

SLoCaT Annual Meeting Minutes

Date: 8 January 2018, World Resources Institute (WRI), Washington DC.

SLoCaT Members in Attendance:

- | | | |
|--|---|--|
| 1. Jamie Leather (ADB) | 22. Clayton Lane (ITDP) | 42. Dario Hidalgo (WRI) |
| 2. John Cohen (Alstom) | 23. Claire Bernard (Michelin) | 43. Heather Allen
(Independent) |
| 3. Alyssa Fischer (Brisk
Synergies) | 24. Skye Duncan (NACTO) | 44. *Holger Dalkmann
(Independent Consultant) |
| 4. Nicolas Estupinan (CAF) | 25. Melissa Hansen (NACTO) | 45. Gail Jennings (independent
Consultant) |
| 5. Carlos Pardo (Despacio) | 26. Michael Replogle (NYC
DOT) | 46. Mark Major (SLoCaT) |
| 6. Colin Gourley (DFID) | 27. Karen Van Cluysen (Polis
Network) | 47. Karl Peet (SLoCaT) |
| 7. Liz Jones (DFID) | 28. Juan Carlos Munoz (PUC) | 48. Talya Enriquez Romano
(SLoCaT) |
| 8. Dawn Wood (DFID) | 29. Jasper Cook (ReCAP) | <i>* =Board Members</i> |
| 9. Manfred Neun (ECF) | 30. Siegfried Rupprecht
(Rupprecht Consult) | |
| 10. *Sheila Watson (FIA
Foundation) | 31. Carole Escolan Zeno (UIC) | Online Participants |
| 11. *Amy Kenyon (Ford
Foundation) | 32. Philip Turner (UITP) | 49. <i>Henrik Gudmundsson
(CONCITO)</i> |
| 12. Xiao Mei Tan (GEF) | 33. *Winnie Mitullah
(University of Nairobi) | 50. <i>Froso Christofides (ECF)</i> |
| 13. Christian Mettke (GIZ) | 34. Todd Litman (VTPI) | 51. <i>Damien O'Tuama (ECF)</i> |
| 14. Daniel Moser (GIZ) | 35. *Bronwen Thornton (Walk
21) | 52. <i>Henry Kamau (STA)</i> |
| 15. *Armin Wagner (GIZ) | 36. Franz Drees-Gross (WB) | 53. <i>Nikola Medimorec
(SLoCaT)</i> |
| 16. Stefanie Sohm (Growing
Markets) | 37. Nancy vanDycke (WB) | 54. <i>Alice Yiu (SLoCaT)</i> |
| 17. *Margarita Parra (Hewlett) | 38. Christian Haag (WCA) | |
| 18. Sudharmanto Nugroho
(IGES) | 39. Claudia Adriazola (WRI) | |
| 19. Susanna Zammataro (IRF) | 40. Matthew Kessler Clearly
(WRI) | |
| 20. Ahmed al Qabany (IsDB) | 41. Angela Enriquez (WRI) | |
| 21. Ramon Cruz (ITDP) | | |

Introduction

The 2018 annual members meeting of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) took place on Monday 8 January at the offices of the World Resources Institute (WRI) in Washington DC. **Claudia Adriazola (WRI)** provided a welcome to attendees as the host organization of the meeting.

SLoCaT board co-chair **Amy Kenyon (Ford Foundation)** thanked WRI for hosting and welcomed the large turnout of SLoCaT members (set to be the best attended SLoCaT members meeting ever), and informed member that unlike previous years the SLoCaT board meeting was held before the SLoCaT members meeting.

SLoCaT board co-chair **Holger Dalkmann** welcomed members and explained that 2018 is a time of transition for the organization, now that key decisions have been taken, global agreements need to be implemented, and new initiatives are taking shape that need to be accommodated in SLoCaT's work.

Holger also informed members that **Cornie Huizenga**, Secretary General of the SLoCaT Partnership will be stepping down from his position at the end of 2018.

