



PARIS PROCESS
ON MOBILITY AND CLIMATE

A joint initiative by



2019 Regional Climate Weeks: Debrief and Assessment

ACW: Accra, Ghana - 18 - 22 March

LACCW: Salvador, Brazil - 19 - 23 August

APCW: Bangkok, Thailand - 2 - 6 September

Prepared by the SLoCaT Partnership Secretariat

A. Background

The 2019 Regional Climate Weeks (RCWs) were key moments in the wider UN Framework Convention on Climate Change (UNFCCC) process, seeking to bring together diverse actors, from national and local governments to the private sector and civil society, around collaborative climate action at the regional and sub-regional levels. Each RCW provided space for peer-to-peer learning and exchange, as well as Party and Non-Party interaction that bucked the formality of an official Conference of Parties (COP). RCWs contain no formal negotiations and the fanfare is toned down, meaning technical officials can attend these events and interact with representatives from other governments, sectors, and organisations, thus improving their own work. Here lies the essential promise of these weeks - an inherently inclusive and open space where new partnerships can form, leading to sustained and transformative climate action on the ground. But the question remains: Was the stage properly set for participants - various stakeholders from throughout the different regions - to truly reap the benefits of the RCWs?

SLoCaT, on behalf of the Paris Process on Mobility and Climate (PPMC), was able to assemble transport actors and inject a critical transport dimension into each of the RCWs. This helped to scale up the recognition of sustainable, low-carbon transport as central to climate action and the fulfillment of Paris Agreement commitments. Nevertheless, although each RCW certainly received a great deal of commitment and energy from the SLoCaT Secretariat, it is important to understand whether or not, as a whole, the RCWs were able to achieve their intended purpose. This debrief will seek to analyse whether the RCWs fulfilled what they set out to do from the perspective of the global transport community. It will also assess the significance of transport as a thematic focus throughout the three RCWs, with annexes that outline the breadth of the transport dimension throughout.

B. Assessment of the RCWs

Overall, there is no doubt that the RCWs are critical platforms for the future of climate action. Regional actors need a space to gather and build working partnerships, as both Parties and Non-Parties. The entire UNFCCC COP process has entered a new phase, and negotiations around the framework have

shifted to implementation and action. For this reason, it is now more important than ever to make sure the RCWs are utilised as effectively as possible.

This assessment seeks to take a bird's eye view of the RCWs as a whole, with relevant examples from each, as to best explain what worked and what could have been done better. It concludes with suggestions for how to improve upon the RCWs in the future.

The first step is to list what worked well. Thus, the **positive elements** of the RCWs include:

- The **vibrant regional space and appetite** -
 - The imperative to facilitate action at the regional level in order to accelerate climate action is confirmed, as well as the demand for it. The RCWs provided real opportunities to meet and work with stakeholders from the regional level, who are often not broadly represented at larger meetings, particularly COP. This was especially the case at Africa Climate Week (ACW), where the ratio between African participants (the great majority) and global specialists of the conference circuit merits great praise. At Latin America and the Caribbean Climate Week (LACCW) and Asia-Pacific Climate Week (APCW), there appeared to be more “usual suspects”, but it was refreshing that new, more local actors could take advantage of the space and promote their initiatives and advocacy.
 - The RCWs also allowed participants to gain a better understanding of the issues facing each region, as well as opportunities in which the transport community can play a scaled-up role. It is worth highlighting the participation of government representatives at a technical level, with a great deal of interest in exchanging ideas about NDC preparation, thanks especially to the NDC Dialogues, to which the SLoCaT Secretariat was invited at APCW.
 - The articles featuring actions by SLoCaT Partnership members in each region, as well as the regional transport infographics from the [Transport and Climate Change Global Status Report \(TCC-GSR\)](#) and the [PPMC key messages](#), allowed for relevant facts and figures, which were very well received by RCW delegates because of their regional and customised information. The infographics easily turned into presentations that were displayed at the Action Hubs.
 - A chance to interact with other stakeholder groups in the UNFCCC, including the Marrakech Partnership for Global Climate Action, YOUNGO, the Climate Technology Centre & Network (CTCN), the Climate and Clean Air Coalition (CCAC), UN Environment, UNESCAP Transport Division and Environment and Development Division, WWF, as well as with the UNFCCC Secretariat and the UN Climate Action Summit organising team.
 - Opportunities to host useful workshops with regional actors. At LACCW for example, through EUROCLIMA+, SLoCaT worked with partners like GIZ to organise a workshop on **Urban Mobility in the Next Generation of NDCs**. National and sub-national government representatives from throughout the region were gathered and spent an entire day sharing best practices and learning how to scale up transport action within the context of their implementation of the Paris Agreement. This coming together of technical and working level representatives with sectoral experts is precisely what the RCWs should be about.
- The **mobilisation of high-level leaders** and this year's pre-COP25 and COP25 host governments reserves all recognition: The RCW opening plenaries enjoyed the attendance of high-level representatives, including the President of Ghana (in the case of ACW), ministers from across the

