



Draft SLoCaT Work Program 2016 - 2017

Background and Process

Work Programs of the SLoCaT Partnership run from July 1st till June 30th, in line with the financial year of the SLoCaT Partnership. The SLoCaT Partnership is currently implementing the Work Program 2015-2016. This draft of the 2016-2017 Work Program is prepared in preparation of the discussion on the Work Program 2016 – 2017 in the SLoCaT Annual meeting on 11th January 2016. The development of the SLoCaT Work Program is an iterative process in which the SLoCaT membership and the Board of the SLoCaT Foundation have the opportunity to give their opinion on a number of occasions:

The development of the 2016-2017 Work Program has the following steps:

- Initial discussion concept note Work Program – by SLoCaT Board (October 2015)
- Circulation consultation draft Work Program to SLoCaT membership (November – December 2015)
- Discussion draft 2016-2017 Work Program at SLoCaT Annual Meeting, Washington DC (January 11th 2016)
- Circulation second draft 2016-2017 Work Program to SLoCaT membership (March - April 2016)
- Final draft 2016 – 2017 Work Program + Budget for discussion and approval of SLoCaT Board (May 2016)

Key Drivers 2016 – 2017 Work Program

The overall objective of the SLoCaT Partnership is “the integration of sustainable, low carbon transport in global policies on sustainable development and climate change”. 2015 was in that respect a key year for the SLoCaT Partnership with the adoption in September 2015 of the Global Goals on Sustainable Development (SDGs) and an ambitious global agreement on Climate Change during COP21 in December 2015. Transport is mainstreamed in several of the SDGs and it is clear that transport will also be a greater part of the UNFCCC process in the time to come with the agreed upon target of well below the two-degree Celsius scenario (2DS) and pursuing efforts to limit the temperature increase to 1.5 degrees Celsius above pre-industrial levels. This is a strong call to action for the transport sector to accelerate the decarbonization of the transport sector.

These two agreements, and associated targets in the case of the SDGs and global “well-below-2 degrees Celsius target in the case of climate change define the global agenda on sustainable, low carbon transport for the coming years. This is a global agenda that spells out the direction in which the transport sector should develop in terms of sustainable development and climate change. The transport

related targets and associated indicators in the case of the sustainable development and the anchoring of the new climate change agreement to well below the 2 Degree Celsius scenario define the new post 2015 agenda on sustainable transport also in a quantitative manner. In short the sustainable transport community now has a clear sense of direction post 2015 and it will know how much needs to be done in the period 2016-2030.

SLoCaT notes that the Paris Agreement on Climate Change and its agreed upon target means that the time for incremental change has past and that the only manner in which the transport sector will be able to contribute in a proportional manner is through transformational or step-change. Such transformational change in transport is not likely to happen purely on a basis of climate change goals, and is more likely to be achieved in combination with sustainable development concerns (e.g. as a co-benefit of reducing urban air pollution as a primary policy thrust). For this reason, the transport sector could benefit from a stronger linkage between the post-2015 development agenda and the climate change agenda to improve the chances of translating mitigation and adaptation ambition into implementation. SLoCaT's work program for 2016-2017 takes into account these linkages and in several of its activities will actively pursue and promote an integrated approach.

Sustainable Development

In the SDG framework, sustainable transport is not represented by a standalone sustainable development goal; instead it is mainstreamed in a direct or indirect manner into many of the proposed SDGs, especially those related to food security, health, energy, infrastructure, cities and human settlements and climate change. Transport services are essential to achieving most, if not all, SDGs, as demonstrated in Figure 1.¹

¹ 2015. Issues brief Prepared by the Technical Advisory Group for Information of the Secretary-General's High-Level Advisory Group on Sustainable Transport. <http://bit.ly/1MqFinh>

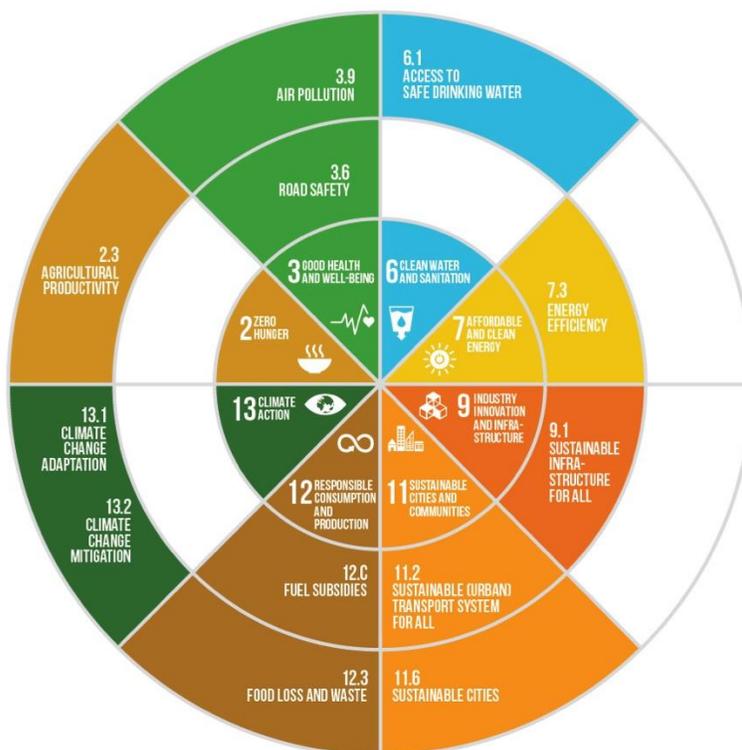


Figure 1. Direct and indirect transport targets in Sustainable Development Goals

The final text for adoption of the SDGs² states that “sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries” (para 27). The text includes five targets that the Partnership on Sustainable, Low Carbon Transport (SLoCaT) has determined to be *directly* related to the transport sector; in addition, sustainable transport is *indirectly* related to seven other targets under the SDGs adopted, as shown in Figure 1.

