



SLoCaT Partnership Quarterly Report October – December 2015

The Quarterly report is based on the Key Performance Indicators included in the SLoCaT Partnership Work Program 2015-2016.

A. Overall

A1. Position of Sustainable Transport in Global Policies on Sustainable Development and Climate Change has improved

Status:

- There is a wide spread consensus that transport is increasingly being acknowledged and recognized in global policies on sustainable development and climate change.
- Several of the nearly 150 heads of state from around the globe that convened in Paris to open COP21 included transport in their expressions of common resolve to tackle climate change, including China, Canada, Korea, Panama, Pakistan, Paraguay, and Israel. Likewise in the INDCs submitted prior to COP21 transport is well represented with 61% of INDCs proposing transport specific measures.
- Under the mandate of the Lima Paris Action Agenda, which coordinated actions by non-State actors, the transport sector has received significantly increased attention in Paris compared to previous COPs. 15 transport initiatives have been announced and promoted actively as part of the official UNFCCC-held LPAA Action Day, leading to significant outcomes to raise transport sector's profile in the UNFCCC agenda, such as 65 countries committing to improve vehicle efficiency in developing countries, 50 partners embarking on transforming freight to reduce transport emissions, and 100 cities and 40 countries committing to implement the Sustainable Urban Mobility Plans under the MobiliseYourCity initiative.

A2. The SLoCaT Partnership is acknowledged as a leader in efforts to integrate sustainable, low carbon transport in global policies on sustainable development and climate change

Status:

- SLoCaT had a key role in initiating and leading the Paris Process on Mobility and Climate, which coordinated most of the transport related events during COP21.
- Following last year's tradition, SLoCaT took the lead to released daily reports to track climate negotiations at COP21 from a transport perspective based on six key message areas of the We Are Transport Campaign: (a) Decarbonization of the Transport Sector, (b) Adaptation and Climate Resilience in the Transport Sector, (c) Urgency and Timeliness of Action on Transport and Climate Change, (d) Transport's Connectivity and Accessibility, (e) Technological Dynamism and Innovation for Transport, and (f) Finance

for Low Carbon Transport and Economy-Wide Gains. It is the only daily reporting dedicated to transport during COP and has received wide compliments and recognitions from various stakeholders and audience.

- A series of PPMC knowledge products have been released to serve as a knowledge hub on mobility and climate, covering a variety of topics such as transport and INDCs, adaptation, transport emission trends and emission reduction potential, climate finance and so on.
- The #WeAreTransport campaign initiated by SLoCaT as part of the PPMC managed to bring the transport sector together in an un-precedented manner in outreach activities.
- There is growing interest to engage SLoCaT in discussions on developing a platform of action on transport and climate change beyond COP21 in Paris.
- In the context of transport and sustainable development the role of SLoCaT Partnership still remains well defined. There are a growing number of institutional actors and there is a need to better define institutional coordination mechanisms and the role that SLoCaT Partnership can have. Initial discussions were started in the last quarter to help clarify SLoCaT's role

A2. Members of the SLoCaT Partnership rate the performance and impact of the Partnership at least at 7, on a scale from 1-10

Status:

- Informal feedback from within and outside SLoCaT Partnership is positive
- The formal survey to assess performance and impact planned for second half of December 2015 will now be carried out in early January 2016

B. Work Streams

1. Sustainable Development

B.1.a Well articulated strategy on the implementation of sustainable transport in the post 2015 development framework in place and communicated to relevant stakeholders

Status:

- Key plan of action laid out in the draft SLoCaT Work Program for 2016-2017 is to facilitate the reporting on sustainable transport related targets and indicators through setting up of supportive knowledge management systems, with active involvement of relevant SLoCaT members. It will continue to 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.
- Discussions have been initiated with the Secretariat of the HLAGST on how SLoCaT can better support and interact with the SG High Level Advisory Group on Sustainable Transport.
- Discussion on how to build on/replicate the success of the PPMC for the October 2016 Habitat III conference in Quito, Ecuador are progressing and it is now likely that there will be a concerted effort by SLoCaT to raise the profile of sustainable urban transport.
- There is a growing acknowledgement that the SLoCaT post-2015 strategy for sustainable development can, and should be, actively linked to that on climate change.