regions, key players in the climate process, like the IPCC leadership, and a good number of other high-level stakeholders. The presence of the UN Special Envoy for the Climate Action Summit, Ambassador Luis Alfonso De Alba at ACW, in charge of the coordination of the Climate Action Summit, conveyed the commitment to incorporate the regional dimension and the UNFCCC process into the Summit (although he was notably missing at the other RCWs). Finally, at LACCW, Costa Rica as pre-COP25 host and Chile as COP25 President, both played leading roles in a number of sessions and displayed their strong leadership of the climate process for the coming year.

- The introduction of the **transport dimension by regional experts issued from SLoCaT Partnership members and hence leveraging the Partnership** (see Annex 1 below). The transport dimension would not have existed at the RCWs otherwise. The UNFCCC Secretariat was very receptive to PPMC's and SLoCaT's engagement from the onset and provided sustained support, including through the incorporation of logos among the official "Collaborating Organisations".
- The **overall efforts of the UNFCCC Secretariat** were commendable, particularly given the complexity of program preparations and onsite logistics, as well as complicated and difficult political issues at LACCW. The Secretariat was able to swiftly mobilise the MPGCA members and build meaningful, and relevant thematic connections among the RCWs.
- The **diversity of themes and topics** allowed for a full and meaningful approach to the sectoral complexity of climate action in all regions, even though there was a lack of good cross-fertilisation and synergy.
- The **lack of a Regional Climate Week in the Middle East and North Africa was ameliorated** by inviting delegates and other stakeholders from those countries to APCW, especially to the closed door NDC Dialogues.

Now, as for **areas for improvement**, they include:

- **Not enough awareness about the RCWs** among key climate actors, experienced first-hand by the SLoCaT Secretariat during mobilisation efforts. At ACW, the majority of African delegates came from West Africa, while at APCW, the vast majority came from only a small number of countries in South and Southeast Asia. SLoCaT members like Clean Air Asia, which is highly engaged in the climate process, was taken by surprise regarding the APCW during SLoCaT outreach efforts. At LACCW, there was the usual heavy preference for Spanish speakers from the region, to the detriment of non-Spanish speaking Caribbean countries, while Portuguese speakers were quite well represented since the meeting took place in Brazil.
- The **limited interconnection between the thematic areas**, in terms of programme conceptualisation and session delivery, resulted in silos and missed opportunities for cross-fertilisation.
- The **limited common "framework"** for sessions and a lack of structure or suggestions for how sessions should be planned and organised was detrimental to the quality of discussions and their orientation towards concrete action, especially at ACW.
- The **limited, endogenous regional private sector engagement in official sessions** was a missed opportunity. For ACW, PPMC also experienced this difficulty first hand: both SLoCaT and Movin'On saw how private sector colleagues for whom speaking slots had been secured by SLoCaT did not respond to the invitation or declined it outright. Nevertheless, there were some good examples of private sector engagement at the other RCWs, like the participation of bus company BYD in the LACCW transport thematic block.