Together these direct and indirect targets reflect to a large extent the six targets of the 2014 SLoCaT Results Framework on Sustainable Transport (Box 1).

Box 1: SLoCaT 2014 Results Framework Targets

- *Rural access target:* Secure universal access by sustainable transport for rural populations by 2030
- *Urban access target:* Secure universal access by sustainable transport for urban populations by 2030
- *National access and regional connectivity target:* Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030

² Transforming Our World: The 2030 Agenda for Sustainable Development- Finalized text for adoption--August 2015
<http://www.slocat.net/un-general-assembly-negotiations-sdgs-january-september-2015>

- *Road safety target:* Halve road traffic deaths by 2030 compared to 2010
- *Air pollution and human health target:* Halve premature deaths from road related air pollution by 2030 compared to 2010
- *Greenhouse Gas emissions target:* Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate, with 2030 transport-related emissions no higher than 2010 emissions

The linkage between the SDG transport related targets and the SLoCaT Results Framework is further reinforced through the proposed indicators for the SDG framework, which includes amongst others an indicator on rural transport (which was not featured prominently at the target level).

Habitat III

Habitat III is the United Nations Conference on Housing and Sustainable Urban Development to take place in Quito, Ecuador, from 17 – 20 October 2016. In [Resolution 66/207](#) and in line with the bi-decennial cycle (1976, 1996 and 2016), the United Nations General Assembly decided to convene, the Habitat III Conference to reinvigorate the global commitment to sustainable urbanization, to focus on the implementation of a [New Urban Agenda](#), building on the [Habitat Agenda of Istanbul](#) in 1996.

The objectives of the Conference are to secure renewed political commitment for sustainable urban development, assess accomplishments to date, address poverty and identify and address new and emerging challenges. Habitat III will have a special place in the SLoCaT 2016-2017 work program. It offers SLoCaT to have a dedicated focus on the role of urban transport in the context of sustainable development as well as climate change.

All in all the post-2015 agenda on sustainable development as it continues to unfold offers the SLoCaT Partnership strong opportunities to further intensify its global convening role on sustainable transport.

Climate Change

The ambitious new global climate change agreement reached at COP21 in December 2015 is expected to accelerate action by the transport sector on the mitigation of, and adaptation to, climate change. The agreement to move towards a 1.5 DS put an additional responsibility on the transport sector.

Intended Nationally Determined Contributions (INDCs) are an important tool in that context. INDCs communicate to the UNFCCC secretariat country-level commitments and strategies to reduce carbon emissions and increase resilience for the post-2020 period³. 'Intended' refers to the planned character of the commitments. 'Nationally Determined' acknowledges that each country faces a unique set of circumstances influencing reduction strategies, including socio-economic development patterns, historic emission trajectories, and varying financing requirements.

INDCs represent a departure from the top-down approach taken in the UNFCCC process till COP15 Copenhagen in setting country specific targets on climate change mitigation. They introduce a bottom-up process to define country-level mitigation and adaptation efforts that are guided by national

³ http://unfccc.int/focus/indc_portal/items/8766.php

development priorities, equity, and common responsibility. The information provided in INDCs may include quantifiable information on base years, time frames and/or periods of implementation, scope and coverage assumptions and methodological approaches to mitigation and adaptation actions for the period between 2020 and 2030. Levels of ambition in INDCs are to be ‘ratcheted up’ in subsequent periods of evaluation, with re-evaluation intervals (e.g. 5- or 10-year periods) as defined in the Paris Agreement.

Among 133 INDCs submitted as of November 12, 2015, 77% explicitly identify the transport sector as a mitigation source, about 61% of INDCs propose transport sector specific mitigation measures. In addition, 10% of INDCs include a transport sector emission reduction target, and 14% of INDCs include assessments of country-level transport mitigation potential.

