Item 3: Membership Engagement Overview

# Summary

Part of the Key Performance Indicators (KPI) of the SLoCaT Secretariat is: (a) the level of SLoCaT member engagement in SLoCaT activities and (b) overall satisfaction of the SLoCaT members with our activities.

In order to understand how SLoCaT members are engaged in SLoCaT activities, SLoCaT Secretariat created an overview of Members Engagement based on six criteria; (i) in-kind contribution, (ii) financial contribution (through Annual Support Fee, project funding, supporting SLoCaT Foundation), (iii) participation in SLoCaT events/inviting SLoCaT Secretariat to their events, (iv) commenting on SLoCaT documents or SLoCaT facilitated input to external policy papers/documents (v) participation in SLoCaT Governance and (vi) providing outreach support through Twitter, website and their newsletters. According to the overview; 71 of 91 SLoCaT members (78%) have participated in one or more of SLoCaT’s activities in 2016. The distribution of SLoCaT members in different categories is presented below:

* In-Kind Contribution **– 17** members
* Financial Contribution – **34** members
* Events – **54** members
* Commenting –**46** members
* Governance – **16** members
* Outreach support – **24** members

Looking at the above numbers, in 2016 **events** (**59%)** and **commenting (51%)** were the two activities that had involvement of more than half the of SLoCaT members. These are followed by members who provided **financial contribution (37%)** and **outreach support (26%)**. The two types of activities that get least engagement from SLoCaT members are **in-kind contribution (19%)** and **governance (18%)**.

# Active and Inactive Members of the SLoCaT Partnership

Based on the number of activities each member is engaged in, the distribution of SLoCaT members by activeness level shows that;

* **8 members are very active** in SLoCaT Partnership (these members have participated in 5 or 6 types of activities in 2016)
* **25 members are active** in SLoCaT Partnership (these members have participated in 3 or 4 types of activities)
* **38 members are somewhat active** in SLoCaT Partnership (these members have participated in 1 or 2 types of activities)
* **20 members are inactive in SLoCaT Partnership** (these members have not participated in any SLoCaT activities in 2016)

Based on the number of different categories of activities they engage in, **the 8 most active members of the SLoCaT Partnership are presented below:**

|  |  |
| --- | --- |
| SLoCaT Member | Number Categories of Interactions in 2016 |
| 1. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) | 6 |
| 1. EMBARQ, The World Resources institute (WRI) Ross Center for Sustainable Cities | 6 |
| 1. Institute for Transportation and Development Policy (ITDP) | 6 |
| 1. International Association for Public Transport (UITP) | 6 |
| 1. ALSTOM Transport | 5 |
| 1. CAF-Development Bank of Latin America | 5 |
| 1. Ford Foundation | 5 |
| 1. World Bank | 5 |

Among the most active members, 4 members have contributed to SLoCaT Partnership in all six categories. These members are GIZ, EMBARQ, ITDP and UITP.

There were 20 members who have not participated in any of the SLoCaT activities in 2016.

**The most inactive members of the SLoCaT Partnership in 2016 are;**

|  |  |
| --- | --- |
| 1. Africa Transport Policy Program (SSATP) | 11. Institute of Urban Transport India (IUTI) |
| 2. Center for Science and Environment (CSE) | 12. Korean Transport Institute (KOTI) |
| 3. Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University | 13. National Center for Transportation Studies (NCTS), Philippines |
| 4. Clean Air Institute (CAI) | 14. Renewable Energy and Energy Efficiency Partnership (REEEP) |
| 5. European Bank for Reconstruction and Development (EBRD) | 15. Stockholm Environment Institute (SEI) |
| 6. First African Bicycle Information Organization (FABIO) | 16. United Nations Office for Project Services (UNOPS) |
| 7. Global Urban Development (GUD) | 17. University of Capetown |
| 8. Green Mobility Institute | 18. University of Transport and Communication (UTCC) Hanoi |
| 9. Institute for Transport Policy Studies (ITPS) | 19. University of Twente/ITC-Department of Urban and Regional Planning (ITC) |
| 10. Institute for Transport Studies, University of Leeds, UK, (ITS) | 20. YOURS |

It is worth to note that among the most inactive members of the Partnership, one common thread uniting most of them is these are organizations based in the developing world. This appears to contradict the SLoCaT Partnership emphasis on the developing world, however in its engagements with its members this does not reflect in the same manner. The SLoCaT Secretariat, together with the SLoCaT Members and the SLoCaT Board will dwell into how to resolve this issue in 2017.

