



# SLoCaT Partnership Quarterly Report July – September 2015

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The Quarterly report is based on the Key Performance Indicators included in the SLoCaT Partnership Work Program 2015-2016.

## A. Overall

### **A1. Position of Sustainable Transport in Global Policies on Sustainable Development and Climate Change has improved**

Status:

- The UN approved Global Goals on Sustainable Development in September 2015. Transport is not a stand alone SDG but integrated in several of the targets under 7 different SDGs. This offers perspective to pursue the cross cutting function of transport in the developmental process. It also helps to avoid that sustainable Transport is perceived as an environmental issue. Continued challenge is to ensure that the different dimensions of sustainable transport are captured in the indicators for sustainable development. These will be finalized by March 2016.
- As per September 30<sup>th</sup> initial batch of Intended Nationally Determined Contributions (INDCs) indicate that countries are acknowledging the role of transport in climate change mitigation, but less so in Climate Change adaptation. By late September, there are 14 initiatives on Transport and Climate change by non-state actors in the context of the Lima Paris Action Agenda. Together this offers a good starting point for engaging countries in dialog on more ambitious action on Transport and Climate Change.

### **A2. The SLoCaT Partnership is acknowledged as a leader in efforts to integrate sustainable, low carbon transport in global policies on sustainable development and climate change**

Status:

- The SLoCaT Partnership, through its leadership role in the Paris Process on Mobility and Climate is the only truly non-UN linked organization invited by the Lima Paris Action Agenda to organize and coordinate High Level Thematic Event as part of COP21.
- There is growing interest to engage SLoCaT in discussions on developing a platform of action on transport and climate change beyond COP21 in Paris.
- In the context of transport and sustainable development the role of SLoCaT Partnership is less well defined. There are a growing number of institutional actors and there is a need to better define institutional coordination mechanisms and the role that SLoCaT Partnership can have.

**A2. Members of the SLoCaT Partnership rate the performance and impact of the Partnership at least at 7, on a scale from 1-10**

Status:

- Informal feedback from within and outside SLoCaT Partnership is positive
- Formal survey to assess performance and impact is planned for second half of December 2015

**B. Work Streams**

**1. Sustainable Development**

**B.1.a Well articulated strategy on the implementation of sustainable transport in the post 2015 development framework in place and communicated to relevant stakeholders**

Status:

- SLoCaT Report on the contribution of Voluntary Commitments to Global Goals on Sustainable Trans Development was well received.
- SLoCaT will continue to interact with the Inter-Agency Expert Group on Indicators for the SDGs.
- There is currently lack of clarity on how the UN (and the transport community) will follow-up on the SDGs in terms of: (a) translation of SDGs to country level, and (b) detailing by theme and target, e.g. road safety, air pollution, regional connectivity. The overall structure of this follow-up will guide SLoCaT's involvement.
- SLoCaT continues to support and interact with the SG High Level Advisory Group on Sustainable Transport. In its outreach SLoCaT encourages the HLAGST to also consider follow-up to SDGs.
- Initial discussions on how to build on/replicate the success of the PPMC for the October 2016 Habitat III conference in Quito, Ecuador.

**2. Climate Change**

**B.2.a Paris Process on Mobility and Climate successfully delivered and follow-through strategy that capitalizes on success of PPMC in place and under implementation**

Status:

- PPMC as a concept is a resounding success and has enabled SLoCaT to take on a leadership role in Transport and Climate Change.
- PPMC related activities are resulting in the development of an extensive knowledge base on Transport and Climate Change, which can serve as the basis for continuation of SLoCaT's work stream on Climate Change and associated funding proposals.
- A number of discussions are ongoing with UN related organizations (e.g. UN Global Compact), business sector groups (e.g. Michelin Challenge Bibendum), and countries (e.g. Netherlands and Germany) on how to build on the success of the PPMC beyond COP21.

**3. Finance**

**B.3.a Financing Framework for Sustainable, Low Carbon Transport developed and acknowledged by stakeholders as being relevant in aid of scaling up the implementation of sustainable, low carbon transport**

Status:

- Work ongoing on Climate Finance component of Financing Framework in preparation of COP21.
- Activities on private sector finance and institutional investors ongoing but progress is being compromised by limited capacity due to preparation of COP21.
- Funding proposal for continued work on Financing Framework ongoing.