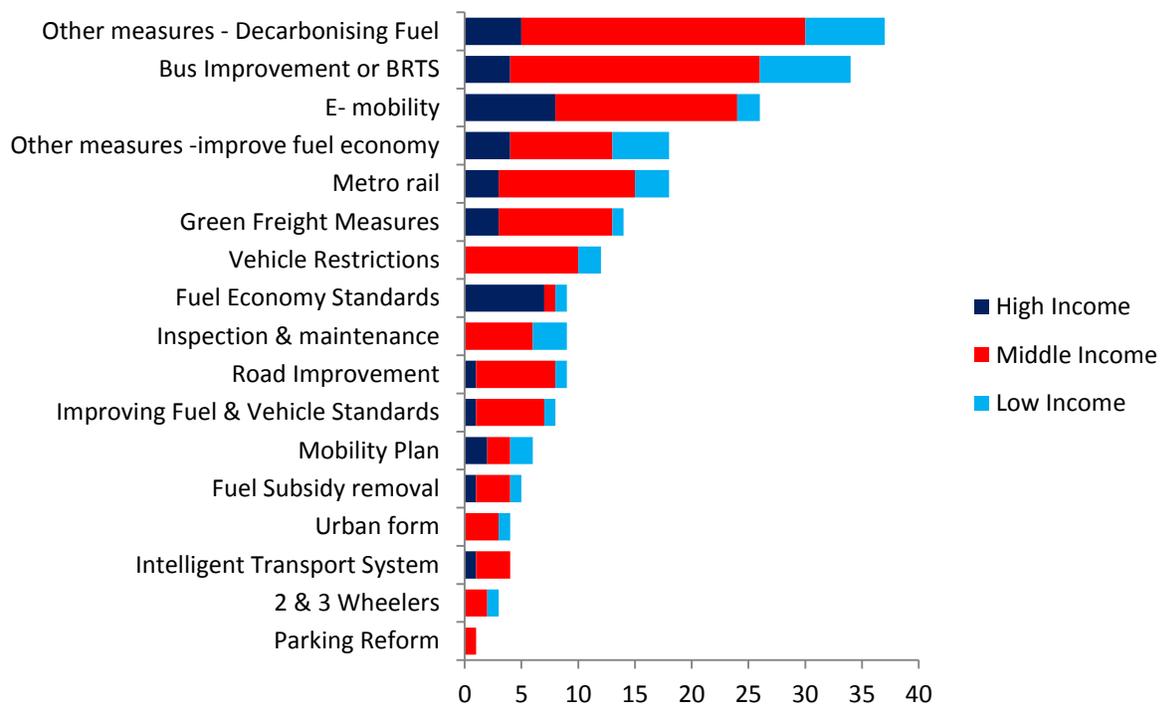


Figure 2 Typology of INDCs Mitigation Measures in INDCs

The new global climate agreement also catalyzes action on adaptation. So far however far less attention has been given to adaptation in the context of transport and INDCs. Table 1 shows that of the 133 INDCs submitted 112 make reference to adaptation as a priority but only 21 countries make the transport sector a specific priority and only 5 countries propose transport adaptation specific measures.

Table 1: Mitigation and Adaptation Priorities in INDC submissions

General	Mitigation in INDCs			Adaptation in INDCs		
	<i>INDCs that Specify General Mitigation Measures</i>	<i>INDCs Prioritizing Transport Sector for Mitigation⁴</i>	<i>INDCs that Specify Transport Mitigation Measures</i>	<i>INDCs that Specify General Adaptation Measures</i>	<i>INDCs Prioritizing Transport Sector for Adaptation⁵</i>	<i>INDCs that Specify Transport Adaptation Measures</i>
133	133	99	81	112	21	5

Apart from governments, Non-state actors are also making valuable contributions to transport mitigation. The Lima-Paris Action Agenda (LPAA) includes a set of voluntary commitments made during and since the 2014 Secretary General’s Climate Summit, which provide examples of non-state actors taking concrete measures to complement INDC proposals.

LPAA voluntary transport commitments include, among others, the following initiatives:⁶

- The **Airport Carbon Accreditation** initiative aims to reduce carbon emissions and achieve best practices in carbon management at airports.
- The **C40 Clean Bus Declaration of Intent** is designed to help manufacturers and other stakeholders to make advanced bus technologies more affordable for cities.
- The **Global Green Freight** Action Plan promotes the development of green freight programs.
- The **ICAO/ATAG Climate Action in Aviation** initiative promotes short, medium and long-term goals to cut emissions from aviation.
- The **International Zero Emissions Vehicle Alliance** encourages an accelerated adoption of Zero-emission vehicles.
- The **ITS for the Climate** initiative focuses on the use of Intelligent Transport Services to reduce CO₂ emissions from transport.
- The **Low Carbon Road & Road Transport Initiative (LC2RTI)** of the World Road Association (PIARC) supports adaptation of the road network to climate change and mitigating the effects of road transport.
- The **Navigating a Changing Climate** Initiative promotes a shift towards low-carbon inland and maritime navigation infrastructure.
- The **UIC Low Carbon Sustainable Rail Transport Challenge** calls for energy and CO₂ emission reductions and a greater mode share for rail transport.
- The **UITP Declaration on Climate Leadership** encourages member public transport agencies to reduce carbon emissions and strengthen resilience within their cities and regions.
- The **Action Platform on Urban Electric Mobility (UEMI)** is an initiative to increase the market share of electric vehicles in cities to at least 30% of all new vehicles sold by 2030.

⁴ This number refers to INDCs which directly mention the transport sector as a priority sector for mitigation action. If we include INDCs which consider transport either directly or indirectly (e.g. as part of the energy sector), the total is 126.

⁵ INDCs for countries prioritizing adaptation in the transport sector include Algeria, Bangladesh, Belize, Bhutan, Burkina Faso, Cambodia, Central Africa Republic, Colombia, Côte d'Ivoire, Dominican Republic, Gambia, Kenya, Lao PDR, Maldives, Madagascar, Malawi, Mexico, Republic of Moldova, Singapore, Tajikistan, and Uruguay.