# Overview of interactions between SLoCaT Members and SLoCaT Secretariat

In total there were 465 interactions between SLoCaT Members and the SLoCaT Secretariat. The distribution of the interactions in each category of SLoCaT activity is presented below:

Figure 1: Distribution of interactions with SLoCaT members in different categories of activities

At least 40% of the interactions with members have been through commenting and providing inputs (24%), outreach support (13%) and in-kind contributions (5%). These three types of activities can be done from members’ own headquarters and do not necessarily require travel or additional financial resources to contribute to SLoCaT Partnership. It is clear that a large part of all SLoCaT activities are open and accessible for all SLoCaT members regardless of size, regional location or financial resources.

**The 10 most engaged SLoCaT members are listed below:**

|  |  |
| --- | --- |
| SLoCaT Member | Number of Total interactions in 2016 |
| 1. Institute for Transportation and Development Policy (ITDP) | 42 |
| 1. EMBARQ, The World Resources institute Ross Center for Sustainable Cities | 35 |
| 1. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) | 32 |
| 1. European Cyclists' Federation (ECF) | 30 |
| 1. International Association for Public Transport (UITP) | 28 |
| 1. Fia Foundation | 26 |
| 1. Michelin Challenge Bibendum | 24 |
| 1. Despacio | 23 |
| 1. CAF-Development Bank of Latin America | 21 |
| 1. Alstom Transport | 21 |

In the above list of 10 most engaged SLoCaT members, one that stands out among the others is Despacio. Despacio is a non-governmental organization based in Bogota, Colombia and a waiver holding member of the SLoCaT Partnership which means that they do not pay Annual Support Fee and is not a financial Supporter of the SLoCaT Foundation. Nevertheless, Despacio provides input and comments into almost all document prepared/facilitated by the SLoCaT Secretariat, volunteers to manage the SLoCaT Latin America Twitter Account in Spanish, takes an active role in all SLoCaT events in Latin America and contribute to events in other regions when relevant for their mission, and provide in-kind contribution through sending one of their own staff members to Marrakech for two weeks to support SLoCaT activities during COP22. Despacio is an excellent example of how a relatively smaller sized NGO (less than 20 staff members) from the developing world can be active in the SLoCaT Partnership.

# SLoCaT Member Interviews

For the second KPI, in order to understand how SLoCaT Secretariat’s performance is viewed by the SLoCaT members, the SLoCaT Secretariat is conducting phone interviews with a selected number of SLoCaT members (30 members) to hear their views on SLoCaT Secretariat's performance. In identifying the members to be interviewed, SLoCaT Secretariat took care to create a representative sample of the composition of the Partnership; based on varying levels of activeness, representation of different constituencies in SLoCaT and a balanced regional distribution. The interviews are conducted by five members of the SLoCaT team; Cornie Huizenga, Karl Peet, Mark Major, Alice Yiu and Talya Enriquez Romano.