- **“Death by panels”**. The format of the main sessions and the thematic sessions was stale, with little results in terms of what initially seemed a shared commitment by the Secretariat, session coordinators, and supporters to introduce dynamism.
- **Uneven delivery by coordinators and supporters**. There was a great deal of confusion at ACW about which session was run by whom, which version of the agenda was the most recent, and other issues. Also, while some “session coordinators” were very engaged and kept a true collaborative spirit with the “supporting entities”, some session coordinators were almost at the opposite spectrum. For example, at ACW, out of the four thematic sessions in which SLoCaT was invited to contribute as a supporter, only one coordinator reached out to SLoCaT for inputs to the session report and key messages for the Climate Action Summit. Another ACW example: In one of the sessions which SLoCaT supported, the guiding questions and moderator guidelines previously agreed with the coordinator were not followed. This was not the case with LACCW and APCW, which were carried out much later in the year and were better organised. Collaboration was much more fruitful and smooth at these RCWs and, for APCW, the SLoCaT Secretariat was appointed sole coordinator of the transport thematic session, resulting in very good and inclusive coordination.
- **Tenuous connection overall to the Climate Action Summit**, and forcing the LACCW and APCW into difficult time frames in order to accommodate the Summit date. By the time Summit preparations were well underway some time after ACW, it became clear that there was a mostly weak relationship between the RCWs and the Summit. For this reason, it was almost unfair to try to wedge two major regional events into the height of the summer break just to justify that the weeks somehow fed into the Summit. It may have been better to find a more natural timeline for the RCWs and allow Summit actors and initiatives to present their work at the RCWs (of course, the annual calendar is always full, but there could have been some alternative to the middle of August and early September in terms of LACCW and APCW). In addition, it was unclear how the outcomes were integrated in practical terms in the preparations of the Summit, other than the intention for RCW summaries to “feed into” the Climate Action Summit process in broad terms. Finally, the RCWs are not new events and will most likely continue well into the future. Therefore, it is important to build their credibility so they can stand on their own two feet without necessarily seeking to be connected to a major UN event removed from regional realities.
- In addition to the RCWs’ relationship to the Climate Action Summit, it is also unclear, if at all, how the **RCWs can feed into or inform the formal COP process**.
- The **timing of the RCWs** was not ideal as the preparations for LACCW and APCW happened during the summer break, making it difficult to receive feedback and engage members. In addition, the ACW took place in March and there was a long break until the next RCW in August.
- The **absence, and at best, unreliability, of WI-FI** connection prevented the amplification of ACW’s impact and the continuation of conversations on social media. Connection was much better at LACCW and APCW.

Finally, **suggestions for the way forward** include:

- **Raise awareness about the existence and objectives of the Regional Climate Weeks:**
 - Support the UNFCCC Secretariat in assessing the balancing act of maintaining the Weeks as a manageable forum, in the interest of quality discussions among regional actors, while maximising their impact and recognition evenly across the regions.

- Encourage the Marrakech Partnership to work with existing regional platforms to increase outreach to regional stakeholders and the cast of speakers, activists, businesses, constituency groups, and participants from the regions.
- Support the UNFCCC Secretariat to continue working towards the early release of information and specific details about speaking opportunities.
- Work more closely with key UN entities in order to build synergies across implementation processes, namely for the 2030 Agenda, the New Urban Agenda, the Sendai Framework, and others.
- **Provide issues briefs to frame discussions towards action and offer a common departure point to all participants:** Suggest to the UNFCCC Secretariat the elaboration of a succinct delegates pack of issues briefs on the Week's thematic areas. The spirit, template, and conciseness of the [SDGs Open Working Group Issues Briefs](#) (produced by the UN Technical Support Team) may be inspirational. For the RCWs, the briefs could be co-produced by the UNFCCC Secretariat, the organisations appointed to coordinate a given thematic session, and the relevant Marrakech Partnership focal points.
- **Enable integrated approaches:** Avoid silos between the thematic sessions. Encourage the UNFCCC Secretariat to integrate in the programme spaces for nexus approaches, as well as a session for joint reporting and exchange of thematic session outcomes/messages.
- **Establish a reporting mechanism** that can help the RCWs feed into the COP and key ministerial gatherings throughout the year.
- Create a **dedicated regional database of government officials and delegates** so that SLoCaT/PPMC and other partners can easily communicate with them about future RCWs, regional events, and COPs. This database can also be useful to quickly search for contacts in the different countries and ministries engaged in the RCWs.
- **Step-up private sector outreach (endogenous to the given region):** It will be important to reflect, in collaboration with private sector representatives, on what is the value proposition for (i) the Marrakech Partnership and (ii) PPMC to facilitate private sector engagement in the RCWs.
- **Establish dynamic formats beyond the “traditional panel” as the new normal:** It is not realistic to think that this will happen naturally. It is important to empower the UNFCCC Secretariat so that it can direct and keep a hands-on oversight on formats. During APCW, the SLoCaT Secretariat tried to change the format by introducing a [World Cafe style discussion](#) in the transport thematic session. This worked very well and allowed participants to feel more meaningfully included in the session.
- **Clarity and accountability in roles and responsibilities between session coordinators and supporters:** Request the UNFCCC Secretariat to further detail the guidelines for roles and responsibilities and establish monitoring and supervision moments/tools, which can allow all organisations involved in a coordination and support role to move session planning forward together and more coherently.
- **Provide guidance on what happens after a RCW:** It is helpful to know what comes next and who can do what around climate action. For example, what can cities, the finance sector, private companies etc. do next, as each will have different actions.

