

SLoCaT Work Program 2018-19- Members Comments

SLoCaT Work Program was shared with the SLoCaT Members on August 17th. Up to date, comments were received from eight SLoCaT members; Alstom, GIZ, International Road Federation, Michelin, Polis, REN 21, Victoria Transport Policy Institute and Volvo Research Education Foundations and one member of the SLoCaT community.

Below these comments are presented in two parts, general comments received on overall Work Program and specific comments received for different sections/sentences of the work program.

PART I. GENERAL COMMENTS:

COMMENTOR	COMMENT	SLoCaT RESPONSE
Barry Howe, Alstom	<p>General Comment:</p> <p>This document is really well done.</p> <p>Alstom has no specific comments. We await with great interest further info. on:</p> <ul style="list-style-type: none"> · The new Sec Gen · The new HQ location · The future of PPMC 	<p>Thank you. Information on the new Secretary General, HQ Location and the Future of PPMC will be shared in due course.</p>
Susanna Zammataro, IRF	<p>General Comment:</p> <p>In terms of priority areas, climate change is indeed a niche for Slocat and we should definitively invest in that. Urban is indeed a priority area as well but there are way too many initiatives/organisations addressing that so it's difficult to turn that into another niche. I would suggest working on urban but choosing a very specific angle where Slocat has expertise. And that is climate change. In trying to address many things, the risk is dispersion and lack of identifiable impact. So yes, urban but with a very specific focus.</p>	<p>Our current urban work focuses on networking the existing urban/city networks on transport--so we are not building a new network or a whole new project but mostly bringing together existing city networks and creating a network of networks. In doing so we are actually working with a number of our members who do</p>

		work on urban transport and avoid stepping in their territory.
Susanna Zammataro, IRF	<p>General Comment: Finances. The questions/fears I had while reading the document have been very well summarised on page 9. The risks from a financial point of view are not indifferent. From what it is being presented, it seems that there will be quite some hiring of new staff. If on one side DFID funding gives some security in the short term, the injection of cash might also lead to some financial “overconfidence” which will be very difficult to correct down the road. So from my side a note of caution. I would suggest an conservative and realistic approach while budgeting.</p>	Two of the three people are replacement for staff members who have left the organization in the first half of 2018. The third new member is a person who is already hired to support the research and project teams.
Karen Vancluysen, POLIS	<p>General Comment: It looks like the network has an exciting year ahead and we welcome the priorities that have been set. We’re particularly happy with the attention that will be paid to urban transport of course, as this is our own core focus, and we look forward to exploring how we can mutually reinforce our activities in this field. Linking up the SDGs, new Urban Agenda and the Paris Agreement implementation to the reality of cities is definitely lacking and action is much needed in that respect, so you could do valuable work there.</p> <p>I assume that in the coming period it will become clear how the intentions described in section B of the work programme will materialise in operational terms and we’d be happy to discuss how Polis could also contribute to that. Notably with regard to the ‘cataloguing action’, I’d like to highlight that Polis can act as useful resource when it comes to European best practice in the field of urban mobility.</p>	Comments are appreciated; we will reach out to Polis as our work program gets more detailed over the coming months.
Heather Allen	<p>General Comment: What will it mean for you as it looks like the office will move to Europe... expect this may also strain finances a bit more as people and places can be expensive...</p> <p>Haven’t really any comments except think that it is a good thing that SC refocuses onto a few thematic areas...</p>	Thank you.
Henrik Nolmark, VREF	<p>General Comment: At a more general level it would be good to have a paragraph at the beginning of Section II, explaining why the planned activities are clustered under catalogue – connect – catalyze. While this is a kind of legacy from discussions in previous years it</p>	We have added a box to describe the different actions under the three categories.