I. Presentation and discussion of SLoCaT 2017-2018 Focus Areas

The SLoCaT Secretariat [presented on four 2017-2018 focus areas](#) (i.e. Climate Change, Urban Transport, Rural Transport, and Transport and Equity) to provide background information on these main areas of SLoCaT's work, within the following structure:

- Evidence of need for action on sustainable development and climate change via sustainable transport
- Global agreements and processes which provide opportunities and venues of action for the SLoCaT Partnership to engage in
- SLoCaT's contribution to the discussion on sustainable, low carbon transport--what does/can SLoCaT Partnership can bring to the table and how SLoCaT can contribute

A presentation elaborating on each of the focus areas was distributed to the members of the SLoCaT Partnership and can be viewed [here](#). Also discussed in the initial presentation were SLoCaT outreach efforts, which demonstrated that 2017 outperformed 2016; and emerging SLoCaT knowledge products, which included new products on policy and assessment and a recently-released SLoCaT Transport Knowledge Base (TraKB) which is currently under development and expansion.

Member Comments on SLoCaT 2017-2018 Focus Areas:

SLoCaT members offered several comments on Part One of the presentation.

- **Carlos Pardo (Despacio)** noted that the SLoCaT Transport Knowledge Base (TraKB) released is Version 0.1 and Excel-based, and inquired about the planned release of Version 1.0 (web-based). SLoCaT noted that it has been envisaged to shift TraKB to a more web based functions, but this depends on resources, so no specific date is set.
- **Carlos Pardo (Despacio)** asked when SLoCaT knowledge products will be available in Spanish. SLoCaT responded that the forthcoming website design accommodates presentation of multilingual documents, and when resources allow, Spanish will be the first non-English language for SLoCaT knowledge products.

- **Liz Jones (DFID)** noted that the gender and transport is a trending topic and there should be possibilities to find funding for gender, equity and transport related work. UN Secretary General's High Level Panel on Female Economic's Empowerment had a recent meeting on transport and this could be area of opportunity for SLoCaT, and also asserted that SDG Indicator 9.1.2 [Passenger and freight volumes, by mode of transport], needs more emphasis in discussion on rural transport. SLoCaT concurred with the first suggestion and agreed that Indicator 9.1.2 is essential, and in this context, SLoCaT working with UNCTAD to support them in the establishment of a Sustainable Freight Expert Group.
- **Jasper Cook (ReCAP)** noted that the Vientiane Declaration first to link research and action on rural transport in Asia, and expressed excitement for a planned parallel Declaration for Africa.
- **Manfred Neun (ECF)** noted that active transport modes contribute to 14 of the SDGs (though indicators are still being developed) and that we can do much more in the next two years to make clearer where/how transport is contributing to the 2030 Development Agenda. He also inquired about potential synergies with the SuM4All initiative; this topic was deferred to a specific discussion on this later in the meeting.

II. Presentation and discussion of Financial Management and Restructuring of SLoCaT Partnership

SLoCaT Treasurer **Bronwen Thornton** presented an overview of SLoCaT's financial situation ([Section 2 of the Annual Meeting Presentation](#)).

- The current status of the SLoCaT finances
- Financial challenges faced by SLoCaT Partnership
- Detailed analysis to identify the main causes of the financial challenges and develop an action plan for the SLoCaT Secretariat with guidance from the SLoCaT Board

Specific opportunities include creating funding consortia and consolidating efforts on signature projects, reassess effort expended on unfunded projects, and increasing membership support and unrestricted funding. Also highlighted were plans to explore restructuring SLoCaT's financial model, implementing cost-saving measures, and strengthening internal financial management.

Bronwen specifically asked Members for feedback on the *action plan* ideas presented.

Member Comments on Financial Management and Restructuring of SLoCaT Partnership:

- **Christian Mettke (GIZ)** inquired about assessment of the Board on the financial situation and main priorities for action. SLoCaT responded that reasons for [shortfalls] vary from year to year. For example, last year the shortfall was due to an expected project not

materialising at the last minute, and this year the problem is primarily linked to the unexpected absence (for health reasons) of Cornie Huizenga lead fundraiser.