C. Conclusion

Based on the assessment outlined above, it is safe to say that the RCWs are certainly on the right track. They presented regional stakeholders with wonderful opportunities for partnership and collaboration, and allowed them to showcase best practices around meaningful and transformative climate action. Of course, there were shortcomings inherent to each RCW, but there is no doubt that the RCWs must continue and be recognised as laboratories for experimentation in climate action. In addition, each RCW should further contribute to the important mandate of the MPGCA - maximising the breadth of non-Party and stakeholder engagement from all levels in the realisation of ambitious climate action.

In terms of each Week, ACW was organised quickly and with minimal planning, but it was well attended and had excellent energy. LACCW - probably the best RCW of the three - had a good balance of events, stakeholders, government engagement, etc., notwithstanding the political difficulties that plagued it. APCW, while it lacked energy and was not well attended, was well organised and could set the stage for future RCW planning methodology. Elements of each Week should be emulated in the future in order to guarantee the best path forward for ambitious regional gatherings on transformative climate action.

As for the transport dimension of the three RCWs, it was reasonably strong, thanks to the leadership of SLoCaT, PPMC, and actors from within the sector. Various aspects of transport and mobility were reflected in the sessions, from public and active transport, to freight. Transport community engagement allowed for the sector to showcase the importance of ambitious transport action to the success of global climate commitments (please see the annexes below).

Finally, at LACCW and APCW, the SLoCaT Secretariat was able to further strengthen and build the coalition supporting the Action towards Climate-friendly Transport (ACT) initiative, which was launched at the UN Climate Action Summit in New York in September 2019. At several sessions, ACT was presented as a key part of the work towards the Summit and an opportunity to highlight transport actors as central players in the achievement of the Paris Agreement.

Ultimately, SLoCaT looks forward to providing support to the transport dimension of future Regional Climate Weeks and stands ready to work with the UNFCCC Secretariat in the planning and preparation of the 2020 RCWs.

Annex 1 - Transport at the Regional Climate Weeks

When the initial discussions around Africa Climate Week (ACW) began in earnest in the spring of 2019, there were almost no transport elements in the programme. Through SLoCaT's engagement in the Marrakech Partnership, this all changed for the better. The efforts of the transport actors involved and PPMC coordination helped ensure that a great deal of sessions had some transport focus, while the ACW as a whole had a strong contingent of transport community representatives.

