle.

The outcome of this activity will be to have a clear periodic overview of where the transport community is in realizing its poverty and equity objectives.

#### POVERTY DIMENSION OF TRANSPORT TARGETS IN PROPOSED SUSTAINABLE DEVELOPMENT GOALS

Unlike in the case of the Results Framework for Sustainable Transport there are currently no indicators yet in place for the transport related targets in the SDGs proposed in the July 2014, final, report of the OWG.<sup>3</sup>

SLoCaT's efforts with respect to the SDGs in the coming two years be geared towards a continued effort to ensure that the final SDGs to be adopted by the UN General Assembly in September 2014 will include as many of the targets and indicators on sustainable transport from the SLoCaT Results Framework as possible.

In the development of poverty sensitive indicators SLoCaT will work closely with those organizations that can be considered as the leaders for the respective SDGs under which transport targets are included.

Considering the strong emphasis on poverty in the post-2015 development framework it is expected that there will be an interest in SLoCaT's contribution on indicator development.

The reporting process for the SDGs is still a topic of discussion in the High Level Political Forum. Once more clarity has been given; SLoCaT will be able to determine how to contribute best. In the interim, SLoCaT expects to be able to present in 2016 an update on possible transport related targets and indicators in the SDGs, through the status report on the SLoCaT Results Framework on Sustainable Transport.

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<sup>3</sup>[www.slocat.net/sites/default/files/u10/000slocat\\_assessment\\_of\\_final\\_owg-sdg\\_document-july\\_19-final.pdf](http://www.slocat.net/sites/default/files/u10/000slocat_assessment_of_final_owg-sdg_document-july_19-final.pdf) gives an overview of transport related targets for SDGs proposed by the OWG.

## OUTREACH ON POVERTY AND TRANSPORT

### FACT SHEETS ON POVERTY AND TRANSPORT

Making use of the outcome of the Literature Review on Poverty and Transport it is proposed to prepare two factsheets: one presenting key facts with respect to Poverty and Rural Transport, and one focusing on Poverty and Urban Transport.

In addition, one more fact sheet will be prepared on measurement of Poverty and Transport.

The Factsheets will consist of two pages each. They will be presented in an attractive format and will be translated in French, Portuguese and Spanish. Poster and banners will also be prepared based on each of the three fact sheets. All materials will be made available online at [www.slocat.net](http://www.slocat.net) so that any interested organization will be able to make use of them.

### HOME FOR POVERTY AND TRANSPORT ON SLOCAT WEBSITE

One of the key findings of the SLoCaT Survey on Poverty and Transport as well as the follow-up interviews conducted was the extensive need for awareness raising on the topic. This is not so much the need to explain that poverty is an important issue for sustainable transport but rather the need to document and disseminate knowledge on Poverty and Transport. At present, there is no institutional nor an on-line home for the topic. The SLoCaT Partnership intends to serve as the focal point for at least the global discussion on Poverty and Transport. The SLoCaT website can be the place where information and knowledge comes together. SLoCaT will as much as possible refer and link to the online presence of its members and other relevant organizations, for the topic of Poverty and Transport. SLoCaT has no ambition to replace or duplicate the work of its members.

The current placeholder on the SLoCaT website: [www.slocat.net/poverty-and-transport](http://www.slocat.net/poverty-and-transport) will be the online home of SLoCaT's work on Poverty and Transport. It is expected that over the coming months the following sections will be created.

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### UPDATES ON SLOCAT COLLABORATIVE WORK PROGRAMME ON POVERTY AND TRANSPORT

This version of the Collaborative Work Program will be updated on a six monthly base in line with the quarterly reporting process on the overall SLoCaT work program, of which the poverty related work is an important part.

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### OPINION PIECES ON POVERTY AND TRANSPORT

SLoCaT will invite persons and organizations to contribute op-ed pieces on Poverty and Transport. Care will be taken to ensure that all aspects of transport are covered on a periodic basis (urban and rural transport, passenger and freight, as well as access and externalities). The op-ed pieces will be relevant as well for outreach activities on the topic through twitter, SLoCaT newsletter and webinars.

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## KEY REPORTS ON POVERTY AND TRANSPORT

SLoCaT members as well as other organizations publish on a regular basis new reports on Poverty and Transport. We will document these reports, together with brief abstracts in this part of the SLoCaT website. At the same time, making use of the detailed overview of poverty related literature on transport an archive will be built, which can be used in the coming years to provide structured access to documents and reports on Poverty and Transport.

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## TOOLS FOR THE ASSESSMENT OF POVERTY AND TRANSPORT

As indicated a key part of SLoCaT's efforts on Poverty and Transport will be to document<sup>4</sup> existing tools and assessment methodologies on Poverty and Transport and to encourage the development of additional ones in those areas where it is understood that there are gaps.

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## PROJECT PROFILES ON POVERTY AND TRANSPORT

SLoCaT will provide the opportunity to SLoCaT members and other interested organizations to showcase the projects they are undertaking on Poverty and Transport. This could be research projects to further develop the knowledge on Poverty and Transport but it could also be specific implementation projects that are specifically focused on improving the access for the urban or rural poor. It is not intended as a general documentation of sustainable transport projects.

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## CAPACITY BUILDING ON POVERTY AND TRANSPORT

Capacity building of staff working in transport related organizations as well as key staff in national and local organizations working on sustainable transport has been flagged as a priority. At this part of the SLoCaT website we intend to document (or link to) new capacity building efforts on poverty and transport. If it is possible to identify existing training materials they would also be listed here.

In line with the approach driven by the mandate of SLoCaT described in the introduction of this document it is not envisaged that SLoCaT will engage in organizing capacity building courses itself.