	would still be good to have some background and guidance as to how to understand these three headings, and why they have been chosen. Further, it would be good to see how the secretariat estimates the balance between the three types of activities, in terms of working time for the staff, and use of financial resources, e.g. in percentage, like "60-30-20".	
Henrik Nolmark, VREF	<p>General Comment:</p> <p>The Urban Transport theme is rather vaguely presented, which I fully respect as it is really difficult to work internationally with urban development in general, and hard to predict what the most important things to do will be. Nevertheless, this focus area could be a bit strengthened by adding one or two potential concrete deliverables in the next year. Here is an example: From my perspective it would be useful to see a mapping and compilation of initiatives by SLoCaT members (and others) such as donors, philanthropies etc which directly, or as part of a broader profile, address urban mobility and transport. A simple first layer could be just the title and host of the initiative, a second layer giving a brief introduction, and a third layer with more detailed information, e.g. which cities are involved, and what projects they undertake under the initiative. The compilation could also include research and capacity building (training, events, etc). At least I haven't seen anything like that and it would be very good to have such overviews. Besides, this is complementary to the review of VNRs and NDCs, and you would probably come closer to what goes on "on the ground" in the supported initiatives and programs.</p>	<p>Thank you for ideas on possible deliverables for the Urban work, well noted.</p> <p>We will discuss these in the first half of 2018, after we successfully deliver on our current commitments for upcoming events and COP between September and December.</p>
Henrik Nolmark, VREF	<p>General Comment:</p> <p>The role of SLoCaT as "hired" secretariat and/or coordinator of specific projects/initiatives which are not SLoCaT's own, or branded as SLoCaT is both interesting and a bit unsettling. Interesting because it strengthens the networking capacity of SLoCaT, and because the extra income makes it possible to have a larger secretariat with a broader capacity (my hypothesis). However, there might be a risk of an undesirable asymmetric attention by the secretariat in relation to the SLoCaT work program and priorities, and indirectly also to the members. Another risk is that the secretariat is spreading its energy, attention and time on too many processes and contexts. Having said this, I haven't seen any sign of this in the past, but my gut feeling – and my own professional experience – tells me SLoCaT should be very restrictive with such roles and workloads. It operates in a complex and demanding landscape already as it is with the core activities.</p>	<p>Noted, for the time being SLoCaT does not prioritize extending its Secretariat to a much bigger size. We plan to continue our role as the Secretariat of to serve the 90+ members of the SLoCaT Partnership.</p>

Henrik Nolmark, VREF	<p>General Comment:</p> <p>Besides the above comments, I note under section D the "...SLoCaT is taking steps to strengthen its engagement in Africa...". FYI, the VREF Board has recently approved the proposal for a program with a geographical focus on Sub-Saharan Africa, the VREF Theme Mobility and Access in African Cities. This is still too early to mention in the SLOCaT Work Program 2018/19, but it would be good at some point later in the year to see how VREF and SLoCaT could cooperate, e.g. SLoCaT could take part, or be consulted in the preparatory work for the program. Please keep this within the secretariat for the time being, as there are still many details to chisel out.</p>	Well noted, we will reach out to VREF as we have more clarity on our outreach to Africa.
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PART II. SPECIFIC DETAILED COMMENTS:

Commentor*	Where (Quote)	Comment	SLoCaT Response
Section: Background			
Claire Bernard, Michelin	"SLoCaT will organize side events on the forthcoming Transport and Climate Change Global Status Report (TCC-GSR) and the Transport Decarbonisation Alliance (TDA), with planned participation in other GCAS events."	SLoCaT should clarify from the outset its role with respect to TDA, as interim-secretariat for 2018 in this work program 2018-2019. Otherwise the scope of its implication in TDA could be misleading for its members	Noted. This will be clarified in the future sections where the TDA Secretariat role is discussed.
Claire Bernard, Michelin	"This year we will once more organize Transport Day to bring together the transport community"	« we » should be specified as « SLoCaT on behalf of PPMC the Transport coalition and focal point since COP 21 »	Noted, sentence revised to reflect the co-organizers of Transport Day 2018.
Christian Mettke, GIZ	"With the new leadership, however, it is still unclear about momentum of NUA as there has been more global attention to the SDGs.	By whom?	New Executive Director of UN-Habitat
Section: Current Sectoral Challenges			
Christian Mettke, GIZ	"Transport being a low policy priority, etc."	Strange sentence	Agreed, sentence deleted.
Claire	"Therefore, there is a need to develop roadmaps	PPMC's GMR to be mentioned	Reference to GMR is included

