



Partnership on Sustainable,
Low Carbon Transport

Novel aspects in SLOCAT Work Programme 2021

January 2021

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SLOCAT Partnership on Sustainable, Low Carbon Transport

Mission

To enable collaborative knowledge and action for sustainable, low carbon transport and bring the voice of the movement into international climate change and sustainability processes.



**International,
multi-stakeholder**
ecosystem of 90 entities



Primary focus:
Land transport
All mobility modes



Geographic footprint:
Global South

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Strategic Development Plan 2020-2022

Powering the sustainable, low carbon transport revolution
with ambition, solutions and collaboration

 www.slocat.net/about-us/what-we-do

Business model

Intended impacts and objectives

**Catalytic themes and
cross-cutting lenses**

Organisation enablers

Programmatic Lines



Leadership for change

Fresh and bold leadership for the sustainable, low carbon transport revolution

Changemaking, leadership, governance | Emerging leaders, Global South, intergenerational
Equity, inclusion, social justice, gender, race, youth



Pragmatic policies and pathways

Vision, knowledge and tools to shape the implementation of the sustainable, low carbon transport revolution

Ambition- and vision-setting, trajectories | Policy, institutional, and financial frameworks alignment
Knowledge-based decision making, cost-efficiency analysis, cost of inaction



Accelerated action, enhanced impact

From vision to action and outcomes through multi- stakeholder collaboration

Knowledge-policy-practice interface | Implementation barriers, context-appropriate solutions and resources
Investment revolution, value for money, return on investment | Nexuses, multi-stakeholder alignment,
multi-level governance | Tactical urbanism, quick wins, accelerating systemic change