⁶ <http://ppmc-cop21.org/transportinitiatives/>

- The **MobiliseYourCity** partnership helps local governments in developing countries plan sustainable urban mobility, to reduce GHG emissions and develop more efficient cities.
- The **Vehicle Fuel Efficiency Accelerator** aims to double fuel economy and reduce fuel waste.
- **Worldwide Taxis Initiative** : Accelerating the introduction of low emission vehicles in taxis fleet by 2020
- The **World Cycling Alliance (WCA)/European Cyclists' Federation (ECF)** seeks to increase modal shift to cycling worldwide and double cycling mode share in Europe by 2020.

The outcome of COP21 (the Paris Agreement and COP21 Decision) will galvanize action on transport and climate change. This includes a consolidation and ambitious scaling up of action on mitigation of climate change in the transport sector and a substantive intensification of action on adaptation.⁷ It is important to note that the Paris Agreement includes specific recommendations on the continuation of the LPAA, promoting action by non-Party stakeholders on climate change, but that it also offers more opportunities to non-Party stakeholders to become engaged in the further discussion on, and implementation of, the Paris Agreement.

Translating the 2015 Global Consensus on Sustainable Development and Climate Change

The 2015 – 2016 SLoCaT work program already pointed to the need to shift from advocacy for the integration of sustainable, low carbon transport in global policies towards activities that will help to ensure a regional and national level follow-up to the 2015 global consensus on sustainable development and climate change. With both the SDGs and the Paris Agreement on climate change in place this will impact SLoCaT activities under the current 2015-2016 Work Program in the January-June 2016 time frame (see box 2)

Box 2: Impact of 2015 Global Consensus on Sustainable Development and Climate Change for the remaining six months of SLoCaT 2015-2016 work program

In a number of cases SLoCaT will adjust its 2015-2016 work-program taking into account the 2015 global consensus on sustainable development and climate change. In other cases SLoCaT will integrate this in the preparation of detailed activities for its 2016-2017 work-program. Implications for the 2015-2016 work-program include:

- **Sustainable Transport:**
 - Develop proposals in support of SLoCaT's role on documenting indicators;
 - Prepare and launch "PPMC-like platform" in support of Habitat III;
- **Transport and Climate Change:**
 - Agree on continuation of PPMC in support of implementation of Paris Agreement and in support of COP22;
 - In consultation with French and Moroccan Governments decide on continuation of the LPAA activities on transport;
 - Development of detailed proposals of continuation knowledge management activities on transport and climate change, including assessment of the desirability and feasibility of an annual SLoCaT flagship publication on transport and climate change;
- **Financing Framework for Sustainable Transport:**

⁷ See <http://ppmc-cop21.org/wp-content/uploads/2015/12/COP21-Final-Preliminary-Report-SLoCaT.pdf> for a preliminary analysis of COP21 from a transport perspective

- Ensure that SLoCaT finance related activities take sufficient account of the transformational character of changes required in the transport sector to implement the 2015 global consensus on sustainable development and climate change;
- **Transport and Poverty:**
 - Develop work program on transport, poverty and equity that can guide transport's contribution to the SDGs and which can help to ensure that transformational change in transport in support of climate change target is equitable and not at the expense of the poor;
- **Rural Transport:**
 - Integrate climate change adaptation in future work on rural transport.

This shift towards implementing the 2015 Global Consensus will be even more pronounced in the 2016-2017 SLoCaT Work Program. This does not mean that SLoCaT will transition towards becoming itself an implementation-focused organization. Implementation will remain the exclusive focus of SLoCaT members and not the SLoCaT partnership or its Secretariat. In line with the basic rationale for the SLoCaT Partnership – to have a global voice on sustainable, low carbon transport – the SLoCaT Partnership will provide global, and in some cases regionally, focused support to SLoCaT members working at the national and local level to aid them in their efforts to implement the 2015 Global Consensus.

It is clear however that there will be a continued need for global advocacy to ensure that transport is well integrated in processes, programs and activities to follow-up on the 2015 agreements on sustainable development and climate change. An important challenge in shaping the transport response in a post-2015 world is that there is at present little clarity at the moment on what the follow-up will be to the global agreements on sustainable development and climate change.

For sustainable development the following processes are expected to guide SLoCaT's work in 2016-2017:

- The development of a reporting framework on indicators for the SDGs and associated targets. The draft indicators are expected to be finalized and agreed upon by March 2016;
- The development of a Financing Framework for the realization of transport related targets from the post-2015 development agenda;
- The Global Report on Sustainable Transport to be issued by the Secretary General's High Level Advisory Group (SG-HLAGST) by late 2016;
- Global Conference on Sustainable Transport to be organized by the SG-HLAGST also in late 2016;
- Habitat III conference (scheduled for October 2016), including associated events.

For climate change SLoCaT's work in 2016-2017 will be guided by:

- Continued efforts in support of realizing pre-2020 mitigation and adaptation ambition, including the development of a work program on adaptation;
- The development of implementation plans for the transport components of the post 2020 INDCs;
- Maintaining the momentum on the LPAA Transport Initiatives.

In the translation of the post 2015 global consensus on sustainable development and climate change to the transport sector it is important to adopt a more balanced approach between passenger and freight

transport as well as the three main components of sustainable development and transport (economic, social and environmental).

SLoCaT will continue to have a focus on the developing world, this however without losing perspective of the developed world. Contacts with the developed world will be intensified in reflection of the universal nature of the post-2015 development agenda.