Bernard, Michelin	and tools that offer guidance towards developing targets to decarbonize the sector and implementing of sustainable transport policies on the international, regional and subnational scales.”	here! Our Global Macro Roadmap published by PPMC for COP 22 has been since kind of a “flagship” with respect to “roadmaps and tools”!	
Hannah Murdock, REN21	“..strong focus on electric vehicles but they alone cannot achieve the required reduction levels and even less a sustainable urban transport development”.	Particularly when these initiatives are not coupled with renewable energy	Reference to renewable energy is included in the sentence.
Section: SLoCaT Focus Areas			
Hannah Murdock, REN21	“low carbon and urban mobility”	Are these terms used interchangeably with the two streams above – climate change and transport/urban transport? If so, perhaps adopt uniform terminology for clarity	Yes, for SLoCaT purposes we do use climate change and transport interchangeably with low carbon transport at times. Similarly urban transport and urban mobility are used interchangeably.
Christian Mettke, GIZ	“Sustainable Mobility for All (SuM4All)”	Specifying what working group or focus area?	Sentence revised to include details.
Hannah Murdock, REN21	“...city evel activities will be through its members.”	The city database that you had been updating has been very helpful (we used it in GSR 2018 and looked forward to using it again in future reports, particularly our upcoming Renewable Energy in Cities report. Who will take over this effort?	If you are referring to our e-mobility database, it will continue to be periodically updated. SLoCaT Senior Researcher Nikola Medimorec is the focal point.
Section A. Climate Change Action Stream			
Christian Mettke, GIZ	“SLoCaT has also been selected to lead the Low Carbon Transport theme of the Applied Research Programme in High Volume Transport developed by the Department for International Development of the United Kingdom (DFID).“	This sounds like a consultancy tasks that should be taken over by SLoCaT members?	This is a research program that brings together all the components of climate work SLoCaT has been carrying on for the past 3-4 years. SLoCaT Secretariat is reaching out to

			all SLoCaT members to support with Stakeholder Advisory Group and interviewee list.
Christian Mettke, GIZ	“providing a review of the technological and non-technological options for priority countries to move towards low carbon passenger and freight transport”	Is this not contradicting the earlier statement that SLoCaT is focusing on global and regional level?	In order to reach to some of the global/regional level information, we will need to look at examples at country level.
Christian Mettke, GIZ	“Around mid-October the Cities Conference II: Towards Safe, Affordable and Sustainable Urban Mobility in Latin America and the Caribbean will take place in Santiago, Chile.”	This sounds less like a conference for NDCs and VNR but for NUA and SDGs?	Correct, this is focused more on NUA and SDGs. Both of which are in SLoCaT’s Work Program and scope.
Claire Bernard, Michelin	“SLoCaT has participated in the Asia –Pacific Climate Week organized by the UNFCCC”	« SLoCaT on behalf of PPMC » to be specified	Noted
Claire Bernard, Michelin	“SLoCaT is building upon two transport-focused submissions to the Talanoa Dialogue in May 2018 (on behalf of both SLoCaT- PPMC”	Same remark as above: in this COP process, SLoCaT has been acting on behalf of PPMC or under its banner	Noted
Christian Mettke, GIZ	SLoCaT is building upon two transport-focused submissions to the Talanoa Dialogue in May 2018 (on behalf of both SLoCaT- PPMC, and TDA members) to create a new submission for October 2018, to answer three questions (i.e. Where are we? Where do we want to go? How do we get there?)	Mentioning deadline for review or submission by SLoCaT members?	We will share the review deadlines with our members
Christian Mettke, GIZ	SLoCaT will organize, participate in, and support other events at COP24.	Are there already more information available, also re GCA transport coordination?	There is more information available as of mid-September compared to when work Program was written.
Claire Bernard, Michelin	“SLoCaT is acting as secretariat for the”	To ensure a satisfactory information of SLoCaT’s member, it should be precised « interim secretariat till end of this year “	Noted, sentence revised.
Christian Mettke, GIZ	SLoCaT is acting as secretariat for the TDA, which was officially launched in May 2018 with 17	More information re benefit for SLoCaT members? Involvement of	TDA is a coalition of countries, cities and companies; it does have a