- **Carlos Pardo (Despacio)** suggested that instead of going to funders with request for funding for certain projects, SLoCaT could ask funders what they can fund. Margarita Parra/the SLoCaT Board responded that it is committed to address issues during a time of transition. As a funder [Hewlett], it's essential to focus on signature projects and to be more creative in funding.
- **Susanna Zammataro (IRF)** suggested that SLoCaT consider greater use of in-kind contributions from its members (e.g. use resources of another organization's communications team to redesign website and support other outreach efforts).
- **Claire Bernard (Michelin)** pointed out that difficult financial situations [for small NGOs] are not unusual. She noted that France funded many organisations around COP21 for two years hoping that other organisations would take over, but now that funding is ending many are having problems to continue; thus she suggested that "consortium funding" is a good solution to resolving financial issues. She also asked what share of SLoCaT's budget is needed to run the business (e.g. COP expenditures); SLoCaT responded that overhead accounts for 30% of costs, and that more information can be shared on request.
- **Gail Jennings (independent)** asserted that SLoCaT is a "victim of its own success" in raising awareness around transport and climate change and suggested that it would be useful for SLoCaT to follow the lead of the renewable energy sector, in which an activist movement became a business.
- **Siegfried Rupprecht (Rupprecht Consult)** said that it is difficult to assess the long-term financial success of the organization, stating that short-term contracts are one place to investigate, it is necessary to look two, three, or five years in the future. SLoCaT Secretariat reported that we have started trying to get longer contracts and a number of SLoCaT funders including Hewlett Foundation, GIZ and DFID have granted contracts for multiple years.
- **Heather Allen (independent)** asserted that various organizations have benefited unevenly from SLoCaT, and that there is a need to better align [contributions and benefits].

SLoCaT co-chair **Amy Kenyon** concluded the discussion by reporting that the organization is exploring operational changes needed to keep SLoCaT a thriving and successful organization.

III. Prioritization of SLoCaT Focus Areas for 2018-2020

This agenda item gave members the chance to help review potential future focus areas and establish a priority ranking for different areas based on relative impact vs. funding potential (See Annex I) through 20 minutes of break-out group discussion. Proposed focus areas are as follows:

- Climate Change Mitigation
- Climate Change Adaptation

- Rural Transport
- Urban Transport
- Transport and Equity

Co-chair **Amy Kenyon** introduced this exercise and invited Board members (who facilitated sessions) to briefly summarize discussions and to highlight any new or surprising conclusions:

Member Comments on Prioritization of SLoCaT Focus Areas for 2018-2020:

Breakout group facilitators reported a range of views, which were not attributed directly to individuals:

- **Climate change mitigation** was seen as SLoCaT's "main skill base and identity" and as having the "highest competence and funding potential" for the organization. Avoiding dangerous climate change was seen by some as the most important issue in transport, and if this is not resolved, "nothing else matters, so to speak."
- In contrast to mitigation, **climate change adaptation** was seen as having currently lower potential for funding and is also not as well researched, but that there should be more available funding for transport adaptation in the future. Others wanted to "speak up for adaptation, which has strategic importance for [SLoCaT's] goals and thus should not be left behind."
- **Urban transport** was described by some as second in importance for SLoCaT after climate change mitigation, due to its multiple important impacts and the severe consequences of urbanization and motorization. It was also noted that many SLoCaT organizations contribute to urban transport, and that urban transport investments can reach more people.
- In contrast to urban transport, **rural transport** was seen by some as having relatively lower impact, and funding potential also limited. It was noted that funding exists for rural access (notably through MDBs), but since rural populations are sparse, it is difficult to impact large populations with specific interventions; however, it was agreed that rural transport has high impact on individuals.
- **Equity** was viewed as an important element for both urban transport and rural transport, as it is important to promote non-costly transport in cities, and access to essential services for poor rural people. While equity was seen as closely connected to adaptation, it was noted that investments tend to focus on infrastructure rather than capacity/community building; as it harder to define best practices. Equity was described by some as a dimension within the other areas (i.e. a focus of research and action), and thus that it may be difficult to secure dedicated funding streams.
- **General feedback** from these breakout groups noted that there remains a gap between global agreements and implementation action, and that it is important to highlight this fact and to hold banks to account. Various groups suggested that SLoCaT should "look at the drivers of the mobility revolution," that SLoCaT should strive toward the "idea of leveraging action, and not competing with members taking action," and finally that "outreach, knowledge and speaking with a single voice is SLoCaT's greatest strength."
- Still others asserted that the question posed was the wrong question, and that we should ask instead what are SLoCaT's key competencies (e.g. convening power,