The main focus of SLoCaT's work will continue to be on land transport.

SLoCaT's value added in the post-2015 period

The SLoCaT Partnership has collectively, as well as through its members, contributed significantly to the progress made in integrating sustainable transport in global policies on sustainable development and climate change. This has been accomplished through a combination of knowledge management; advocacy, policy dialogue and through a lead role in facilitating and coordinating transport related events in important global and regional events.

In the period to come the SLoCaT Partnership can demonstrate its value added (vis-à-vis its members and other transport related initiatives through a combination of knowledge management, advocacy, policy dialogue and convening. Examples of SLoCaT's possible engagement and value added in these four areas are given below:

Knowledge Management

The effectiveness of SLoCaT's advocacy and policy dialogue is influenced by the manner in which SLoCaT collects, documents and analyses key developments in sustainable development and climate change for their impact on sustainable transport. In preparation of COP21 SLoCaT was able to make a major step forward in knowledge management.

Following the adoption of the SDG indicator framework in March 2016 work will need to start on collection of information, the analysis and reporting. It is expected that different groups, several of which SLoCaT members, will take on responsibility for specific indicators. It is also clear that at present there are certain "orphan" indicators, e.g. urban access, for which there is no clear institutional owner. The transport community has an interest that all transport indicators are being monitored and that there is a certain amount of coordination and exchange of information among groups monitoring transport indicators. Again, **SLoCaT is well placed to facilitate coordination to ensure that all transport related targets are properly monitored.**

The adoption of the ambitious Climate Target of well below 2 Degree Celsius presents the transport sector with a challenge. So far, almost all the modeling and scenario building approaches in the transport sector have stopped at the 2 Degree Scenario. **SLoCaT has a role to play in bringing SLoCaT members and other together with the aim to develop a mutually agreed upon pathway for the transport sector towards the 1.5 Degree Scenario.**

There has been continued discussion over the last years on the need to improve the quality and availability of transport data. It is to be expected that this call for improvements in transport data will only grow stronger as part of the discussion on monitoring transport indicators for the SDGs and the

development of implementation plans for the INDCs. Currently there are a number of SLoCaT members who are collecting and analyzing transport data. SLoCaT is well placed to facilitate the discussion among these members on **improving transport data and the access to such data**.

Advocacy

The [80 Days Campaign](#) on Climate Action in the Transport Sector is a key example of mobilizing knowledge and experiences from among SLoCaT members and others and passing it on in an organized manner to policy and decision makers. This type of advocacy will be important to convince national and local policy makers to engage in the implementation of the 2015 Global Consensus on sustainable development and climate change. This type of organized advocacy fits well with the objectives and character of the SLoCaT Partnership. SLoCaT's advocacy activities will actively link action on climate change with action on sustainable development.

Policy Dialogue

Discussions are ongoing with a range of organizations on a possible role of SLoCaT in facilitating regional dialogues on topics related to sustainable development and climate change. SLoCaT will continue to actively pursue this in 2016-2017 in an open and inclusive manner offering SLoCaT members and other stakeholders the opportunity to actively engage with countries and cities in discussions on how to implement the 2015 global consensus on sustainable development and climate change into action at the national and local level.

Convening

There will be many organizations involved in assisting countries and cities in the translation of the 2015 global consensus to the regional or national level, as well as within specific sub-sector or for certain themes. Individual SLoCaT members (and other organizations) will take the lead on this. It is important however to ensure that all key regions and themes are covered. SLoCaT can be one of the organizations to help in ensuring this.

Likewise it will be important that experiences in translating global agreements on sustainable development and climate change are fed back into relevant global discussions – e.g. the High Level Political Forum in the case of sustainable development and UNFCCC related processes (e.g. COP) in the case of climate change. At present SLoCaT, because of its broad membership, remains singularly well placed to collect and analyze these experiences and ensure that these are heard in relevant global processes.

SLoCaT Work Streams

It is envisaged that SLoCaT will continue the five work streams of the current 2015-2016 Work Program. SLoCaT will ensure that programs and projects cut across the different work streams. This helps to illustrate the integrated and inter-linked nature of sustainable, low carbon transport and at the same time it can enhance the organizational efficiency and reduce the transaction costs of the SLoCaT Secretariat.

Box 3

Examples of cross cutting SLoCaT programs and projects

Examples of cross cutting programs and projects for the 2016-2017 SLoCaT Work Program are:

- Transport and Equity applied research program. This is of direct relevance for the sustainable development work stream but also cuts across to the rural transport program;
- Work program on adaptation and transport can link the climate change work stream to the rural transport work stream;
- Finance Framework cuts across all the work streams of the SLoCaT Work Program.

Cross cutting programs and projects can be funded from different programs. This can help raise the viability of specific projects and activities.

In this phase of development of the 2016 – 2017 Work Program the number of substantive projects and outputs under the 5 work streams is still more than can be implemented. The number of substantive projects and outputs (listed in **bold** in the descriptions of the work streams below) will be reduced further in the coming months. It is intended that SLoCaT members help to shape the Work Program and not merely rubberstamp it. The further narrowing down of projects and outputs will be done based on:

- Feedback by SLoCaT members and Board in the period January – May 2016;
- Support from key external stakeholders for SLoCaT taking up certain roles and functions;
- Likelihood to raise funding for projects and activities;
- Synergy with other SLoCaT programs, projects and activities in the 2016-2017 period and beyond.