4. Poverty

**B.4.a Substantive start in implementing poverty oriented activities has been made**

Status:

- Discussions with Ford Foundation for re-start of SLoCaT's work on Transport and Poverty ongoing, with the aim to have a detailed work program/funding proposal in place by May 2016.

5. Rural Transport

**B.5.a Effective integration of rural transport activities in the work program of SLoCaT has been accomplished**

Status:

- Implementation of SLoCaT's work program with AFCAP/RECAP Program is ongoing. Challenge is SLoCaT's limited prior exposure, which hampers engagement of key stakeholders in the facilitation and convening of stakeholders on rural transport.
- SLoCaT has been invited to develop proposal for second phase of the RECAP program. Internal discussions on the desirability and feasibility of continued SLoCaT engagement in rural transport are ongoing.

**C. Organizational**

1. Governance

**C.1.a Impartiality Committee in place that has delivered report, the recommendations of which are discussed in the Partnership and appropriately acted upon**

Status:

- Impartiality Committee is key component of the GIZ/BMUB (German Ministry of Environment) institutional strengthening component. Next steps is to finalize the composition of the Impartiality Committee.

2. Secretariat

**C.2.a SLoCaT Secretariat operates in effectively and efficiently, aided by operations manual and in a manner that actively involves SLoCaT Members**

Status

- Progress is being made in the setting-up of internal procedures: e.g. (a) Accounts and Budget: invoice record form, invoice template, payment request form. In addition introduction of computerized accounts through contract with Deloitte is ongoing; (b) HR: consultant contract overview, standard consultant contract template, staff contract templates
- Agreement reached with GIZ/BMUB on development of a dedicated Operations Manual

<ul style="list-style-type: none"> <li>for the SLoCaT Partnership</li> <li>Capacity of Secretariat strengthened with dedicated administrative staff at Shanghai office.</li> </ul>
3. Outreach
<p><b>C.3.a SLoCaT Partnership reaches a growing number of stakeholders through a well thought out and implemented outreach strategy and tools</b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>SLoCaT website users showed small decline compared to previous quarter: 7,894 vs 9,131, which is probably related to the holidays (June – July). This is compensated however by the 2,117 users of the new PPMC website during the period July – September. All in all combined users of both website was over 10,000.</li> <li>No. of Twitter followers have grown from 1510 at the end of June to 1732 at the end of September. Net number of new followers is 222 in this period. The number of tweets went up from 354 in April to June to 400 in July to September, which is a 13% increase from the last quarter. SLoCaT gained a total of 659 retweets from other twitter users in July to September, a growth of 63.9% of gained retweets comparing to the last quarter; the number of gained favorites have increased by 64.6%, and the number of gained replies have increased by 15%;</li> <li>Set up <a href="#">LinkedIn</a> and <a href="#">Wikipedia</a> pages of SLoCaT Partnership;</li> </ul>
4. Membership
<p><b>C.4.a SLoCaT membership represents stakeholders on sustainable transport and is actively engaged in formulation and implementation of SLoCaT Partnership activities</b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Number of members is 96 as of September 30, 2015. It is expected that the number of members will drop once stricter guidelines for user support fee for 2015-2016 will be enforced in line with guidance from SLoCaT Foundation Board.</li> </ul>
5. Financial Management
<p><b>C.5.a SLoCaT Foundation receives a clean review of accounts for financial year 2014-2015</b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Working with Deloitte for financial report 2014-2015, with the aim to finalize in next quarter.</li> </ul> <p><b>C.5.b 75% of budget in place by end of First quarter (September); 85% of budget in place by end of Calendar year (December); 100% of budget in place by end of Third Quarter (March); 65 % of budget for next financial year in place by end of current financial year (June)</b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>SLoCaT ended the financial year 2014-2015 with a negative balance estimated at around \$110,000, or about 22% of the budget for that year, which is partly related to late payment by some of donors for work done in 2014-2015.</li> <li>COP21 is resulting in increase of costs – taking the overall budget for 2015-2016 to \$752,384 (which is a slight increase compared to the approved budget of \$ 714, 822 in the June Board Meeting).</li> </ul>

- SLoCaT is meeting the budget targets set in the 2015-2016 Work Program. Current situation (as per October 15<sup>th</sup>) is that \$ 838,931 has been secured in budget, with another \$142,400 under discussion. If the latter all materializes SLoCaT would be in profit for 18% compared to the current budget.
- Discussions are ongoing with some additional current funders on continued support for the SLoCaT Partnership.