	members; including 6 countries, 5 cities and 6 companies. TDA members are starting to form “Communities of Interest” (CoI) working groups focusing on topics including [urban] freight issues, [electrification/renewable energy] and fast tracking the decarbonization of transport.	non-european countries? Funding of TDA secretariat?	different profile than SLoCaT Members. Acting as the Secretariat of the TDA, SLoCaT has an opportunity to bring the vision of SLoCaT members to these new stakeholders in TDA. The Funding of the TDA Secretariat is provided by the TDA members in terms of annual membership fees. The founding members have come from Europe, but work is ongoing to get cities, countries and companies from Global South.
Christian Mettke, GIZ	In addition, SLoCaT (in cooperation with PPMC) is supporting the development and expansion of the current 21 Marrakech Partnership for Global Climate Action (MPGCA) Transport Initiatives,	Expanding for what purpose? Regional or thematic diversity? What are the criteria for the expansion?	The expansion could be both regional as most initiatives come from Global North as well as thematic diversity. The criteria will be aligned with MPGCA membership criteria.
Section B. Urban Transport			
Hannah Murdock, REN 21	General Urban Transport Section	Crucial to this section (if not throughout!) is renewable energy since cities often have unique authorities and challenges. This probably bears mentioning somewhere	This section was intentionally kept brief as it is still an action stream that is developing its content. We have not mentioned any specific technologies or improve related methods in this section.
Christian Mettke, GIZ	(iii) rather unconnected to the reality of cities.	How?	Some of the global policies do not reflect the unique circumstances of different cities or different regions. Work on cities cannot be just at global level policies.
Christian Mettke, GIZ	Through contributing to TUMI activities, developing training courses, integrating cities into TDA and supporting our city network Members (POLIS, WWF, C40) etc. SLoCaT can catalyze more widespread action.	How?	Supporting TUMI Challenge through identifying applicants and supporting them, joining TUMI events, and the existing TUMI contract.

		On “developing training courses”: Is this not the role of the members of SloCaT and SloCaT should not step into competition with its members or take over such role?	SLoCaT is working together with its members organizing these events/trainings, in Asia training we had closely collaborated with UNCRD, and for the LAC training cooperation is on-going with UN-CEPAL, GIZ and CAF.
Section C. Cross-cutting Issues			
Hannah Murdock, REN21	General comments Cross-cutting Issues Section	<p>It seems these initiatives have already been mentioned above, so it might be useful to mention the issues that are cross-cutting with transport, such as energy efficiency, renewable energy, etc. Or rename the section to “initiatives”.</p> <p>Another idea for inclusion: the collaboration with REN21 on renewables in transport through the annually-produced GSR, upcoming Renewable Energy in Cities report, potential Global Futures Report on transport, and participating in the Renewables Academy, as well as our input on the TCC-GSR...</p> <p>Also, is SLoCaT not involved with any of the global EV initiatives?</p>	<p>Noted on Initiatives vs Issues, will replace.</p> <p>We have many collaborations with our members, we will explore a way to present an overview of all collaborations.</p>
Section D. Activities for Further Exploration			
Christian Mettke, GIZ	SLoCaT is interested in continuing to support the Global Centre of Excellence Climate Adaptation (GCECA) as an expert advisor in transport, one of three initial focus areas of the Centre	<p>Through what activities?</p> <p>Catalogue, Connect, and Catalyze (CCC) should be the guidance principle.</p>	SLoCaT wants to continue its 3C’s for Adaptation also connecting different players in adaptation and transport together with GCECA and as well as working with GCECA to catalyze action from transport sector on adaptation

