

# Minutes SLOCAT ANNUAL MEETING

---

**Date: 11 January 2016, World Resources Institute, Washington DC.**

## SLoCaT Members in Attendance:

- |   |                                 |  |
|---|---------------------------------|--|
| 1. Michael Replogle, ITDP/NYDOT           | 14. Nicolas Estupiñan, CAF      | 31. Dario Hidalgo, WRI                               |
| 2. Holger Dalkmann, WRI                   | 15. Benoit Lefevre, WRI         | 32. Henrik Nolmark, VREF                             |
| 3. Mael Martinie, CODATU                  | 16. Amy Kenyon, Ford Foundation | 33. Marie Venner, Subcommittee TRB                   |
| 4. John Harcus, UNIFE                     | 17. Alain Flausch, UITP         | 34. Ralph Hall, Virginia Technology                  |
| 5. Nick Craven, UIC                       | 18. Patrick Oliva, MCB          | 35. Greg Marsden ITS Leeds                           |
| 6. Jerome Pourbaix, UITP                  | 19. Heather Allen               | 36. Henrik Gudmundsson, Technical University Denmark |
| 7. Nancy van Dycke, World Bank            | 20. Manfred Breithaupt, GIZ     | 37. Aimee Gauthier, ITDP                             |
| 8. Carlosfelipe Pardo, Despacio           | 21. Armin Wagner, GIZ           | 38. Ramon Cruz, ITDP                                 |
| 9. Bernhard Ensink, ECF                   | 22. Marco Innao, UC Berkeley    | 39. Oliver Lah, Wuppertal Institute                  |
| 10. Stephen Stacey, iRAP                  | 23. Liz Jones, DFID             | 40. Cornie Huizenga, SLoCaT Partnership              |
| 11. Bronwen Thornton, Walk 21             | 24. Tyrrell Duncan, ADB         | 41. Karl Peet, SLoCaT Partnership                    |
| 12. Karen Hughes, Alliance to Save Energy | 25. Xiaomei Tan, GEF            |  |
| 13. Jorge Kogan, CAF                      | 26. Alyssa Fischer, WRI         |  |
|   | 27. Xiaohong Yang, ADB          |  |
|   | 28. Ki-Joon Kim, ADB            |  |
|   | 29. Todd Litman, VTPI           |  |
|   | 30. Vanessa, WRI                |  |

## Introduction

The 2016 Annual meeting of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) took place on Monday 11 January at the offices of World Resources Institute, in Washington DC. Holger Dalkmann, WRI, welcomed the participants, on behalf of the hosts of the meeting. Michael Replogle, Chairman of the Board of the SLoCaT foundation opened the meeting. He focused in his opening remarks on the achievements at key global meetings in 2015, and anticipated further opportunities in 2016.

Following these introductory remarks, Cornie Huizenga, Secretary General of the SLoCaT Partnership presented an overview of the activities of the partnership in 2015 in two parts: looking back on 2015, and looking ahead to 2016 and beyond. The presentation was sent out in advance to the members of the SLoCaT Partnership and can be viewed [here](#).

## Part One: Looking Back on 2015 Activities of the SLoCaT Partnership

Cornie structured his presentation making use of three overarching questions to assess the progress of the SLoCaT Partnership:

- 1. Has the position of sustainable transport in global policies on sustainable development and climate change improved?**

While transport is relevant to 7 of 17 Sustainable Development Goals (SDGs), and all six [SLoCaT Results Framework](#) targets are incorporated in some form under SDG targets and indicators, climate change

## **DRAFT**

dominated discussion at the end of 2015 with the advent of the Paris Agreement, posing a danger that sustainable development will be lost in the shuffle.

Political decision makers/negotiators have come up with national plans/ambitions (and new leaders have emerged), but the transport sector did not anticipate the 1.5DS (which would require that transport sector be 50%/81% below BAU by 2030/2050), creating both opportunities and responsibilities. While mitigation efforts have borne fruit, adaptation does not have same level of focus, as it is included in only 20% of INDCs.