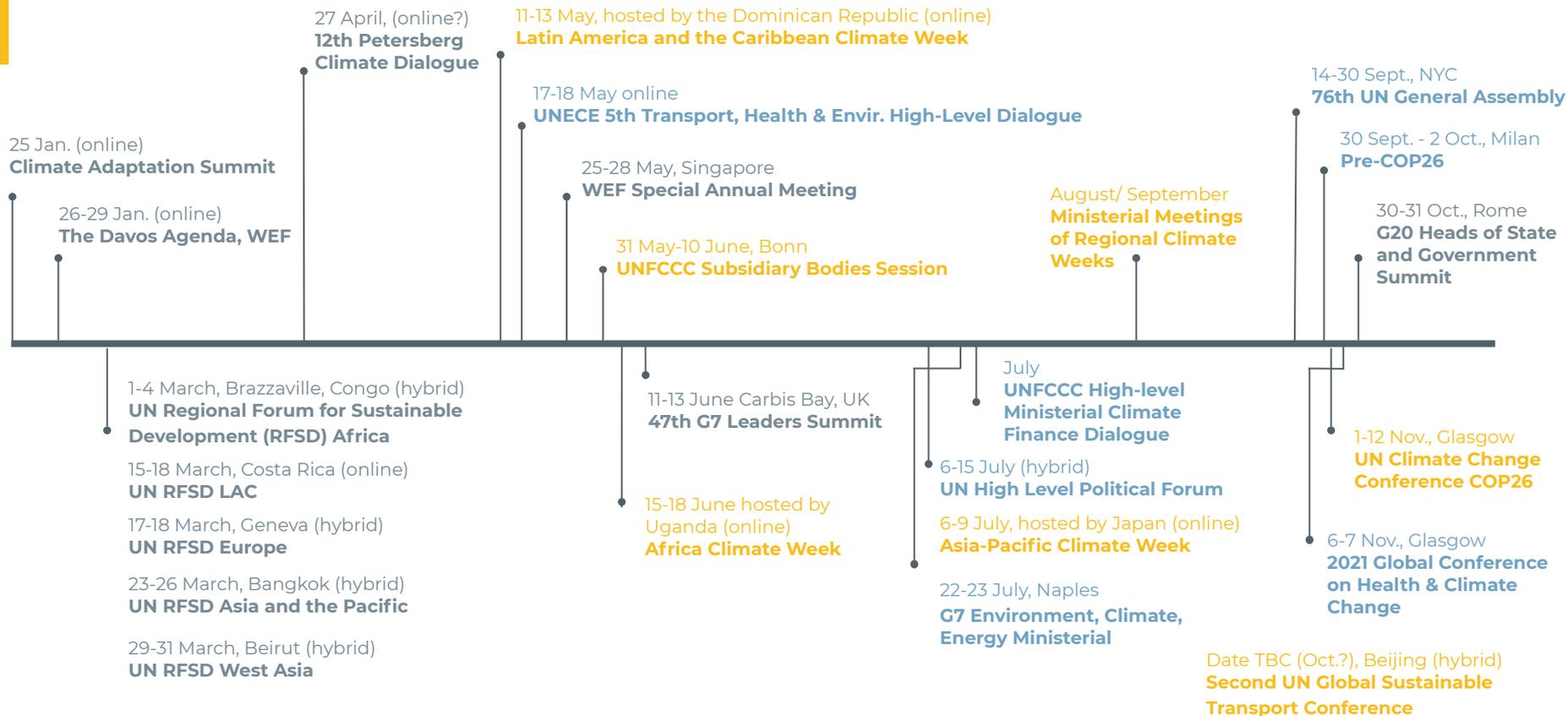


New thinking for changing landscapes

Futures thinking for sustainable, low carbon mobility under changing conditions

Foresight, futures, innovation | Global shocks, systems resilience, climate change adaptation
Behavioural change, paradigm shift

2021 Key global climate and sustainability dates



 **SLOCAT deployed**

 **Potential SLOCAT targeted engagement**

 **Wider picture (no engagement)**

Framing Narratives

Refocusing on the *Avoid-Shift-Improve* framework to deliver mobility paradigm transformation

Aim: Leverage existing efforts to refocus on the ASI framework in the current pandemic changing landscape - characterised among others by public transport pressures, cost-effective active mobility and tactical urbanism, electrification impetus, increased interest in mobility issues, unprecedented disbursement of recovery funds.

Catalyse Avoid - Highlight potential of technological, fiscal, and planning opportunities to reduce transport demand and increase access.

Accelerate Shift - Demonstrate that shifting transport to more efficient shared modes of passenger and freight transport can cost-effectively deliver a step change.

Broaden Improve - Broaden e-mobility debate to increase focus on public transport, vehicle types relevant for low income countries and informal livelihood contexts (e.g. electric bikes and electric cargo tricycles) and links with renewable energies.

Intended Outcomes

Traditional ASI narrative is refined, integrating decades of experience and harnessing momentum on post-pandemic green equitable recovery.

Cooperation is facilitated between **transport supply-side actors and demand-side actors**.

ASI is further leveraged - **systemic shifts, equitable access**, more **balanced and cost-effective application**.

Intended Activities

Facilitation of **collective multi-stakeholder process**, anchored in equity and climate action principles (kick off workshop in Q1).

Recruitment of a **task force** of partners (Q1).

Exchange among supply and demand actors (throughout 2021).

Update ASI graphic and specific materials to highlight balanced messaging (Q2-Q3).

Crowd-sourced catalogue of *Avoid* and *Shift* measures (Q1-Q3).

Issue briefs and factsheets for policy makers on impactful topics, to describe benefits/costs (Q2-Q3).

Fireside chats and **blogs** series (throughout 2021).

Potentially build towards a sector-wide ASI Declaration/Communiqué to summarise outcomes of the collective process and propose implementation principles (2022 extension).



Funding required to develop activities beyond foundational work

Transport drivers - Economics

Aim: Open a broader a debate about the contribution of economics to transport problems and stimulate discussions about solutions.

This would help us move strategically by addressing questions like:

- Why do trains pay fuel tax when planes do not?
- Why would I pay to use the safe, efficient road when the dangerous, polluting road through the city is free?
- Why do transport prices not reflect costs to society?
- Where are the best value low carbon transport infrastructure investments?
- How will governments replace lost fuel and road tax income due to electromobility?
- Can we tackle climate change if we spend 6% of GDC in subsidising fossil fuels?

Intended Outcomes

Identification and **awareness of key transport economic problems.**

Stimulated **multi-stakeholder debate on the solutions** in different policy spaces.

Dissemination and **promotion of effective solutions.**

Assessment of the potential of transport economics for deeper work by SLOCAT in the future work.

Intended Activities

Small steps: Opportunistic approach, aligned with **targeted activities** of SLOCAT Strategic Development Plan 2020-2022.

Factsheets with key figures and infographics.

Facilitation of **debate on what are the best climate compatible transport investments.**

Enhanced inclusion of transport economic arguments in **position papers and public consultation submissions.**

 Funding required to develop activities

Reforming transport fossil fuel subsidies

Aim: Strengthening the transport-renewable energies nexus to help advance two complementary objectives: Phasing out fossil fuel subsidies and financing; and significantly scaling up the use of renewable energies for transport.

