

SLoCaT partners meeting 25 January 2012 at WRI EMBARQ Washington DC.

Present ~35 people: ADB, CAF, CAI, CAI-Asia, CAPP, CODATU, DCE, GEF, GIZ, ITDP, EMBARQ, EMBARQ Mexico, IDB, IRF, ITF, TRL, VRF, UNDESA, and UNEP.

Guests: Carnegie Endowment for International Peace and International Council for Clean Transportation.

Presentation made is available at <http://www.slocat.net/event/601>

Issues discussed included

A. Review 2011 Activities

Presentation of submissions made on behalf of the SLoCaT Partnership resulted in a discussion on to ensure broad based ownership for submissions made on behalf of the SLoCaT partnership.

- Issues and submissions should be prioritized so as not to generate too many. Emphasis on UNFCCC and CSD.
- SLoCaT conveners should decide on no objection or having some quorum of a number of endorsing parties. Example of the Sustainable Development Goal submission was discussed and found acceptable.

Conveners of the SLoCaT Partnership will circulate a short proposal on how submissions will be dealt with in the future.

B. Partner Updates

On progress of partners 2011, Bridging the Gap informed SLoCaT that they would continue with a regrouped set of representatives and will continue with a broader scope beyond climate change instruments.

Asian Development Bank noted their Transport Forum will take place in November 2012. [EST Asia will be in October] ADB Transport Forum is tentatively expected to have a broad based focus on technology for sustainable transport. Partners were invited to become part of the event.

Center for Clean Air Policy (CCAP) described a Transit –Oriented Development NAMA they were developing with support from the German International Climate Initiative. They also announced their intention to seek a broader and deeper involvement with the SLoCaT Partnership.

CAF described activities of their Observatory on Transport in Cities with 22 cities in Latin America and 25 sets of data/analysis

IDB mentioned the Foro de Transporte Sostenible in Latin America having 10 countries with ministries of transport and environment participating. A second forum is planned for Mayors in 2012. IDB is continuing work on traffic safety and data collaboration. It is also updating its Regional Environmental Sustainable Transport Action Plan. They have a Transit Oriented Development NAMA for Quito. And they are continuing work on freight which will include the establishment of a freight and logistics observatory for Meso-America.

CAI-LAC held a meeting in Rosario with 600 participants convening cities of Argentina, Mexico and Brazil.

GIZ described their Transfer project supporting the development of NAMAs and a NAMA handbook and the possibilities this will create for developing Centres for Tech transfer on Transport and CC

SLoCaT members were encouraged to place info or links to these activities on the members pages on the SLoCaT.net website

C. SLoCaT Rio+20 Initiative on Sustainable Transport

The SLoCaT Rio+20 initiative on Sustainable Transport was explained. SLoCaT is seeking an opportunity for a roundtable on transport at Rio+20 as part of the sandwich days between the 3rd Prep. Com and the Rio+20 Conference itself.

SLoCaT discussion with Brice Lalonde Executive Coordinator for Rio+20 identified sustainable mobility as a more attractive presentation of sustainable transport as it better draws in the social dimension and economic benefit to the poor.

While transport may not yet be emerging as a strong independent theme at Rio+20, it is never the less a cross cutting theme through most of the other themes, e.g. Food Security and Agriculture (30% of food production chain cost), a necessary component of the energy efficiency and renewable energy targets, and the MDGs. As urban transport is a critical issue, the fact that the cities theme identifies transport is a good opening to follow. Transport is generally not as effective as energy in getting attention.

Road maps to the green economy are to be developed and transport is a component here as well.

While it is possibly too late to influence most of the national representations to Rio+20, there is still an opportunity to engage Youth, Women, Farmers and Local Authorities so they can consider adopting the mobility/transport theme in their presentations at Rio+20. There was a recommendation to reach out to business and community leaders to approach their respective CSD focal points on the importance of mobility and transport.

Cities, to be represented at Rio+20 will need funding support.

It was asked whether Transport [or Mobility for access to goods and services] be proposed as its own independent forum as opposed to trying to link into sustainable development or climate change.

Participants called for back-up plans in case it will not be possible to make Transport a major theme at Rio+20..

Take a positive interpretation of Rio+20 outcomes including a cross-cutting approach to transport contributions across the other themes.

There was agreement that the SLoCaT Partnership would focus on the following major activities in 2012. While all of these are supportive of the SLoCaT Rio+20 initiative on sustainable transport they are also relevant for the general advancement of sustainable, low carbon transport.

- Working Group to define Sustainable Transport/Mobility, set indicators and Targets (first half 2012)
- Develop overall structure for Regional EST Forums in Asia, Africa, and Latin America (national +Cities), and develop proposals for active follow-up on Declarations (all of 2012)
- Transport data – continue work on Global Transport Intelligence incorporating new IDB, ADB and WB data projects (all of 2012)
- Urban Transport Finance – in support of EST Cities meetings in Asia and Latin America
- Consolidation of work on Transport NAMAs

D. SLoCaT Partnership post Rio+20

The issue of how to continue the work of a SLoCaT secretariat and with what mandate over the next years. It was agreed that this will be influenced by the outcome of Rio+20. The general feeling however was that there is a continued need for SLoCaT.

(Discussions immediately following the meeting among a smaller group of members on this topic indicated that there is support for further institutionalization of the SLoCaT Secretariat with a full time staffing to be funded from possible membership fees.)