networking, advocacy) and thus that the proposal to the Board is to focus on how to package and “sell” these core functions, recognising this may be a difficult proposition.

Further comments on prioritization of SLoCaT Focus Areas for 2018-2020 revealed the following views:

- **Gail Jennings (independent)** suggested that the low priority on equity may highlight a “Northern bias,” noting the scarcity of attendees from sub-Saharan Africa.
- **Winnie Mitullah (University of Nairobi)** suggested that the equity and transport discussions are cross-cutting topics, it does not reveal an institutional bias but rather a strategic direction where SLoCaT is moving towards a situation equity is mainstreamed in other focus areas.
- **Ramon Cruz (ITDP)** proposed that SLoCaT should partner with organizations that are experts this equity; asserting that just because SLoCaT doesn’t have core competency in equity doesn’t mean that it shouldn’t be an priority area for the organization
- **Bronwen Thornton (Walk21)** stated that the discussion of action and coordination may be overstepping the coordination role to an action role [and that SLoCaT should keep this distinction in mind].
- **Christian Mettke (GIZ)** indicated that adaptation is an important element for climate discussions, and there is a strong emphasis in the UNFCCC process to balance the importance given to mitigation and mitigation. Therefore it is still relevant for SLoCaT to keep working on transport and climate adaptation issues.

IV. Institutional Future of SLoCaT

The final section of the meeting focused on the institutional future of SLoCaT as the institutional landscape of sustainable transport community has changed since SLoCaT was established in 2009. The main points for discussions were:

- The relationship among SLoCaT, the Paris Process on Mobility and Climate (PPMC), the Transport Decarbonisation Alliance (TDA), Sustainable Mobility for All (SuM4All)
- The future functioning of the SLoCaT Partnership and SLoCaT Secretariat

Members briefly presented background and updates on SUM4ALL, PPMC and TDA, with a key issue for SLoCaT being how these different organisations interact.

- **Franz Drees-Gross (WB)** noted that the SuM4All consortium has grown to 50 members (with some to sign charter), and that there is an interim steering committee with makeup and mechanisms still to be determined. Longer-term agenda items for SuM4All include establishing governance structure and identifying leads for each working group.
- **Claire Bernard (Michelin)** described PPMC as an ongoing collaboration with SLoCaT, in which Michelin leadership has been helpful to bring together the private sector as a participant within the global sustainable transport community.

- **Mark Major (SLoCaT)** described the TDA as an alliance for transport decarbonization providing a missing ingredient of political leadership, which is still gaining momentum through growing interest from potential new members. Four TDA countries signed a letter to prioritize transport in Talanoa Dialogue (a useful action channel for SLoCaT), and through vertical integration France can speak up with Paris and Renault. Other opportunities include France leading G7, followed by the United Kingdom who are also interested in joining the TDA.