### **2. Is the SLoCaT Partnership acknowledged as a leader in efforts to integrate sustainable, low carbon transport in global policies on sustainable development and climate change?**

SLoCaT was a co-lead with Michelin Challenge Bibendum in organizing more than 30 events at COP21 in Paris under the Paris Process on Mobility and Climate (PPMC), with the Transport Focus on December 3 having over 300 participants; Transport Day 2015 drawing over 400 attendees; and the Clean Mobility Reception welcoming more than 250 representatives of the sustainable transport community. The PPMC's strong showing at COP21 has earned it a defining role for PPMC at COP22 in initial conversations with the governments of France and Morocco.

### **3. How do the SLoCaT members evaluate the performance and impact of the Partnership?**

At the time of the annual meeting, SLoCaT had received a limited response to an initial survey under an admittedly tight timeline; with a further 10 days to be allowed for additional input. Based on the feedback expressed before and during the meeting, including a standing ovation, it is clear that members appreciate SLoCaT's efforts.

Following discussion of these questions, Cornie presented updates on progress within the five SLoCaT work streams over the course of 2015, and in anticipation of forthcoming opportunities in 2016:

- Following the adoption of the SDGs in September 2015, it was determined that a **sustainable development** monitoring framework is essential to track progress in key transport areas (e.g. road safety indicators, rural access, logistics performance). The Habitat III conference in October will provide an opportunity to further incorporate sustainable transport within a forthcoming global consensus on urban development.
- On the topic of **climate change**, to move PPMC toward Marrakech, SLoCaT will continue to build up its knowledge base/products, to discuss potential follow-up to the LPAA (e.g. commitment on walking), and to consider annual flagship publication (similar to the Global Assessment Report on Renewable Energy by REN21).
- While the **finance** work stream had a somewhat lower profile in 2015, useful work was achieved in systematic use of climate finance for transformational change.
- Last year SLoCaT received feedback that **transport and poverty** is a key priority, and we now have a consortium of CAF, ReCAP, and the Ford and Hewlett Foundations, targeting a meeting to bring together philanthropies for long-term program on transport and equity under leadership of Ford Foundation.
- Finally, **rural transport** accounts for a large component of SDGs, which will be quite relevant for climate change adaptation; SLoCaT is on track with current project with ReCAP and is in discussions on a proposed second phase of project.

## **DRAFT**

Following the update on the five work streams, Cornie presented the status of the SLoCaT Partnership in other key areas.

- Regarding **governance**, the majority of the SLoCaT's impartiality committee is in place, and the Secretariat is setting up systems on finance and other areas with the goal to maintain a small secretariat with additional consultants being brought when and as needed (e.g. under a COP21 model).
- On the topic of **outreach**, the SLoCaT website has seen increased traffic (50% more visitors, 200% more page views) and is to be updated in manner of PPMC website; and the Twitter campaign is increasing steadily as well with help of staff and interns, with the #WeAreTransport campaign reaching more than three million Twitter users, creating a collective voice, to be further developed in 2016, and the 80 Days campaign has highlighted 100+ examples of effective action on transport climate change, often undertaken by private sector; and SLoCaT has seen an increasing flow of webinars, with three delivered to date and several more on the horizon.
- Regarding **membership**, SLoCaT has registered seven new members this year, bringing to total of 97 members, though several may be lost in process of requiring dues and maintaining active involvement. NGOs still account for the majority of members, but others are well rounded, and in-kind contributions appreciated through organizing events and providing SLoCaT secretariat staff. Foundation supporters provide an even higher level of support, and gold and diamond sponsors are increasing.
- Finally on the topic of **financial management**, SLoCaT income is to exceed expenses in the current fiscal year, with the ratios of expenditures fairly stable with respect to the previous year.

### **Member Comments Part One: Looking Back at 2015 Performance**

SLoCaT members offered a number of comments on Part One of the presentation.