2. Climate Change

B.2.a Paris Process on Mobility and Climate successfully delivered and follow-through strategy that capitalizes on success of PPMC in place and under implementation

Status:

- PPMC has enabled SLoCaT to take on a leadership role in Transport and Climate Change by being the key facilitator for the transport sector under the LPAA transport initiatives.
- PPMC related activities have resulted in the development of an extensive knowledge base on Transport and Climate Change, which can serve as the basis for continuation of SLoCaT's work stream on Climate Change and associated funding proposals.
- Discussions are ongoing on how to continue the successful PPMC approach in 2016 to help ensure that transport is fully integrated in the next steps towards implementation of the Paris Agreement.
- SLoCaT activities on climate change in 2016 and beyond will combine continuation of promoting action by non-Party stakeholders (follow-up to LPAA) with efforts to increase the level of engagement by transport related non-Party stakeholders in UNFCCC processes in support of the further detailing of implementation of the Paris Agreement.

3. Finance

B.3.a Financing Framework for Sustainable, Low Carbon Transport developed and acknowledged by stakeholders as being relevant in aid of scaling up the implementation of sustainable, low carbon transport

Status:

- Working with the GIZ TRANSfer project, SLoCaT released a new report on how to systematically use Climate Finance for Sustainable Transport. The report also serves as a PPMC knowledge product on climate finance and transport.
- An official side event on the New Developments in the Role of Climate Finance and ODA for Sustainable Transport was held at the Dutch Pavilion during COP21, with moderator and speakers from the NAMA facility, World Bank, and the Global Environment Facility.
- Activities on private sector finance and institutional investors ongoing but progress was somewhat compromised by limited capacity due to SLoCaT's active involvement at COP21.

4. Poverty

B.4.a Substantive start in implementing poverty oriented activities has been made

Status:

- Agreement as reached in principle with Ford Foundation to develop a detailed work program and funding proposal to re-start SLoCaT's work on Transport and Equity in 2016. Hewlett Foundation has indicated interest to partner with the Ford Foundation on this.
- CAF has signed a contract with SLoCaT that will facilitate a working paper on poverty and sustainable transport. The project will focus on analyzing transport policy implications for poverty reduction through the perspectives of the MDBs and other stakeholders in a Latin American context.

5. Rural Transport

B.5.a Effective integration of rural transport activities in the work program of SLoCaT has been accomplished

Status:

- Implementation of SLoCaT's work program with ReCAP Program is ongoing. The second factsheet on rural transport and agriculture was released in October along with a

- discussion paper on funding and financing rural transport services in developing countries.
- SLoCaT conducted a Global Dialogue consultation meeting during the PIARC XXVth World Road Congress in November 2015 to bring together relevant stakeholders in rural transport to discuss the essential issues in rural transport and how it can be integrated into the SDG process.
 - SLoCaT released a background paper on “Accelerated Action on Rural Transport in Asia-Pacific Region” with UN-ESCAP for the Ninth Regional EST Forum in Asia at Kathmandu, Nepal in November 2015. SLoCaT also presented the work program with RECAP and findings of the background paper during a plenary session at the Forum.
 - Discussions have started with RECAP on a possible second phase for program on rural transport.

C. Organizational

1. Governance

C.1.a Impartiality Committee in place that has delivered report, the recommendations of which are discussed in the Partnership and appropriately acted upon

Status:

- The Board has endorsed in moving forward with the establishment of the Impartiality Committee, with two members of the committee already being selected. Further composition of the Committee will be discussed in the upcoming annual meeting in January 2016.