		On “as an expert advisor in transport”: SLoCaT or the centre? If SLoCaT this would go against the above mentioned principles: CCC	issues. This work is still to be determined as detailed discussions with GCECA is yet to come.
Christian Mettke, GIZ	These principles can be promoted through TDA activities, regional workshops, and other channels to accelerate balanced implementation of sustainable transport measures.	Rather: “to ensure a sustainable transformation of urban mobility through shared mobility solutions/approaches.”	Noted.
Christian Mettke, GIZ	Third, SLoCaT is taking steps to strengthen its engagement in Africa to achieve greater geographical balance with current projects and experience in Asia and Latin America. This is to be pursued through the forthcoming DFID-funded HVT Low Carbon Transport project, as described above, and through engagement with the Africa Transport Policy Program (SSATP).	Will SLoCaT promote greater diversity in: Slocat itself? TDA? Or GCA transport? ☐ Unclear what SLoCaT role will be	SLoCaT has traditionally been focusing on developing countries, but have been stronger in its engagement with Asian and Latin American stakeholders based on its membership, expertise and network. It is time to also bring in more active focus to Africa through existing and potential new SLoCaT members in Africa.
Section: Institutional Development			
Christian Mettke, GIZ	It is planned that three new staff members will join the SLoCaT team in September/October 2018	In addition to existing team members or substitutes?	Two of the three people are replacement for staff members who have left the organization in the first half of 2018. The third new member is a person who is already hired to support the research and project teams.
Claire Bernard, Michelin	“PPMC was jointly founded by SLoCaT and Movin’On by Claire Bernard, Michelin in 2015 to provide a platform to strengthen the voice of transport in UNFCCC negotiations and other climate related events.	This mention of PPMC is very « light » with respect to PPMC’s concrete achievements, SLoCaT’s involvement and the benefits it has been earning for the past 3 years	Noted, this is an overall work program for 2018-2019, not a summary of achievements for the past three years.
Christian Mettke, GIZ	In addition to PPMC and TDA, the Movin’On by Claire Bernard, Michelin and the Claire Bernard,	What’s the role of PPMC for COP24?	PPMC will be one of the co-organizers of Transport Day, and will continue to

	Michelin Open Labs add to the institutional complexity within the proximity of SLoCaT Partnership.		facilitate the MPGCA initiatives.
Christian Mettke, GIZ	Another institutional identity question SLoCaT will need to tackle in 2018-2019 is the engagement of business sector in SLoCaT Partnership	Wouldn't PPMC integration solve that challenge?	Discussions are on-going the best way to integrate PPMC and SLoCaT, and addressing the role of business sector in SLoCaT.
Christian Mettke, GIZ	Create signature projects to be funded by funding consortiums where multiple funders support the same projects and work on raising institutional core funding.	Could you already list the GSR here and possibly other long term projects?	Sentence revised to reflect GSR and TDA as two successful examples of long-term projects.
Section: Outreach			
Christian Mettke, GIZ	. In addition, SLoCaT will continue to use consistent hashtags for special social media campaigns at key international events and release of key SLoCaT outputs (e.g. #WeAreTransport, #Transport4Talanoa, #TransportClimateStatus). It will also increase the number of live-streaming and live-tweeting of SLoCaT and member events (e.g. ITF, Transport Day, GCAS, COP 24). Where possible, the secretariat will use multiple-languages in tweets and posts.	What about a member-driven pod-cast series around recent work/topics of members, facilitated and moderated by Slocat?	Interesting idea, we will investigate.
Section: Finance			
Christian Mettke, GIZ	The current projected income is \$1,275,858; which covers 78% of the budget.	I see this critical. SLoCaT should at least provide a list of (already) funded activities and priorities. What if the GAP will not be closed? What activities will be delayed or canceled?	The 78% ratio in the beginning of a fiscal year is in alignment with SLoCaT KPIs, as this gives the SLoCaT team 12 months to fundraise the remaining 22% of the budget. SLoCaT Secretariat together with the SLoCaT Board will continue to supervise the situation quarterly to determine whether there is a need for delays/cancellation of new projects.

Christian Mettke, GIZ	Special Project- GIZ- BMUB	GIZ - BMU	Noted
Christian Mettke, GIZ	Special Project TUMI	GIZ – TUMI - BMZ	Noted
Christian Mettke, GIZ	H. Pipeline Projects 277,875.00	These are not final yet? How realistic is this number? How many projects are behind this number?	Detailed project list can be shared on a demand basis with different members.

* Todd Litman, from Victoria Transport Policy Institute has suggested text changes via Track Changes in to the original Work Program Draft. His track changes have been mostly incorporated into the final text of the Work Program, but has not been reflected in this comments matrix.