



## **Work Program SLoCaT Partnership June 2010 – May 2011**

*(updated 22 November 2010)<sup>1</sup>*

### **I. Introduction**

- SLoCaT established in September 2009 with 4 main objectives:
  - a) Contributing to sustainable development and the Millennium Development Goals especially in respect to providing environmental protection, social equity and inclusion with low carbon mobility .
  - b) The integration of climate considerations in regional, national and local transport policies,
  - c) The integration of sustainable, low carbon transport in international climate change negotiations and policy development, and
  - d) Mainstreaming Sustainable, Low Carbon Transport into strategies and the operations of international development organizations.
- Currently 53 *[55 22-11-2010]* members representing all continents and all sub sectors of transport
- Inputs for the work program came from consultation meeting in 16 January 2010 in Washington DC and from second consultation meeting in Seoul in March 2010 as well as the SLoCaT membership survey.

### **II. Main Accomplishments September 2009 – May 2010**

- Sustainable, low carbon transport is starting to get more visibility as a theme in international policy discussions both on transport and on climate change. SLoCaT members, have contributed to this on individual basis as well as collectively through groups like Bridging the Gap and/or through SLoCaT, by organizing or presenting at large range of events as a common policy, collective voice of SLoCaT used to advocate key principles of key principles of sustainable, low carbon transport through submissions to UNFCCC, CSD 18 and other fora;

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<sup>1</sup> The SLoCaT Work Program was presented and discussed at the SLoCaT Annual Meeting on 24 May, 2010 in Manila. Updates are indicated through insertion of bracketed italicized text with date of update.

- Substantive progress has been made in collective advocacy for improvements in availability and quality of transport data;
- Better understanding of post 2012 climate change governance and applicability of post 2012 climate instruments to the transport sector;
- MDBs are increasingly making use of SLoCaT Member inputs in developing mainstreaming strategies on sustainable, low carbon transport.

### III. Guiding Principles for Work Program 2010 -2011

- a) To achieve a better balance between the “sustainable” and “low carbon” parts of SLoCaT
- For SLoCaT it is important to have a balanced approach when talking about sustainable, low carbon transport. Climate change is an important dimension but the overall environmental sustainability is determined by several factors. In addition, it is important not to focus only on the UNFCCC process but also to look at other avenues to mainstream climate change issues.
  - Within SLoCaT’s efforts on climate change effort the focus should also include adaptation, as regards, infrastructure resilience and other adaptation demands.
  - Advancing the overall sustainability of transport will require a systems approach which incorporates economic, social and environmental considerations. On the latter local environmental issues as air pollution is often a higher priority to local stakeholders in developing countries than climate change.
  - It is important to address both passenger as well as freight transport and logistics
- b) Stronger (developing) country orientation
- As part of a balancing effort, recognizing that Members will implement on the ground activities, it is important to strengthen the developing country linkage of SLoCaT. Real change will happen in countries and not in international meetings. There is scope for more focused policy outreach to developing countries through for example the Asian and Latin American EST Forums and other regional and national events. There is also scope for more coordination among SLoCaT members providing assistance to developing countries in the formulation of integrated sustainable, low carbon strategies.
- c) Promote coordination and cooperation among SLoCaT members and aim for more engaged members
- The more than 50 SLoCaT members collectively represent a tremendous capacity in terms of knowledge, policy making and investments on sustainable, low carbon transport. The value added of SLoCaT as an initiative is to build linkages between the different SLoCaT members and not to develop just another organization working on sustainable, low carbon transport. To accomplish better

coordination and cooperation it is important that members are aware of each other's current and planned activities and that there are communication channels that members can use to contact each other. Adhoc partnering within members either on specific issues or for short term reasons will be more enthusiastically encouraged.