Final design of the SLoCaT 2016-2017 Work Program and associated projects and activities will be carried out in May 2016.

Sustainable Development

The emphasis in the development of SLoCaT's activities for this work stream will include, but not necessarily take up all of, the following:

- SLoCaT has a role to play in facilitating the reporting on sustainable transport related targets and indicators in the SDG Framework. This can include **the development of a coordinated monitoring framework for the transport component of the SDG framework**. It is clear that this would involve active contribution of a range of SLoCaT members who are already taking up action on monitoring of specific targets and indicators;
- **Represent the sustainable transport community in the process around the High Level Political Forum**, which will have the responsibility to guide and track the implementation of the SDGs;
- Provide **assistance to the SG-HLAGST TWG in preparation of Global Report and Global Conference on Sustainable Transport**. This can consist either of process facilitation or it can include substantive work in support of the Global Report or the Global Conference
- Facilitate the participation of sustainable transport community in the Habitat III Conference. Initial discussions are ongoing on **setting up a platform, along the lines of the Paris Process on Mobility and Climate (PPMC), in support of Habitat III**. This could include specific knowledge

management activities, common messaging, policy dialogues and event facilitation during Habitat III.

Climate Change

A key challenge for the transport sector will be to develop a 1.5 Degree Celsius pathway for the transport sector. This will be a multi-year program but a substantive start can be made in the 2016-2017 work-program through the following activities:

- **Maintain, and build on, the knowledge base on Transport and Climate Change (e.g. national level fact sheets, INDC overview, Climate Finance database)** established under the Paris Process on Mobility and Climate (PPMC). This could result in **an annual flagship publication** for the SLoCaT Partnership;
- **Engage on a pro-active basis with the UNFCCC Secretariat** in following-up on COP21 Decisions that will shape the implementation of the Paris Agreement **by making solicited and unsolicited submissions** on various topics listed in the COP21 Decision;⁸
- **Continue inclusive approach, combining forces with other initiatives like MCB and others, in support of continued facilitation of the LPAA Transport Initiatives through continuation of the PPMC.** Detailed scope of activities will depend largely on France and Morocco who are expected to lead the follow-up to LPAA leading up to COP22. Possible engagement of SLoCaT, through the PPMC, could consist of follow-up to existing initiatives, encourage initiatives to scale up and bring in new initiatives. SLoCaT can also continue to play an important role in outreach on the initiatives (e.g. flyers, website, etc.);
- **Intensify work on Adaptation to climate change in the transport sector.** This could include the development of A3C3 program (Accelerated Action on Adaptation in Countries, Cities and Companies). This would include knowledge management, capacity building and policy dialogue on transport and adaptation and also include the setting up of a knowledge hub on the topic on the SLoCaT website;
- **Develop a platform, incorporating various international initiatives (countries, UN, development agencies, business sector), in support of the development of implementation plans for transport components of the INDCs;**
- Continue work on financing framework for sustainable, low carbon transport (see Sustainable Development and Financing work streams).

Poverty

The 2030 Agenda on sustainable development has a strong orientation towards equity and poverty. In the recent COP21 issues related to equity also came up more strongly in the discussions on the Paris Agreement. Under the 2015-2016 SLoCaT will carry out a reconnaissance of possible activities on transport and equity (with support from Ford Foundation and Hewlett Foundation). This can result in:

- **Implement a research oriented program on transport and equity (both urban and rural);**

⁸ See Annex of the [SLoCaT Preliminary Assessment of COP21](#). Opportunities for engagement include but are not limited to: INDCs; Mitigation potential of transport (including a transport 1.5DS); Adaptation potential of transport; Finance; Technology; Capacity building; Global stocktake; Facilitating implementation and compliance; Pre-2020 actions; and Non-Party stakeholders

- **Develop policy recommendations on transport and equity** as contribution to post-2015 development agenda

Rural Transport

SLoCaT’s activities on rural transport over the last years confirm the risk that a substantive part of the 2030 Development Agenda on sustainable development is not realized by failure of the transport community to accelerate action on rural transport. Taking into account current work in rural transport future SLoCaT activities on rural transport could include:

- Strengthen the integration of rural transport in the implementation of the post-2015 agenda on sustainable development through **outreach activities on the importance of rural transport**;
- **Support policy dialogs on rural transport**. This would most likely be focused mainly on Asia and to a smaller extent on Africa;
- **Build linkages with the Equity work stream and the Climate Change work stream (adaptation)**

Financing

Financing is a cross cutting area that is relevant to all other work streams of SLoCaT.

- **Continued effort on the development of an integrated financing framework** that incorporates public and private funding as well as development and climate financing

Key Global and Regional Events

Much of SLoCaT’s work is around key global events on sustainable development, climate change and transport. Box 3 gives an overview of a series of key events in 2016. Some of these fall under the 2015-2016 work program, while others will be part of the 2016-2017 work program of SLoCaT.