In the interviews the SLoCaT members are asked to share their views on three topics, SLoCaT’s work program in 2016-2017; their membership experience and impartiality of SLoCaT Partnership. While the interviews are on-going until January 5th, a couple of observations coming out of the interviews are:

* Most of the members interviewed pleased with the work SLoCaT Partnership has done in 2016 and think that the four areas SLoCaT works in (shaping future agendas, building and documenting knowledge, connecting people and organizations and outreach) are right tpyes of activities for the Partnership.
* The balance between climate and sustainable development seems to be appreciated by the members. While not all members work on both areas, they understand that it is important for the SLoCaT Partnership to work on both, and create a balance between them.
* Regarding whether SLoCaT should work more on global or regional level there are varying views. While some members prefer SLoCaT to work on the global level and bring the global issues to the members, there are other who think SLoCaT should start focusing more on regional and some cases national/city levels.
* Overall members are happy with their membership experience. Most members think that the bi-weekly member updates are useful to inform them on activities of the SLoCaT Partnership and deem the content and frequency to be appropriate.
* There were interesting suggestions from some of the new members on how SLoCaT can act as a networker to introduce different SLoCaT members to each other, and create linkages within the membership.
* On the impartiliaty, most of the members who were interviewed consider the Impartiliaty Committee to be a useful organization and suggest that it is carried out every two years.

A more comprehensive result of these informal interviews will be shared with the SLoCaT members at Annual Meeting on January 9th and at the Board Meeting on January 10th.

# Plans for Increasing Member Engagement for in 2017

Based on the Membership Engagement Overview 78% of SLoCaT Members engaged in at least one or more activity of the SLoCaT Partnership in 2016. While this ratio meets the SLoCaT Key Performance Indicator which states that 75% of members should be engaged in SLoCaT activities; there is certainly room for improvement, especially in increasing participation of member organizations based in the Global South.

Suggestions to increase member engagement in SLoCaT Partnership in 2017:

* ***Encourage the less active SLoCaT members to participate in commenting and outreach activities:*** Commenting and outreach support are the two low-hanging fruits for engaging in SLoCaT activities. These can easily be done by members from a long distance and do not require physical participation or allocation of financial resources. In 2017, SLoCaT Secretariat will make targeted outreach to those SLoCaT members in developing world to encourage them to provide inputs to policies or interact with SLoCaT through social media.
* ***SLoCaT Member Presentation Webinars*:** One of the suggestions that came up in the member interviews was to organize webinars where SLoCaT members present their work to each other. Given the challenges in bringing 90 members in the same room physically, bringing members together through periodical webinars where members can cooperate with each other can strengthen the network aspect of the SLoCaT Partnership. These webinars could be like “virtual speed dating for sustainable transport organizations” and provide an opportunity for members, especially the new SLoCaT members, to better know each other.
* ***SLoCaT Board Committee on Membership Engagement:*** The composition of the current SLoCaT Board is regionally pretty diverse with Board Members from Africa, Latin America and Asia forming half the Board. Based on this one proposal would be to set up a Board Committee on Membership Engagement. Different Board Members can be in charge of reaching out to the SLoCaT members in their own regions and cultivate their engagement in SLoCaT Activities.
* ***Peer to peer mentoring between active and less active SLoCaT members:*** As indicated previously, SLoCaT members differ in size, budget, capacity and experience in sustainable, low transport issues. One suggestion for next year could be to set up peer to peer mentoring between organizations working in the same region or on similar topics. The organizations with more experience on sustainable transport can provide support to those members who need access to contacts, resources or knowledge. The mentoring could also help to see how the less active SLoCaT members can play more active role in their own region.