- The strength of the partnership will be largely determined by the level of engagement of the members in the partnership. More emphasis will be placed on providing members with more information in user friendly formats.

d) Increase emphasis on knowledge management

- The informal consultations among members in January and March were clear on the priority for knowledge management activities in SLoCaT. The conveners office needs to play an active role in structuring and facilitating knowledge management activities building on the work done by individual SLoCaT members and a better use of electronic media is to be made. A SLoCaT portal that takes advantage of and promotes all member websites and databases is desirable
- Knowledge management activities should be aimed at general strengthening of sustainable, low carbon transport in developing countries. It is important that areas which have not received full attention like freight and logistics as well as Non Motorized Transport receive more comprehensive coverage.

e) Leverage of critical mass of SLoCaT Partnership

- Ensuring the adoption of sustainable, low carbon transport policies and reorienting investment patterns in transport in developing countries is beyond the capacity of individual members of SLoCaT. Similarly, it is beyond the reach of individual SLoCaT members to substantially influence new climate instruments or to alter the manner in which transport data are being collected and analyzed. Greater effect is more likely if the wider group of SLoCaT members are mobilised in one direction, in addition to their individual engagement with these topics. Engaging collectively should help increase influence over important agendas.

f) Bottom-up approach which enables SLoCaT members to use SLoCaT as value added for their activities

- SLoCaT members should be encouraged to involve other SLoCaT members in the implementation of certain activities. They can then decide jointly whether their activities should be considered as a SLoCaT activity. It is suggested that such a more bottom-up oriented might complement the top-down approach which was adopted until now and might result in more actively engaged members.

#### **IV. Work Program Overview**

It is suggested to divide the activities of the SLoCaT Partnership in the coming year into 3 major components:

**1) Membership Services**

- Regularly updated on-line documentation of key activities of SLoCaT members related to Sustainable, Low Carbon Transport and make this information better accessible with the aim to enable and catalyze coordination and cooperation among SLoCaT members. [*through the revised SLoCaT website which will be launched in December 2010 – updated 22-11-2010*]
- Create on-line community for SLoCaT members which can be used to communicate with all SLoCaT focal points<sup>2</sup>
- Quarterly e-newsletter to SLoCaT members and other relevant stakeholders (estimated 2000 persons).
- [*Restructure the SLoCaT website – update 22-11-2010*]

## 2) Knowledge Management and Dissemination

- Organize knowledge on sustainable, low carbon transport best practices and make it accessible to SLoCaT members and other interested stakeholders:
  - Land Transport sector and all relevant sub-sectors, NMT, public transport, urban transport, freight and logistics, etc.
  - Transport sector GHG assessment methodologies
  - Mitigation efforts and co-benefits

The organization of knowledge will need to be a collective effort in which a large part of the SLoCaT members participate. Knowledge is to be organized in a manner that it is possible to find main information on a geographical basis and/or a thematic basis.

- The SLoCaT portal is to serve as first point of entry on knowledge, where appropriate linkages to websites from SLoCaT members and other groups where relevant who are knowledge providers in specific areas;
- Develop fact sheets featuring various topics related to sustainable, low carbon transport making use of SLoCaT collective memory. This should include areas that have so far not received full attention like freight and logistics and NMT. (2 page documents)

## 3) Facilitate the development of Policy Guidelines and conduct policy outreach activities

- Develop common policy statements or submission to influence transport and climate policy, programs and projects, aimed at e.g.:
  - UNFCCC process
  - CSD 19
- Important policy outreach channel for the SLoCaT Partnership will be the Regional Environmentally Sustainable Transport Forum in Asia and Latin America. These are organized by SLoCaT members (UNCRD and IDB).
- Policy statements, or submissions to international meetings can be initiated by SLoCaT members or by the Conveners Office. In both cases they will be circulated for comments by the Conveners Office<sup>3</sup>.

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<sup>2</sup> It is proposed to make use of a limited access “community” on the CAI-Asia Center Clean Air Portal. SLoCaT Focal points will be able to receive updates through email and/or online information. An important advantage is that discussions on specific topics are stored in a systematic manner and that any attachments are stored together with the messages.