- Fossil fuel subsidies continue to counteract global efforts to reduce GHG emissions by underpricing less efficient energy sources.
- They are also a barrier to just transition: They are generally socially regressive, by failing to help the poor and propping up non-competitive sectors.
- Reforming fossil fuel subsidies generates public finance that can then be used to invest in renewable energies, as well as other sectors such as health and education.
- Renewable electricity can help to ensure that the world's growing fleet of EVs contributes to reducing climate change, as well as improving local air quality.
- Joint efforts on the reform of transport fossil fuel subsidies and the scale-up of renewable energies helps target the risk that pandemic recovery packages will further entrench investment in fossil fuels.

Intended Outcomes

Scale-up of renewables coordinated with phase-out of fossil fuels in national and sub-national policies.

A **diverse group** of experts, thought leaders, industry champions **engaged to envision pathways** for transport & renewables solutions.

Renewables solutions embedded in a wider set of **transport actions**.

Transport policies defined with an integrated look at renewables implications and vice-versa.

Intended Activities

Mapping of key initiatives, players, influencers, champions, messengers to develop strategies and tools (Q2).

Catalogue of lessons learnt from country experience in transport fossil fuel subsidy reform (Q2).

Messaging for different target groups, potentially promoted through communication campaign (Q2-Q4).

Multi-level dialogues among transport and energy experts (Q2-Q4).

Identification of knowledge gaps (Q2-Q4).

Identification of potential for combined lending programmes to create integrated policies and programmes templates (Q3-Q4).

Promotion of business cases to illustrate benefits of broader incorporation of renewables in transport (Q3-Q4).



Definition is joint work in progress by REN21 and SLOCAT secretariats. Funding required to develop activities beyond foundational work

Transport and health nexus

Aim: Strengthening the transport-health nexus to help advance two complementary objectives:

- Capitalise on the interdependence between the enablers and disruptors of transport systems transformation and health to influence policy and investment frameworks.
 - Establish strategic collaborations beyond the transport community.
-
- Tackling transport emissions will have significant positive impacts on air pollution.
 - But the benefits of transforming mobility paradigms span across the wide notion of planetary health on which our civilization depends and in which human health and the health of our planet are inextricably linked.
 - Whether it is curbing emissions, reducing deaths and injuries in road crashes, enabling healthy lifestyles with walking and cycling, supporting mental health with reclaimed streets for community life or better integrating urban spatial and transport planning for place-making; the transport-air pollution-health nexus is a multiplier.

Intended Outcomes

Mutually-reinforcing benefits of transport transformation and health **better understood.**

Economies of scale and costs of inaction soundly established and clearly communicated.

Structured collaboration between a diverse group of experts, thought leaders and policy-makers.

Transport policies & investments defined with an integrated look at health implications and vice-versa.

Intended Activities

Steering committee **member of emerging Climate and Health Advocacy Network**, under Wellcome Trust auspices.

Participation in UNECE 5th High-Level Meeting on Transport, Health and the Environment.

Co-convening of **multi-stakeholder workshops** to build a common agenda.

Co-creation of **advocacy messaging and issues briefs for policy makers.**

Identification of knowledge gaps.

Collaborations at COP26 with health community actors.

Possible collaborations with health community actors around G7 and G20 processes.

Strategic Engagement

UNFCCC Engagement - Delivering the Paris Agreement

Aim: Accompany the gradual switching of the UNFCCC process from negotiating and agreeing the Paris Agreement and its implementation rules (*building the machine*) to overseeing its implementation (*maintaining the machine*).

The SLOCAT Secretariat proposes that the implementation of the Paris Agreement (as opposed to the other multiple areas of UNFCCC work) is the main focus of engagement in the 5 years ahead.

- From annual focus to mid-term outlook: Strategic direction for the next 5 Years of Engagement of the transport community.
- Working towards COP26 during a Year in Flux.
- Maximising Engagement in the Marrakech Partnership for Global Climate Action.
- Nationally Determined Contributions and Long Term Strategies.
- Engagement with the Intergovernmental Panel on Climate Change - 6th Assessment Report.

Engaging in the G7 and G20 processes - Global governance for sustainable transport

Aim: Tap into the unique political window of 2021.

UK Presides COP26 and G7 and Italy host Pre-COP26 and Presides G20.