# Annex: Engagement of SLoCaT Members in SLoCaT activities (as per December 20th 2016)

| SLoCaT Members | In-Kind Contribution | Financial Contribution | Events | Commenting | Governance | Outreach Support | Total Interactions |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Africa Transport Policy Program (SSATP) |  |  |  |  |  |  | **0** |
| African Development Bank (AfDB) |  | 1 | 1 |  |  |  | **2** |
| Agence Française de Développement (AFD) |  | 1 | 3 | 1 | 1 |  | **6** |
| ALSTOM Transport |  | 2 | 3 | 5 | 1 | 2 | **13** |
| Asian Development Bank (ADB) |  | 1 | 5 | 2 |  | 3 | **11** |
| Brake |  | 1 |  | 2 |  |  | **3** |
| BRT Center of Excellence |  | 1 | 3 |  |  | 2 | **6** |
| CAF-Development Bank of Latin America |  | 1 | 10 | 2 | 1 | 2 | **16** |
| Center for Clean Air Policy (CCAP) |  | 1 | 1 |  |  |  | **2** |
| Center for Science and Environment (CSE) |  |  |  |  |  |  | **0** |
| Center for Sustainable Transport (CTS) Mexico |  |  |  | 1 |  |  | **1** |
|  |  |  |  |  |  |  | **0** |
| Centre for Environment Planning and Technology (CEPT) Ahmedabad |  |  | 1 |  |  |  | **1** |
| Centre for Green Mobility (CGM) |  |  |  | 1 |  |  | **1** |
| China Urban Transport Research Centre (CUSTReC) |  |  | 1 |  |  |  | **1** |
| Clean Air Asia (CAI-Asia) |  | 1 | 2 | 3 |  |  | **6** |
| Clean Air Institute (CAI) |  |  |  |  |  |  | **0** |
| Climate Bonds Initiative (CBI) | 1 |  | 2 | 1 |  | 2 | **6** |
| Climate Works |  | 1 | 1 |  |  |  | **2** |
| CODATU |  |  | 10 |  |  | 3 | **13** |
| Despacio | 3 |  | 2 | 6 |  | 3 | **14** |
| Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) | 1 | 2 | 9 | 5 | 1 | 4 | **22** |
| EMBARQ, The World Resources institute (WRI) Ross Center for Sustainable Cities | 1 | 2 | 12 | 5 | 1 | 4 | **25** |
| European Bank for Reconstruction and Development (EBRD) |  |  |  |  |  |  | **0** |
| European Cyclists' Federation (ECF) |  | 1 | 11 | 6 |  | 3 | **21** |
| European Investment Bank (EIB) |  | 1 | 2 |  |  |  | **3** |
| Fia Foundation |  | 2 | 10 | 4 |  | 3 | **19** |
| First African Bicycle Information Organization (FABIO) |  |  |  |  |  |  | **0** |
| Ford Foundation | 1 | 1 | 3 |  | 1 | 2 | **8** |
| Global Environmental Facility (GEF) |  |  | 1 |  | 1 |  | **2** |
| Global Urban Development (GUD) |  |  |  |  |  |  | **0** |
| Green Mobility Institute |  |  |  |  |  |  | **0** |
| Grutter Consulting |  | 1 |  |  |  |  | **1** |
| Health Bridge |  |  | 2 | 2 |  |  | **4** |
| Hewlett Foundation |  | 1 | 1 |  | 1 |  | **3** |
| ICLEI-Local Governments for Sustainability |  | 2 | 3 | 3 |  | 3 | **11** |
| Innovation Center for Energy and Transportation (iCET) |  |  |  | 1 |  |  | **1** |
| Institute for Global Environmental Strategies (IGES) |  |  | 1 |  |  |  | **1** |
| Institute for Transport Policy Studies (ITPS) |  |  |  |  |  |  | **0** |
| Institute for Transport Studies, University of Leeds, UK, (ITS) |  |  |  |  |  |  | **0** |
| Institute for Transportation and Development Policy (ITDP) | 4 | 3 | 11 | 8 | 1 | 3 | **30** |
| Institute of Transportation Studies, University of California, Davis (ITS) | 1 |  | 2 | 2 | 1 |  | **6** |
| Institute of Urban Transport India (IUTI) |  |  |  |  |  |  | **0** |
| Inter-American Development Bank (IDB) |  |  |  | 2 |  |  | **2** |
| International Association for Public Transport (UITP) | 1 | 2 | 11 | 3 | 1 | 3 | **21** |