- **Patrick Oliva** espoused the private sector viewpoint of “freedom of movement,” and suggested refraining from limiting mobility options while promoting public and non-motorized transport, while **Alain Flausch** countered that the freedom to pollute and make cities unlivable is not real freedom, arguing that cars do not deserve such a prominent place in densely-populated cities.
- **Holger Dalkmann** noted that sustainable development and climate change account for 90% of work with targeted products, and suggested that other tracks could be better articulated, to provide justification for core topics.
- **Nancy Vandycke** suggested focusing on areas of comparative advantage for SLoCaT (e.g. timely coverage of INDCs and indicators), to reduce quantity and increase quality of work products.
- **Todd Litman** stated that while SLoCaT work is of high-quality, information streams to members are sometimes too much to digest, and suggested exploring ways to organize and summarize communications to clarify content and make it easier to filter the most relevant information (e.g. synthesis/color-coding). **Michael Replogle** acknowledged the significant amount of content during COP21; and Cornie noted that e-mails are general limited to less than five per month; while attempting to strike a balance to engage members. **Liz Jones** echoed that quantity and content are well-received, but could use a clearer structure and organization, and **Bronwen Thorton** suggested that the scale and organization (formatting) of emails can help increase comprehension of websites.
- **Carlos Pardo** suggested having more documents in languages other than English (in addition to the rural transport factsheets and the CAF climate change document), which is a potential area

for in-kind contributions, and suggested that communication experts be consulted to improve content and organization of overall SLoCaT communications. Cornie summarized that communication strategy is a key points and will be addressed in forthcoming board meetings.

## **Part Two: Looking Ahead**

### **2016-2017 SLoCaT Work Program**

The Work Program document [circulated](#) consists of options, not decisions, with the purpose of the annual meeting to set priorities, which are summarized under three key drivers:

1. Move from advocacy to **implementation** of the 2015 global consensus on sustainable development, with a greater emphasis on **regional discussions**, noting insufficient city/country-level capacity
2. **Convergence** between the sustainable development and climate change agendas, noting that the transformation of transport sector will not happen on climate change basis alone
3. Ensure that SLoCaT Partnership is **fit for purpose**, assessing whether the original 2009 mission has been accomplished, and what implications this may have for SLoCaT priorities and mandate?

Cornie followed these drivers with a number of presentation points, noting the need to move beyond transport sector to mobility sphere (e.g. energy, finance), and to widen discussion from global to regional, national, and local level (to be tackled by SLoCaT partners).

A number of examples where presented where SLoCaT can have an added value in the coming year:

- Regarding **knowledge management**, SLoCaT can facilitate coordination of monitoring transport targets & indicators in SDG framework (e.g. in conjunction with WB efforts in this area), and can bring SLoCaT members together to develop a 1.5 degree pathway for transport (e.g. in conjunction with FIA implications for fuel economy, and ITF decarbonisation efforts). SLoCaT can also play a role in improving transport data and access to data, noting that there is currently no collective entity to coordinate and facilitate discussion.
- On the topic of **policy dialogue**, SLoCaT can facilitate regional dialogues on sustainable development and climate change, with support and coordination of SLoCaT members at regional levels, and can represent sustainable transport community policy dialogues with UNFCCC and other global processes on climate change and sustainable development.
- Finally, SLoCaT can continue its **convener** role by bringing the transport community together for events linked to global processes on sustainable development and climate change (reduced transaction costs and greater collective impact).

Regarding SLoCaT work streams in 2016-2017, the **sustainable development** stream can support the development of a coordinated framework of transport indicators, increase representation of the transport community in the HLPF, and establish a PPMC-like platform for Habitat III (or integrate Habitat III in existing PPMC platform).

Regarding **climate change**, SLoCaT can facilitate the development of a 1.5 DS narrative for the transport sector in the context of incremental vs. transformational change, intensify work on adaptation to

## **DRAFT**

climate change in the transport sector through the proposed A3C3 programme, and develop a platform incorporating various international initiatives to support implementation plans for transport components of the INDCs.