- From their origins addressing global economic stability, G7 and G20 have grown to become key spaces for broader policy discussion and co-ordination and are key planks of global governance.
- Strong relevance to transport in discussions on climate policy, climate finance, energy policy, fossil fuel subsidies and international trade and pandemic recovery
- Climate expected to be key part at G7 Leaders Summit taking place in Carbis Bay, UK on 11-13 June.
- G20 Environment, Climate and Energy Ministerial will be held in Naples on 22-23 July.
- Pre-COP26 will be held in Milan 30 on September – 2 October 2021.
- G20 Heads of State and Government Summit will be in Rome on 30-31 October 2021 - immediately before COP26 opens on 1 November.

Setting the Strategic Direction for the next 5 Years of UNFCCC Engagement

Aim: Effective engagement of the transport community throughout the 5-year implementation cycle that started in January 2021. Moving from annual events-based approach to mid-term strategy setting.

Intended Outcomes

Advancing transport decarbonisation via UNFCCC.

Comprehensive transport approaches in NDCs.

Broad understanding of successful approaches of reducing transport emissions.

Transport emissions embedded in other sector policies.

Coherence between national climate action and positions in international transport policy processes.

Transport community firmly established as an essential and reliable partner in climate processes.

Expanded networks, partnerships addressing transport.

SLOCAT's coordination role as official MPGCA transport co-focal point (along with ITF) maximised.

Intended Activities

- **Task force of partners** dedicated to defining the strategic 5-year engagement approach and specific COP26 plans.
- **Exploring a possible “Friends of Transport” group for strategic political support** across UNFCCC, 2030 Agenda, G7 and G20 processes.

Working towards COP26 during a Year in Flux

Glasgow, UK | 1-12 November 2021

Aim: Defining engagement and activities in COP26 as part of the 5-year engagement strategy.

Intended Outcomes

Increased understanding of enabling sound transport dimension in NDCs and LTS.

Better understanding in UNFCCC Parties of how to implement transport policies and continued dissemination of effective policies and measures.

Strengthened networks and relationships (with UK Presidency, other Parties, non-State actors and other strategic sectors).

Activities with the UK Presidency agreed for 2022.

Contribution towards coherence of efforts across UNFCCC, G7 and G20 processes.

Intended Activities

- Building a **pathway from** initiatives announced at *En Route to COP26* event.
- Ongoing **contact with UK COP26 Presidency** - Beyond Campaign on *Clean Road Transport*, transport priorities or planned activities not indicated yet.
- **Official UK call for interest to participate.** (Closes on 5 March 2021).
- Increased scope to use UNFCCC to provide countries with relevant information, as **focus shifts to national implementation.**
- Tap into **synergies** between UK Presidency of **COP26** and **G7** and Italy Pre-COP26 hosting and **G20** Presidency.

Maximising Engagement in the Marrakech Partnership for Global Climate Action

Aim: Maximising SLOCAT's coordination role as official co-focal point for the Transport Thematic Group jointly with ITF - Mandate renewed by appointment by transport sector peers in 2020. SLOCAT also co-leads the [Transport Climate Action Pathway Working Group](#).

Intended Outcomes

Transport community firmly established as an essential and reliable partner.

Expanded networks and partnerships within and beyond the transport community.

Enhanced contribution of transport stakeholders to climate action, NDCs and LTS.

Strengthened representation from Global South, indigenous peoples, women, youth, and persons with disabilities.

Intended Activities

- **Facilitating transport stakeholders in the MPGCA** through thought leadership, quarterly online gatherings, regular written updates and intel, and conceptualisation and organisation of official MPGCA events.
- Updating the **2020 Transport Climate Action Pathway** and carrying out advocacy towards its implementation by national and sub-national governments.
- Increasing **diversity and representativeness of actors** through gap analysis and relationship building.

Nationally Determined Contributions and Long-Term Strategies

Aim: Supporting clear and feasible roadmaps for implementation of transport aspects. Nationally Determined Contributions (NDCs) and Long-Term Strategies (LTS) are important roadmaps and engagement tools to support medium and long-term approaches at the national and sub-national levels.

Intended Outcomes

More countries establish ambitious national transport decarbonisation targets supported by actionable plans.

Focused support in Latin America and the Caribbean, Asia-Pacific and Africa.

Intended Activities

- **Comprehensive guidance** to raise transport ambition.
- **Interactive and open database** on NDC & LTS transport content and best practices.
- **Synthesis report** on NDCS transport dimension.
- Ongoing *Transport in NDCs campaign*.
- **Regional work** in LAC through **EUROCLIMA+**, and in Asia-Pacific through **LEDS GP** and **NDC-TIA**.
- Co-lead of **Movin'On Community of Interest on NDCs and LTS** together with IDDRI, to build an international business coalition on freight and logistics decarbonisation to support NDCs and LTS implementation.