| International Energy Agency (IEA) | 1 |  | 5 | 1 |  |  | **7** |
| International Road Assessment Program (iRAP) | 1 | 1 | 1 | 4 |  |  | **7** |
| International Road Federation (IRF) | 1 |  | 1 | 1 |  |  | **3** |
| International Transport Forum (ITF) | 1 |  | 4 |  |  |  | **5** |
| International Union of Railways (UIC) |  |  | 6 | 2 | 1 | 3 | **12** |
| Islamic Development Bank | 1 |  | 1 | 1 |  |  | **3** |
| Korean Transport Institute (KOTI) |  |  |  |  |  |  | **0** |
| Michelin Challenge Bibendum |  | 1 | 20 | 1 |  | 2 | **24** |
| National Center for Transportation Studies (NCTS), Philippines |  |  |  |  |  |  | **0** |
| Nordic Development Fund (NDF) | 1 |  |  | 1 |  |  | **2** |
| Polis Network |  | 1 | 2 |  |  |  | **3** |
| REN 21 |  |  | 3 |  |  | 1 | **4** |
| Renewable Energy and Energy Efficiency Partnership (REEEP) |  |  |  |  |  |  | **0** |
| Research for Community Access Partnership (RECAP) |  | 1 |  | 1 |  |  | **2** |
| Ricardo Energy & Environment |  | 1 |  |  |  |  | **1** |
| Smarter than Car |  |  |  | 1 |  |  | **1** |
| Stockholm Environment Institute (SEI) |  |  |  |  |  |  | **0** |
| Sustainable Transport Africa (STA) |  | 1 | 2 | 2 |  | 3 | **8** |
| The Energy and Resources Institute (TERI) |  |  |  | 2 | 1 |  | **3** |
| Transport and Environment (T+E) |  | 1 |  |  |  |  | **1** |
| Transport Planning and Research Institute (TPRI) |  |  | 1 |  |  |  | **1** |
| Transport Research Laboratory (TRL) | 1 |  |  | 1 |  |  | **2** |
| Uganda Road Sector Support Initiative (URSSI) |  |  |  | 1 |  |  | **1** |
| UNIFE (The European Rail Industry) |  | 1 |  | 2 |  | 2 | **5** |
| United Nations Center for Regional Development (UNCRD) |  | 1 | 2 |  |  |  | **3** |
| United Nations Department for Economic and Social Affairs (UN-DESA) |  |  | 2 |  |  |  | **2** |
| United Nations Development Program (UNDP) |  |  | 2 |  |  |  | **2** |
| United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) |  |  | 2 | 1 |  |  | **3** |
| United Nations Economic Commission for Europe (UNECE) |  |  | 1 | 3 |  |  | **4** |
| United Nations Economic Commission for Latin America and the Caribbean(CEPAL) |  |  | 3 |  |  |  | **3** |
| United Nations Human Settlement Program (UN-HABITAT) | 1 |  | 9 | 1 |  |  | **11** |
| United Nations Industrial Development Organization (UNIDO) |  |  | 1 |  |  |  | **1** |
| United Nations Office for Project Services (UNOPS) |  |  |  |  |  |  | **0** |
| University of Capetown |  |  |  |  |  |  | **0** |
| University of Transport and Communication (UTCC) Hanoi |  |  |  |  |  |  | **0** |
| University of Twente/ITC-Department of Urban and Regional Planning (ITC) |  |  |  |  |  |  | **0** |
| Victoria Transport Policy Institute |  |  |  | 3 |  | 1 | **4** |
| Volvo Research and Education Foundations (VREF) |  | 1 | 1 | 2 |  |  | **4** |
| Walk 21 |  |  | 2 | 5 | 1 | 2 | **10** |
| World Bank | 1 | 1 | 6 | 1 |  | 3 | **12** |
| World Business Council on Sustainable Development (WBCSD) |  | 1 | 4 | 5 | 1 |  | **11** |
| World Cycling Alliance |  |  |  | 3 |  | 2 | **5** |
| World Health Organization |  |  | 2 | 1 |  |  | **3** |
| Wuppertal Institute for Climate, Environment and Energy |  | 1 | 3 | 1 | 1 |  | **6** |
| WWF International |  |  | 2 |  |  |  | **2** |
| YOURS | 0 |  |  |  |  |  | **0** |
| TOTAL | **22** | **42** | **212** | **112** | **16** | **61** | **465** |