- Policy outreach through organizing SLoCaT facilitated (side) events at relevant international or local events. Such (side) events can be organized by SLoCaT members themselves or by the Conveners Office. If the SLoCaT logo is to be used the Conveners Office is to be contacted.
- Assess the feasibility of a broad based international campaign on sustainable, low carbon transport which SLoCaT members (and other groups) can join<sup>4</sup> and which can serve as an umbrella for outreach activities by SLoCaT members

#### 4) Facilitate bottom-up SLoCaT programs

- These are programs where SLoCaT has a specific role and value added in coordinating among SLoCaT members. These programs are initiated by requests from SLoCaT members. Often the Conveners Office could play a role in facilitating such efforts.
- Currently the following programs are considered for 2010- 2011:
  - a. Transport Data program;*
    - Following the Transport Data submission to CSD 18, UN-DESA will take the lead in organizing another expert meeting on transport data in 3<sup>rd</sup> quarter of 2010 this time with organizational support and developing country participation [*Initial discussions will take place January 2011 in Washington DC, with possible follow-up in Paris in March-April 2011 – update 22-11-2010*];
    - ADB and IDB are continuing their efforts on transport data in Asia and Latin America and welcome the involvement and support of other SLoCaT members and members of the transport data contact group;
    - Transport data group under SLoCaT will strengthen capacity building on transport data at the national and local level.
    - [*SLoCaT will facilitate joint effort on national level transport data with inputs from: ADB, CAI-Asia Center, IDB, IEA, IRF, ITF, UIC, UITP, and UN-DESA. Aim is to make announcement on work program for joint effort in May 2011 – update 20-11-2010*]
  - b. Post 2012 Climate instruments*
    - Work on this topic will build on ongoing efforts by ADB-IDB, GEF-STAP and the Bridging the Gap initiative. [*focus will be on the development of Transport NAMAs and their guidelines – update 20-11-2010*]

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<sup>3</sup> Comments can be addressed directly to members initiating the submission. It is not intended that the Conveners Office controls the content of submissions.

<sup>4</sup> Two examples of such campaigns are: (a) common clean air campaign in Philippines: <http://www.cleanairinitiative.org/portal/ligtashangin>, and (b) campaign in support of sustainable energy in Europe <http://www.sustenergy.org/tpl/page.cfm?pageName=introduction>

*c. Coordinated Country EST/SLoCaT strategy*

- UNCRD has been working on the development of country based national Environmentally Sustainable Transport Strategies. Such national strategies can form the basis domestic policy making and to integrate external assistance in a more meaningful manner.
- In 2010-2011 it is planned to assess the feasibility of a combined strategy template by several development agencies in one Asian and possibly one Latin American country

*d. White paper on transport under GEF*

- Following the review of draft GEF methodology for transport the SLoCaT partnership will conduct peer review of White Paper on Transport for the Global Environment Facility through UNEP-Scientific and Technical Advisory Panel

- UITP has suggested that SLoCaT takes a lead role in the creation of a transport village at Rio + 20 under the SloCaT flag in 2012<sup>5</sup>. An assessment of desirability and feasibility will be carried out in the coming year.
- In case SLoCaT members would like to add additional programs to this list they can suggest this to the Conveners office who, in consultation with the Partnership Committee, will add this to the Work Program and ensure that website etc. is updated.

## **V. Implementation of the Work Program**

- The implementation of the SLoCaT work program will be a joint responsibility of SloCaT members and the conveners office;
- The GTZ Liaison Office will liaise with UNFCCC and other European organizations;
- In 2010-2011 UN-DESA's role in hosting the SLoCaT Partnership will be strengthened, by providing direct support to the convener's office and by taking a lead role in convening activities globally on o transport data. UN-DESA's role will be further strengthened if the recent appeal made the Chairperson of the CSD 18 Bureau to delegations to the UN is successful. UNCRD support will also be provided to enable the conveners office to take on an active role in developing integrated, coordinated country strategy model templates on sustainable, low carbon transport
- The conveners office will continue to be supported by the ADB and IDB in their capacity as regional focal points for Asia and Latin America. This support will be primarily geared towards activities in support of mainstreaming sustainable, low carbon transport in their respective regions.
- 2011 SloCaT Annual meeting possibly back to back with the Latin America EST Forum in Rio de Janeiro.

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<sup>5</sup> The Rio + 20 meeting is scheduled for 2<sup>nd</sup> quarter of 2012 and will take place in Rio de Janeiro. See <http://www.un.org/apps/news/story.asp?NewsID=34731&Cr=sustainable+development&Cr1=>