2. Secretariat

C.2.a SLoCaT Secretariat operates in effectively and efficiently, aided by operations manual and in a manner that actively involves SLoCaT Members

Status

- Development of a dedicated Operations Manual will start in the beginning of 2016 under the SLoCaT Partnership Agreement with GIZ/BMUB.
- Capacity of secretariat was strengthened with consultants in preparation of COP21 to conduct research on transport emissions, manage PPMC/ SLoCaT websites, and contribute to outreach activities.
- Following COP21 capacity of SLoCaT Secretariat will go back to regular strength

3. Outreach

C.3.a SLoCaT Partnership reaches a growing number of stakeholders through a well thought out and implemented outreach strategy and tools

Status:

- Much attention and effort on outreach has been focused on the PPMC website (www.ppmc-cop21.org) due to COP21 in this quarter. Since conception in May 2015, the PPMC-COP21.org website has received 18,946 sessions as of December 14th, 2015 (or site views). Of these 18.9k sessions, 43.7% were returning visitors; that leaves a figure of 10,454 unique users. With a current page per session ratio of 2.59, we see 49,122 pages viewed in the 6 short months.
- Of the 18,946 sessions total, some 6,102 viewed during COP21 (32% of total). The single page most viewed (barring the home page) was the Transport Day 2015 page, with over 4k views. Next being the 80 Days Campaign webpage (1.3K) followed by the transport

events overview page (840). Conclusively, Transport Day was a big driver of the audience; the purpose of the PPMC website to promote transport at COP21 was very successful. On December 1, 2015, there were more than 750 visits to the PPMC website and more than 200 visits to the SLoCaT website, bringing the total number of visits to websites managed by SLoCaT to a record high of 1000.

- No. of Twitter followers have grown from 1732 at the end of September to 1938 at the end of December. Net number of new followers is 206 in this period. The number of tweets went up from 400 in July to September to 433 in October to December, which is an 8% increase from the last quarter. SLoCaT also gained a record high of 914 retweets and 55 replies from other twitter users in this quarter, indicating a significant improvement in reaching out gaining responses from a growing number of stakeholders via social media.

4. Membership

C.4.a SLoCaT membership represents stakeholders on sustainable transport and is actively engaged in formulation and implementation of SLoCaT Partnership activities

Status:

- Number of members is 97 as of December 23, 2015. During this quarter, the United Nations Industrial Development Organization (UNOPS) has joined as a member and discussions with a number of other organizations, (several of which are private sector organizations) to join the SLoCaT Partnership or collaborating as a supporter to the Foundation are ongoing.

5. Financial Management

C.5.a SLoCaT Foundation receives a clean review of accounts for financial year 2014-2015

Status:

- Working with Deloitte for financial report 2014-2015, with the aim to finalize in early January 2016.

C.5.b 75% of budget in place by end of First quarter (September); 85% of budget in place by end of Calendar year (December); 100% of budget in place by end of Third Quarter (March); 65 % of budget for next financial year in place by end of current financial year (June)

Status:

- The budget situation of the SLoCaT Partnership continues to look favorably and SLoCaT was able to deliver its comprehensive COP21 campaign largely on budget.
- Overall PPMC and COP21 was a substantive moneymaker for SLoCaT Partnership and shows potential to be replicated in 2016 in support of COP22 in Marrakesh, and for Habitat III in Quito. Initial discussions have been started with potential funders for both.
- The income situation of SLoCaT Partnership has improved further during the last quarter. Current estimates point at an income of \$990,781 for the financial year 2015 – 2016. This will enable the SLoCaT Partnership to pay off in full outstanding debts to SG and still generate a profit, currently estimated at about \$57,785, or 7% of the 2015-2016 budget.
- A more detailed budget outlook will be available by early January as input for discussion with the budget committee in the morning of January 12th and subsequently in the Board meeting of the afternoon of January 12th.