Date	Event	Location	Organizer(s)
Jan 12	SLoCaT Annual Meeting	Washington DC	SLoCaT (hosted by WRI)
Jan 14 - 15	Transforming Transportation 2016	Washington D.C.	WB, EMBARQ-WRI
Feb 27 – Mar 1	Velo-city Global 2016	Taipei	ECF
April	High Level Thematic Debate on the Sustainable Development Goals	New York	President of the General Assembly (Denmark)
May 5-6	“ Climate Action 2016 ” summit	Washington D.C.	Secretary-General; World Bank; the Global Environment Facility; the Compact of Mayors; Michael Bloomberg; WBCSD;

			We Mean Business; and University of Maryland
May 18 – 20	International Transport Forum 2016	Leipzig, Germany	ITF/ OECD
June 1 - 2	German Habitat Forum , with transport focus	Berlin, Germany	German Government
Jul 10 – 15	World Conference on Transport Research	Shanghai, China	WCTRS
Aug 29 – Sep 2	9th Better Air Quality (BAQ) Conference	Busan, S. Korea	CAA
Mid Sep	Asian Development Bank Transport Forum	Manila	ADB
Oct 3 - 7	Walk21 Hong Kong	Hong Kong	Civic Exchange, Walk21
Oct 17 - 20	Habitat III UN Conference on Housing and Sustainable Urban Development	Quito, Ecuador	UN-Habitat
Nov 7 - 18	COP22	Marrakech, Morocco	UNFCCC
Nov	10 th Regional Environmentally Sustainable Transport Forum (EST)	Lao PDR	UNCRD
TBD	Global Conference on Sustainable Transport	TBD	SG-High Level Advisory Group on Sustainable Transport

These meetings provide a good mix of:

- Dedicated transport meetings that can be used to advance SLoCaT's position on transport's contribution to action on sustainable development and climate change;
- Sustainable development oriented meetings that provide a follow-up to the adoption of the SDGs. Within this set of meetings SLoCaT suggests to prioritize Habitat III related meetings as this will enable SLoCaT to provide a clear sense of direction on sustainable urban transport;
- Climate Change oriented meetings, these fall in two categories: (a) those that follow-up on the LPAA agenda on action by non-Party stakeholders; and (b) those that are more directly geared towards follow-up of the COP21 Decision and focusing on the UNFCCC process itself.

The discrete projects and activities proposed under the 5 SLoCaT work streams are of direct relevance to these 2016 events. They generate the knowledge and policy recommendations that enable SLoCaT to make a substantive contribution to the events and preferably help shape the outcomes of these events.

Active engagement in these events has proven to be helpful in raising funding for the projects and activities under the respective work streams.

Organizational Development

Since the establishment of the SLoCaT Partnership in 2009 there have been changes in the institutional context on sustainable transport. New initiatives and processes have come forward and others have disappeared. The SLoCaT Partnership itself has also evolved and increased its organizational capacity.

It will be important for the SLoCaT Partnership to consider what structure will be most effective to contribute towards the implementation of the post 2015 development agenda. Learning lessons from the PPMC, what strategic alliances can best reinforce SLoCaT's role as convener of the sustainable, low carbon transport community?

It is proposed to have a focused discussion on the institutional identity of the SLoCaT Partnership in 2016-2017. The outcome of such a discussion will also guide the medium term future of the SLoCaT Partnership. As has been the case since its establishment in 2009 a continued existence of the SLoCaT Partnership is not a given. If there are other more effective manners to organize the sustainable transport community the continued role and existence of SLoCaT can, and should be, part of the discussion. It is expected that a discussion on the role of SLoCaT will take into account its institutionalization within the international community including the UN. Experiences around COP21 and the PPMC have demonstrated that effectiveness of SLoCaT as convener, knowledge manager and advocacy organization is greatly affected by the buy-in from UN and governments.

Governance

To broaden the management of the SLoCaT Partnership the desirability and feasibility of an Advisory Council could be looked at. This could allow the SLoCaT Partnership to have guidance of sustainable transport champions. Such an Advisory Council would complement the Board of the SLoCaT Foundation, which consists of elected SLoCaT Members and representatives of supporters of the SLoCaT Foundation. An alternative option to broaden representation and alternative voices could be to change the composition of the Board and bring in a number of outside Board members not directly representing members of the SLoCaT Partnership and supporters of the SLoCaT Foundation.

To maintain a balanced representation of stakeholders in the SLoCaT Partnership continued emphasis will be given to the Impartiality Committee.

A specific question facing the SLoCaT Partnership is its engagement with the vehicle industry. There is generally agreement among the majority of members on, and support for, the Avoid – Shift – Improve approach to frame the discussion on sustainable transport policy. There is less clarity and agreement on the direct role that the vehicle industry (a direct stakeholder on the "Improve" part of the A-S-I approach) can or should play in the activities of the SLoCaT Partnership. Consultations on this start in the period January – June 2016 but discussions on this topic might very well extend into the next Work Program of the SLoCaT Partnership.

In this context there is a continued relevance for the Impartiality Committee of the SLoCaT Partnership. This committee, which is convened for the first time in early 2016 will be reconvened in 2017 taking into account the recommendations of the inaugural report of the 2016 Impartiality Committee.

Following two years the first batch of members of the Board of the SLoCaT partnership will be replaced by mid 2016 thereby providing the opportunity to other members of the SLoCaT partnership and supporters of the SLoCaT Foundation to actively contribute towards the governance of the SLoCaT Foundation. Again in mid-2017 elections will be conducted for a new batch of Board members.