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## EVENTS ON POVERTY AND TRANSPORT

Part of building a strong and vibrant community of organizations and persons with an interest in Poverty and Transport is ensuring that the topic is included in the programming of transport workshops and conferences. It is intended that by providing a special platform to present such efforts of SLoCaT members that the number of dedicated events or components on poverty and transport will increase and that it will be easier for interested organizations to find what has been done in the past.

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<sup>4</sup>One example that comes to mind in this respect is <http://www.slocat.net/?q=content-stream/187/ghg-assessment-tools>, where SLoCaT especially a few years ago was documenting, and linking to, a wide range of GHG assessment methodologies.

## MAKE POVERTY AND TRANSPORT PART OF SLOCAT TWITTER AND NEWSLETTER

### TWITTER

The number of subscribers to the SLoCaT twitter account (SLoCatcornie) is still modest but the combined number of subscribers to SLoCaT member twitter accounts is substantive and this will make it possible to create a modest sized discussion on the topic of Poverty and Transport on Twitter. This will be helpful in reaching out to the poverty community. *(See also parts on webinars and workshops on poverty and transport).*

### SLOCAT NEWSLETTER

Over the last months a dedicated section on Poverty and Transport has been included in the SLoCaT quarterly newsletter, which goes out to about 7000 persons. This will be continued to provide updates on SLoCaT's activities in this field. Special efforts will also be made to incorporate the topic in other relevant sections of the newsletter including "news from members", "reports" and "events".

### WEBINARS ON POVERTY AND TRANSPORT

Linked to the documentation of capacity building activities on Poverty and Transport (see section on website), SLoCaT aims, in cooperation with some of its members, to conduct a number of webinars on Poverty and Transport. These will be linked to other parts of this Collaborative Work Program, e.g. the measurement of poverty and transport in support of status report on Sustainable Transport or the proposed Fact Sheets on Poverty and Transport.

### WORKSHOPS OR WORKSHOP SESSIONS ON POVERTY AND TRANSPORT

SLoCaT will encourage member organizations and other relevant organizations working on transport to program dedicated sessions on Poverty and Transport, or to organize stand-alone events.<sup>5</sup>

For the transport sector to be successful in addressing poverty issues it will be important to reach out to other communities, e.g. urban and/or rural development, poverty community etc. This is especially relevant when it comes to the organization of events. So, far the transport community has been discussing Poverty related issues mostly in the context of transport events whereby occasionally a poverty expert has been invited. For the future it should be considered to turn this around and have transport experts talk about Poverty and Transport in events organized by non-transport organizations.

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<sup>5</sup>An example is the Transport and Just Cities one day event that SLoCaT helped to organize in the context of the World Urban Forum in Medellin, Colombia (<http://www.slocat.net/event/1150>)

## IMPLEMENTATION

### REACHING OUT TO WIDER TRANSPORT COMMUNITY AND BUILD BRIDGES WITH SUSTAINABLE DEVELOPMENT AND POVERTY COMMUNITY

The core of activities under this Collaborative Work Program on Poverty and Transport will have to be formed by SLoCaT members. Without a substantive engagement of at least a number of the SLoCaT members it will not be possible to implement the activities outlined in this document. Having the involvement of the wider transport community can improve the Collaborative Work Program both quantitatively and qualitatively.

To have a real impact it will be important that the sustainable development and poverty community also become substantively involved. So far there has not been such a structured exchange between the transport community and the poverty community. By creating this Collaborative Work Program on Poverty and Transport it is hoped that the poverty community takes note of the substantive contribution that transport can make to the alleviation of poverty. This will require for transport experts to take part on a more regular basis in general poverty related events and activities. Likewise the transport community will have to welcome poverty experts to its events and activities although such experts might have no or only a limited knowledge of sustainable transport.

### INTEGRATE COLLABORATIVE PROGRAM ON POVERTY AND TRANSPORT IN SLOCAT WORK PROGRAM AND QUARTERLY REPORTS

SLoCaT will make the Collaborative Work Program on Poverty and Transport an integral part of its work program and the activities included here will be reported upon as part of the regular quarterly reports, which SLoCaT will issue.

### RESOURCE MOBILIZATION IN SUPPORT OF SLOCAT'S COLLABORATIVE PROGRAM ON POVERTY AND TRANSPORT

It is important that resources are in place for the implementation of this Collaborative Work Program on Poverty and Transport. SLoCaT's funding strategy is to combine dedicated resources with poverty related components in larger programs implemented by SLoCaT. This would have to be complemented by resources committed and realized by SLoCaT members on activities included in this Collaborative Work Program.

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## DEDICATED RESOURCES

SLoCaT has been able to secure resources up to the end of 2014 to support the implementation of activities in this Collaborative Work Program from the Ford Foundation, the Institute for Transportation and Development Policy and the World Bank.

It will be important to ensure dedicated funding as well for 2015 and beyond.

## INTEGRATE POVERTY DIMENSION INTO OTHER SLOCAT PROGRAMS AND PROJECTS

An example of a poverty related component in a larger SLoCaT program is the new program on Rural Transport, which SLoCaT is currently developing. Poverty alleviation is an important driving force for the improvement of rural transport infrastructure and services and based on that this merits inclusion in a larger program of activities on Rural Transport.

SLoCaT is also developing a program of activities to follow up on the Results Framework on Sustainable Transport. As indicated in this document, poverty and equity will play an important role in the assessment of progress in realizing sustainable transport. This would justify a dedicated component in such a program of activities.

## REGULAR UPDATES OF SLOCAT COLLABORATIVE PROGRAM ON POVERTY AND TRANSPORT

It is envisaged that this Collaborative Work Program becomes a living document. Updates will be on a six monthly basis, inline with updates to the overall SLoCaT Work Program.