On **transport and poverty/equity**, SLoCaT is developing an initiative to raise the profile of this issue through a set of concerted efforts and complementary activities.

On the topic of **rural transport**, additional lessons can be learned from the first phase of the ReCAP project, integration of rural transport in the SDG framework can continue through knowledge management, and additional linkages can be established with the transport and equity and climate change work streams (especially in the area of adaptation).

Finally, **financing** continues to be a key issue for climate change and sustainable development goals (as it is not funded in same way as other sectors) and thus SLoCaT will continue to do work in this stream.

In other topics of discussion, there are 5-6 key **global events**, which are important to present the case for sustainable transport, which are supported by procedural meetings, and while moving toward implementation increases the need for coordination; SLoCaT will need to be selective about involvement in these events.

On **organizational development**, in 2009, there were few other institutional mechanisms; now it is clear that the field is changing, and SLoCaT should continue to shift its ability to tackle key topics and remain relevant. A proposed retreat in summer 2016 will reboot SLoCaT for to 2020 and beyond, tackling questions on the institutional identity of SLoCaT in 2016-2017 and beyond, how to define medium and long-term strategies for SLoCaT as the convener of sustainable transport organizations, and whether there are more effective mechanisms to organize sustainable transport.

Regarding **governance**, a proposal was introduced to set up an advisory council to complement the elected board and enable SLoCaT to draw on fresh perspectives from visionaries in relevant fields. Additional governance related topics presented included a potential need to more actively include vehicle industry in activities of SLoCaT Partnership, exploring the pros and cons of talking *about* rather than talking *with* the industry, acknowledging that while automobiles run counter to human scale, private vehicles will be part of the transport mix for the foreseeable future.

On **member engagement**, discussion included a potential “members charter” to be compulsory for new members, the potential for more emphasis on support fees or in-kind contributions, and enhanced communications to increase member engagement.

Finally, regarding SLoCaT’s **budget**, total budget and staffing levels are expected to remain roughly the same (with the addition of one more staff member in Shanghai office), and fundraising is to be focused on more multi-year funding and foundational involvement.

### **Member Comments Part 2: Draft 2016 – 2017 Work Program**

SLoCaT members in their members commented: SLoCaT’s focus on implementation, scope of engagement, institutional priorities, and potential engagement with the auto industry.