Strategic Alliances

Taking into account the lessons learned from the PPMC, SLoCaT would put greater energy in building stronger strategic alliances with other groups and processes. These will be partly within the transport sector and partly outside the transport sector. Examples of such strategic alliances include SLoCaT's work with REN21, which is coordinating work on renewable energy and which has approached SLoCaT to provide transport sector specific inputs in its work. Another example is the Climate Bonds Initiative, which is working on the development of guidance to various sectors on the use of climate bonds and where SLoCaT is helping to mobilize its members in support of developing transport sector specific guidance. A final example is the Regional Environmentally Sustainable Transport Forum in Asia, where SLoCaT is now in discussion to develop a formal partnership that will enable SLoCaT and its members to engage in a more pro-active manner in policy discussions on sustainable transport in Asia making use of the EST Forum institutional infrastructure.

In 2016 – 2017 SLoCaT will also complete the integration of the Bridging the Gap (BtG) initiative into the SLoCaT Partnership, incorporating the knowledge base of the BtG and by offering BtG partners to engage in a dedicated working group on transport and climate change.

Internal Capacity Building

SLoCaT, especially the SLoCaT Foundation, remains a young organization and there will be continued need to strengthen the Partnership and its Secretariat. This includes a further professionalization of the Secretariat through the establishment of appropriate administrative and financial control systems. In preparation of a possible future relocation of the SLoCaT Secretariat, in about 2-3 years, the physical footprint of the organization in Shanghai will remain modest and the organization will continue to function to a considerable extent as a virtual organization.

Membership engagement

The success of an organization like the SLoCaT Partnership largely depends on the active engagement of the members. To ensure great(er) participation by the SLoCaT members emphasis will be put on:

- Formal adoption of the Members Charter to ensure that there is a good fit between the SLoCaT members and the Secretariat. This also includes continued emphasis on convincing SLoCaT members to pay support fee or contribute in kind;
- The possible development of programs and projects in support of the SLoCaT work program that have active involvement of SLoCaT members. To do this in a transparent and accountable manner, especially when this involves financial support channeled to SLoCaT members through the SLoCaT Secretariat, an additional section will be added to the By-laws of the SLoCaT Partnership to help facilitate this.

Box 5

Draft elements SLoCaT Partnership Members Charter

Common Objectives:

- Promote the integration of sustainable, low carbon transport in global policies on sustainable development and climate change

Roles and Responsibilities SLoCaT Partnership:

- Be transparent and accountable in the implementation of the governance structure of the SLoCaT Partnership and SLoCaT Foundation
- Manage the Finances of the SLoCaT Partnership in a responsible and transparent manner
- Be responsive to needs of SLoCaT members and make full use of SLoCaT's resources, including its online outreach tools, to support global and regional efforts of SLoCaT members to promote sustainable, low carbon transport
- Seek the active involvement of SLoCaT members in the implementation of its Work Program, e.g. the development of knowledge products and the organization of events
- Inform SLoCaT members on through periodic updates (at least once a month) on the implementation of the SLoCaT work program

Roles and Responsibilities Members of the SLoCaT Partnership

- Share relevant information on sustainable, low carbon transport with other members of the SLoCaT Partnership
- Contribute actively to the development of SLoCaT knowledge products on sustainable, low carbon transport
- Add their voice to advocacy activities of the SLoCaT Partnership through supporting submissions to international processes or by taking part in policy outreach activities and event
- Contribute, to the functioning of the SLoCaT Partnership through an annual support fee determined by the Board of the SLoCaT Foundation unless a waiver for such payment is being extended
- Contribute to the development and implementation of the SLoCaT work program either by providing conceptual inputs or through co-financing of activities in the approved SLoCaT work program
- Contribute in kind to the implementation of the SLoCaT work program; this especially where it is not possible to pay an annual support fee.

Outreach

Much of SLoCaT's effectiveness depends on the intensity and quality of its outreach.

Outreach is in part about the messages SLoCaT is using to promote its objectives and in part about the channels it is using.

With respect to the messages to be used, SLoCaT will build on its experiences to develop a set of common messages used during COP21. This worked well in mobilizing the sustainable transport community and increase the visibility of transport. We intend to make further use of #WeAreTransport on twitter and build this out further. In messaging SLoCaT intends to actively communicate the strong inter-linkages between the sustainable development and climate change agenda.

The main online outreach channels will continue to be the SLoCaT website and twitter. SLoCaT had very good experiences with the special PPMC campaign website during COP21 and will consider the use of such special campaign websites when appropriate. At the same time it will be important to ensure that relevant content is also migrated to the SLoCaT website to prevent fragmentation of information.

Funding and Financing

Budget Scope

In line with past policies there will be no attempts to substantially increase the size of the budget of SLoCaT. In stead a gradual expansion to about \$1.2 million might be considered (from an estimated \$ 1.0 million 2015-2016 budget). This would allow the expansion of the Secretariat with one additional mid-level professional staff to strengthen the capacity of the Secretariat and reduce vulnerability in case of staff turn over.

Fund Raising

SLoCaT will maintain its policy of limiting individual donors to a maximum of about 20% of the annual SLoCaT budget. Building on its strengths in 2015-2016, SLoCaT will intensify efforts to seek core support, develop repeat donors and build more substantive programs. This would allow SLoCaT to reduce the number of very small grants/projects (less than \$50,000), which often come with high transaction costs.