Engagement with the IPCC - 6th Assessment Report

Aim: Feeding SLOCAT’s collaborative knowledge on transport and climate change into the review of the **6th Assessment Report (AR6) on the Mitigation of Climate Change 2021** (until 14 March 2021; release announced for May 2022).

Intended Outcomes

Partners also engage individually beyond SLOCAT’s activities.

Enhanced transport and climate action knowledge included in AR6.

Increased awareness by academia about critical knowledge and work of wider sustainable, low carbon transport community.

Enhanced linkages between academia and policy towards overarching goal of science-based targets.

Intended Activities

Analysis for AR6 review process and facilitation of inputs

- Dissemination of information to register.
- Partner **task force to co-create a guidance document.**
- Wide Partnership **consultation.**
- Dissemination and **encouragement of individual submissions.**
- **SLOCAT submission.**

Synthesis, outreach and advocacy

- **Analysis of AR6** transport-relevant content.
- **Outreach and advocacy activities**, as appropriate.
- Exploration of **potential public events** with AR6 **transport chapter authors.**

Engagement in the 2030 Agenda for Sustainable Development Processes

Aim: Supporting clear and feasible roadmaps for sustainable, low carbon transport implementation with a focus on 2030 Agenda strategies and Voluntary National Reviews (VNRs).

While sustainable, low carbon transport is not represented by a stand-alone SDG, its successful implementation supports the achievement of almost every SDG as the [SDGs Wheel by SLOCAT](#) shows.

UN High-Level Political Forum on Sustainable Development | 6-15 July 2021:

- Theme: “Pandemic recovery (...) building an inclusive and effective path for 2030 Agenda achievement”.
- SDGs reviewed: 1 no poverty, 2 zero hunger, 3 health and well-being, 4 quality education, 8 decent work and economic growth, 10 reduced inequalities, 12 responsible consumption and production, 13 climate action, 16 peace, justice and strong institutions, 17 partnership for the Goals.
- VNRs by 44 countries expected.

UN Decade of Action: SDG Good Practices and SDG Acceleration Actions.

2nd UN Global Sustainable Transport Conference | 2021 in Beijing, China (Date TBC).

Rio + 30 commemoration: Connects to the *Rio+20 Voluntary Commitment* by 8 MDBs - \$175 billion over 10 years to advance sustainable transport.

Intended Outcomes

Fostered **integrated approaches and systems thinking** on the **interlinkages between transport and SDGs**.

Enhanced synergy in transport climate action and sustainability policies at national and sub-national levels.

Knowledge and action for sustainable transport playing a **more prominent role in the VNRs**.

Increased visibility of transport non-Member State actors and value of transport community conveyed.

Intended Activities

Exploring **possible “Friends of Transport” group for strategic political support** across UNFCCC, 2030 Agenda, G7, G20 processes.

Social media campaign on the new [SLOCAT Wheel on Transport and the SDGs](#).

Submission to the [Second Open Call for SDG Good Practices](#), Success Stories and Lessons Learned (deadline 28 February).

Mapping of partners’ good practices, data, studies with special focus on sustainable, transport for green, equitable recovery.

Registration of new [voluntary SDG Acceleration Actions](#).

2021 VNRs Analysis, supported by mapping exercise, infographic assets and social media campaign, building on [previous editions](#).

Possible extension of [Guidance of NDC-VNR synergies for IsDB](#) to other MDBs.

Possibly engage in [Regional Forums on Sustainable Development](#) (March 2021).

Potential Rio+30 commemoration preparation.

Strategic engagement with Multilateral Development Banks

Aim: Informing the financing and investment revolution required for effective, long-term transport and mobility investments.

MDB Working Group on Sustainable Transport

Assessment of MDB Voluntary Commitment to Sustainable Transport

European Investment Bank Transport Lending Criteria Review

Engagement with Individual MDBs

MDB Working Group on Sustainable Transport

Aim: Unleash the full potential of this Working Group to accelerate systemic change in sustainable transport financing by MDBs, for example by refining lending criteria and identifying common indicators for evaluation and reporting.

This Working Group was established by the world's 8 largest MDBs following the Rio+20 Summit in 2012.

Over recent years, SLOCAT has provided secretariat services, during the chair tenures of IDB and CAF. In 2021-2023, the rotating chair is with the World Bank. SLOCAT has reached out to the World Bank to explore secretariat arrangements.

Intended Outcomes

Adoption of Paris Agreement-compatible lending criteria across a broad set of MDBs.