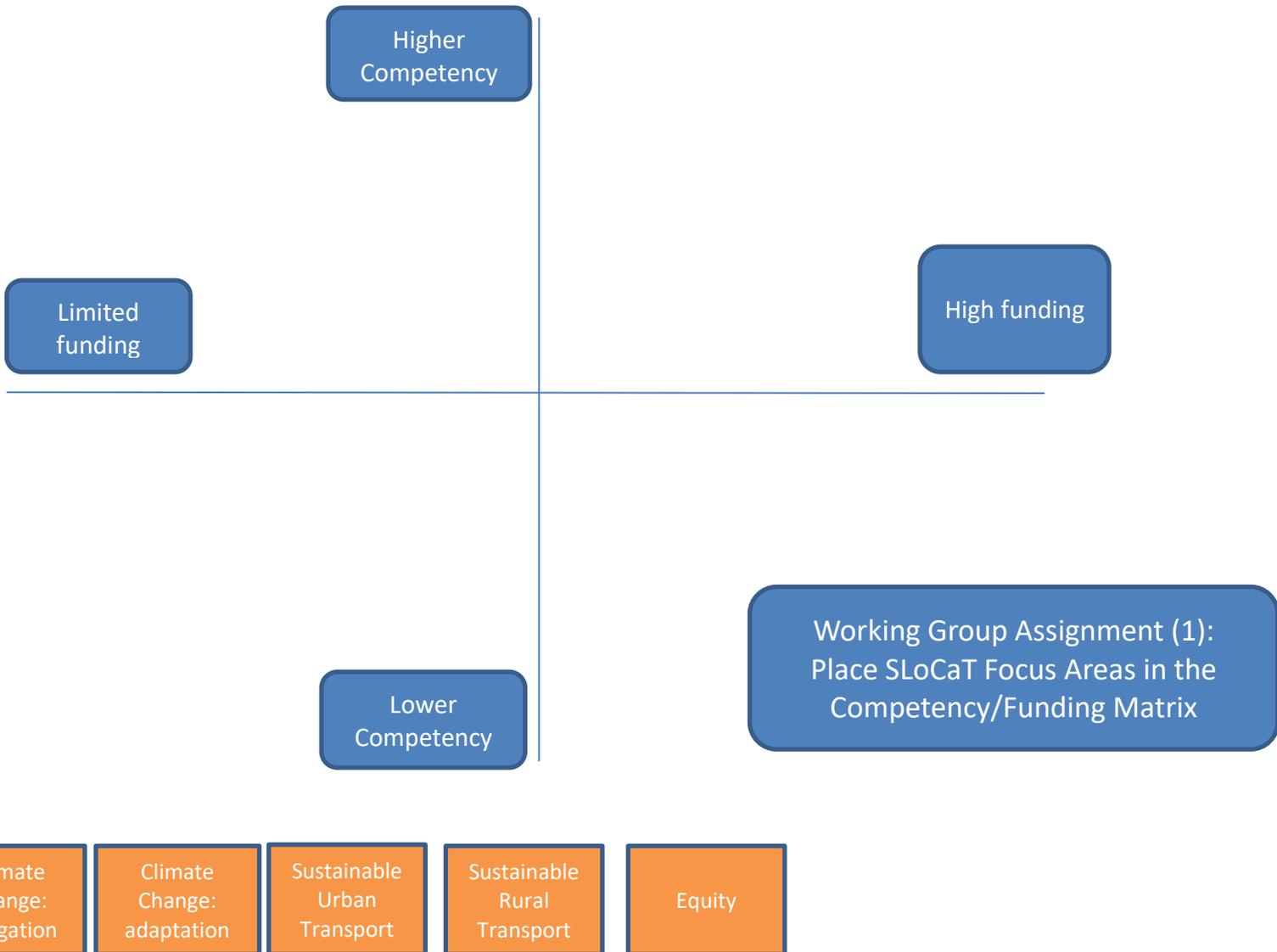
SLoCaT co-Chair **Holger Dalkmann** set out the process to be followed over the next months to consider these issues and how members will be formally consulted in this process. SLoCaT members were presented with a road-map for the period January – June 2018 to finalize the discussion on SLoCaT’s institutional future and describe pathways to develop the 2018-2020 Work Plan and 2018-2019 Budget. This included a proposal to establish an ad-hoc Committee on the Institutional Future of SLoCaT in which interested members can take part.

6. Closing of meeting

The SLoCaT co-chairs adjourned the meeting at 8:00 pm and thanked participants for their active contributions. Following this, WRI hosted a reception for the participants of the 2018 annual SLoCaT meeting, for continued discussion and networking.



Annex I: SLoCaT Focus Areas 2018-2020 Evaluation by Competency/Funding





Annex II: Pathway to develop 2018-2020 Work Program and Budget