- On the topic of **implementation** of sustainable development and climate change agreements, **Ramon Cruz** stated that 2015 was the year of policy-making, and 2016 is the year of implementation, suggesting that SLoCaT act as a “point person” for countries and find ways to enable and support existing members in their work with countries. **Oliver Lah** also proposed that the next phase is to facilitate ongoing work in this area among SLoCaT members, potentially by convene working groups and channeling in-kind contributions. **Holger Dalkmann** emphasized that means of implementation require additional focus (as well as SDGs/INDCs), and that SLoCaT should strengthen links to existing global processes (e.g. focusing on specific contributions to Habitat III) in the process of completing global agendas (e.g. indicator frameworks). **Bernhard Ensink** suggested that SLoCaT can add value to members with tools, evaluation, advocacy strategies in countries during implementation phase, but should be careful to do this without specific request from countries.
- Regarding **scope of engagement**, **Patrick Oliva** asserted that the sustainable transport battle must be won on two major fronts: what do municipal governments want and what do the people want (e.g. while governments may be on board, it is the people who must lead and follow. **Liz Jones** suggested keeping engagement at the international level and cautioned working at regional/national levels where it is necessary to more clearly define implementation, and noted the potential to consolidate work streams (e.g. to combine rural access under poverty work) in looking ahead to 2017. Nancy Vandycke similarly cautioned against a SLoCaT focus on implementation at a country level (except through an enabling role), and suggested further engagement with other players (e.g. MDB WG, HLAGST) as key contributors in this area. **Bernhard Ensink** suggested that convening is natural role for SLoCaT at a regional and international level, and that SLoCaT shouldn’t change the strategy of a “winning team”. Cornie responded that cross-cutting issues across workstreams are *regional perspectives* (e.g. EST convenes countries and SLoCaT has an opportunity to help set agenda; and referred to CAF’s interest in having SLoCaT’s involvement in regional discussions in LAC), and that dialogue on sustainable transport takes different shapes in different regions which SLoCaT can facilitate through active involvement of members.
- On the topic of **institutional priorities**, **Heather Allen** suggested that the real strength of SLoCaT is its convening role, and that we should bring in new agents, disseminate existing knowledge products more broadly, and increase regional communications in different languages. **Benoit Lefevre** noted that many outputs are great but can also be dangerous, and that it is important to make outcomes and target audiences clearer to precisely define what we really want to achieve during this “year of implementation.” **Tyrrell Duncan** asserted that SLoCaT’s effectiveness creates a temptation to tackle many topics, and that that the organization needn’t cover everything to deliver effective advocacy and **Amy Kenyon** argued that the onus is on SLoCaT to articulate its principles and goals, and repeated earlier suggestions that it is possible to better integrate work among streams. **Todd Litman** suggested additional outreach to professional orgs (e.g. TRB, ITE) that are risk averse in direction of advocacy and offer new partnership opportunities, and **Mael Martinie** of CODATU stressed the need to find local initiatives to learn from and advocate broader perspectives/publicity through websites and blogs. **Cornie** agreed that SLoCaT brings convening power, but while there are limits to what can be achieved as a secretariat, a targeted Secretariat led approach often comes with lower transaction costs. He also indicated that the Secretariat can only implement activities for which funding can be found; and while desirable it can be hard to raise money for a convening role alone).

- Regarding the question of potential **engagement with the auto industry**, **John Halcus** of UNIFE suggested resisting influence from the auto industry to preserve SLoCaT reputation, and **Oliver Lah** advocated engagement through automobile associations as a best approach, and through actors such as Bosch and Siemens as another approach, suggesting that SLoCaT can dialogue with OEMs, but they don't need to become SLoCaT members (to resounding support). **Stephen Stacey** argued that choosing one or two auto manufacturers with a commitment to sustainable transport could be practical approach, as trade associations can be lowest common denominators. **Holger Dalkmann** suggested that the content of discussion with the auto industry should take precedent over the actors involved (e.g. What do we want to solve with interaction, and what are the right questions?). **Armin Wagner** pointed out that new mobility services are putting pressure on auto manufacturers to change business models, and that it could be fruitful to start a working group to help challenge questions and approaches in this and other areas, and **Bronwen Thornton** suggested including industry representatives in the proposed SLoCaT advisory group, to offer perspectives (but not membership, sponsorship, or money) to keep their influence indirect. **Carlos Pardo** echoed that there is a key distinction between engagement and money, noting that academic institutions adhere to disclosure of funders (notwithstanding risks) and noting that the scale of funding from auto/transit is much greater than from cycling/walking. **Heather Allen** emphasized that we need to make certain we are not in a sustainable transport bubble (sharing our own religion), and **Dario Hidalgo** noted that pedestrians, cycling, public transport need industry spokespersons as well, and that it should be possible to engage cycling/walking CEOs (e.g. Nike/Rockport). **Cornie** summarized that there is an appetite from SLoCaT members to engage with the industry in broad sense, potentially through national/regional associations (i.e. not seeking sponsorships or memberships from OEMs), and engaging new mobility providers (i.e. through a recent auto industry statement agreeing to contribute to the decarbonization of the transport sector).

## **Closure of the Meeting and Reception**

Michael Replogle closed the meeting at 8.00 pm and thanked the participants for their active contribution. Following this WRI hosted a reception for the participants of the 2016 annual SLoCaT meeting, which included a proper roast of retiring SLoCaT board member Manfred Breithaupt of GIZ.