Expanded set of MDB financing more scalable and deployable investments.

Innovative and collaborative approaches to post-pandemic green, equitable recovery across a broad set of MDBs.

Resilient transport systems to support resilient societies among the strategic priority of MDBs.

Intended Activities

- Engage in **MDB meetings**.
- Support to **MDBs at global and regional events**.
- Engage in activities of complementary **MDB working groups** (e.g. climate, infrastructure groups).
- Collaborate around **MDB fossil fuel finance reform**.
- Lead and/or contribute to the **Working Group's progress reports**.



Contingent on extension as secretariat to the Working Group

Assessment of *MDB Voluntary Commitment to Sustainable Transport*

Aim: The SLOCAT Secretariat proposes to conduct, jointly with strategic partners, a comprehensive analysis of the broader impacts and lessons learned of this *Rio+20 Voluntary Commitment* by MDBs, in the horizon of the convergence between the Rio+30 commemoration (in 2022) and the deployment of post-pandemic recovery efforts.

At the Rio+20 Summit in 2012, the 8 MDBs that sit on the MDB Working Group on Sustainable Transport, made a *voluntary commitment* of USD 175 billion over 10 years to advance sustainable transport.

Intended Outcomes

Effectiveness of the MDBs Rio+20 commitment is assessed, with potential to scale up and replicate.

Success and improvement areas regarding alignment with NDCs, LTS and 2030 Agenda National Strategies, are identified.

Impact of investments by these MDBs is increased in the medium and long run, also in the context of post-pandemic recovery measures deployment .

Intended Activities

- Identify **opportunities and gaps for pandemic responses**.
- Identify opportunities for **alignment of financing strategies with revised NDCs**.
- Assess broad **impacts and lessons learnt** from the *Rio+20 Voluntary Commitment* over 10 years.
- Identify **opportunities for long-term transformation**, assessing potential for renewed engagement Rio+30.



Funding required to develop activities beyond foundational work

European Investment Bank - Transport Lending Criteria Review

Aim: Contribute to agreed upon EIB Transport Lending Criteria that ensure all transport lending is Paris Agreement-compatible

At the end of 2020, EIB adopted its [Climate Bank Roadmap 2021-2025](#), making all its activities Paris compatible. In 2021, EIB is reviewing its Transport Lending Criteria to align its transport activities with new climate policy.

Although only 10% of EIB activities are outside of the EU, it is among the biggest world climate action lenders. Transport is the largest area of EIB activity. Moreover, the sheer scale of EIB activities and being the most ambitious MDB on climate policy, this will have important global implications.

Intended Outcomes

Agreed upon EIB Transport Lending Criteria that ensure that all transport lending is Paris-compatible.

Structured debate among governments, non-governmental stakeholders and financiers.

Improved understanding of climate-compatible transport investments.

Enhanced transport lending criteria for other MDBs to follow, as appropriate.

Intended Activities

- Promotion and facilitation of the **overarching debate** on climate-compatible transport investments.
- **Awareness raising** about the review and **encouragement to the transport community** to contribute.
- **Analysis and proposals** to support partners' individual contributions.
- **SLOCAT submission** (expected in second half of 2021).
- **Summary analysis** of the process and its outcomes.

Engagement with Individual MDBs

Aim: Informing the financing and investment revolution required for effective, long-term sustainable, low carbon transport investments.

Moving the needle on the interface between transport transformation, climate and sustainability will fall short without sustained engagement with individual MDBs to complement the work of the MDBs Working Group on Sustainable Transport.

Intended Outcomes

People-centred, planet-sensitive approaches to transport in MDB countries.

Balanced application of the hierarchy of Avoid-Shift-Improve Framework strategies.

Increased technical capacity in MDB countries by developing shared sustainable transport approaches and resources among peer MDBs.

Enhanced ambition of transport measures in national strategy frameworks with specific targets.

Intended Activities

- Act as **knowledge and engagement partner**.
- Expand **previous SLOCAT analyses** for individual MDBs to others (e.g. [Guidance on NDCs-VNRs synergies for IsDB](#)).
- Expand inclusion of **Avoid and Shift** measures in MDB transport portfolios.
- Support MDBs **e-mobility efforts** with SLOCAT's overview of [e-mobility trends and targets](#).
- Identify opportunities for **joint transport-renewable energies projects**.
- Support MDBs engagement in **COP26**.- priority theme of UK Presidency.



Contingent on commissions directly by MDBs



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Low Carbon Transport



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