This trend continued at the Latin America and the Caribbean Climate Week (LACCW) and the Asia-Pacific Climate Week (APCW). At both of these events, PPMC coordination helped to secure a meaningful transport focus in key sessions. Below is a short summary of transport at the sessions, events, and workshops of the three RCWs:

1. ACW Events with a Transport Focus

Key sessions where transport was featured included the following:

Closed, full-day events upon invitation only

Date	Event Title and Organiser(s)	Transport Dimension	Transport Speaker(s)	Link to Session Report (if available)
19 Mar	Meeting the 1.5°C challenge through integrated action on air pollution and climate (Climate and Clean Air Coalition)	Dedicated segment on sustainable transport	- Maruxa Cardama (SLoCaT Secretariat) - Alphonse Nkurunziza (ITDP Africa) - Blake Robinson (ICLEI Africa) - Edmund Teko (UN-Habitat) - Ramón Cruz (ITDP)	
19 Mar	Maximising air quality benefits while achieving global climate goals (Climate Technology Centre & Network)	Linking climate and air quality at the sectoral level (which includes transport)	- Ramón Cruz (ITDP)	https://docs.wixstatic.com/ugd/f0e05f_e6da504472c84282b1eb81590cb0d8cb.pdf

Thematic sessions

Date	Session Title and	Transport	Transport Speaker(s)	Link to Session
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	Lead Organiser	Dimension		Report (if available)
21 Mar	Technology – Cities and Local Action (Global Covenant of Mayors)	Innovative African solutions for improving informal transport	- Blake Robinson (ICLEI Africa)	https://docs.wixstatic.com/ugd/f0e05f_b3e09e4c0dfc48699eeb92ad1265c924.pdf
21 Mar	Technology – Energy Transition (International Renewable Energy Agency)	Featuring women-led start-up, Ghana Bamboo Bikes Initiative	- Bernice Dapaah (Ghana Bamboo Bikes Initiative)	https://docs.wixstatic.com/ugd/f0e05f_67f05a82a7734b7893464438950a19e4.pdf
21 Mar	Policy – Energy Transition (UN Environment)	Renewable energy's contribution to transport, particularly in the African context	- Laura Williamson (REN21)	
21 Mar	Finance – Cities and Local Action (African Development Bank)	Dedicated segment on financing sustainable transport	- Mayor Manuel de Araújo (Quelimane, Mozambique) - Alphonse Nkurunziza (ITDP Africa) - Patrick Oliva (PPMC)	https://docs.wixstatic.com/ugd/f0e05f_b4b4a2a1960c47209779b323942463b0.pdf

Pitch Hub sessions

Date	Session Title and Lead Organiser	Pitch	Speakers
18 Mar	Transforming Urban Mobility: An Interactive Consultation (PPMC)	Introduction to urban mobility resources in Africa - consultation on what is needed in the region	- Maruxa Cardama (SLoCaT Secretariat) - Christopher Dekki (SLoCaT Secretariat)

21 Mar	Transport Decarbonisation Alliance: Bringing Countries, Cities, and Companies Together for Transport Decarbonisation (TDA)	Introducing the Transport Decarbonisation Alliance (TDA) to African countries, cities, and companies	<ul style="list-style-type: none"> - Maruxa Cardama (SLoCaT Secretariat) - Mayor Manuel de Araújo (Quelimane, Mozambique) - Patrick Oliva (PPMC)
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2. LACCW Events with a Transport Focus

Key sessions where transport was featured included the following:

Closed, full-day events upon invitation only

Date	Event Title and Organiser(s)	Transport Dimension	Transport Speaker(s)	Link to Session Report (if available)
20 Aug	Workshop on Urban Mobility in the Next Generation of NDCs (AFD, EUROCLIMA+, GIZ, SLoCaT, UN Environment)	Strengthening the contribution of urban mobility to the next generation of NDCs.	<ul style="list-style-type: none"> - Maruxa Cardama (SLoCaT Secretariat) - Michael Engelskirchen (GIZ) - Ramón Cruz (ITDP) - Karl Peet (SLoCaT Secretariat) - Andrea Palma (GIZ) - Pablo Juica (GIZ) - Rodrigo Rodriguez (LED LAC) - Esteban Bermudez Forn (UN Environment) - Christopher Dekki (SLoCaT Secretariat) 	
20 Aug	MPGCA Meeting (UNFCCC)	Exploring ways to enhance collaboration between non-party stakeholders and	<ul style="list-style-type: none"> - Christopher Dekki (SLoCaT Secretariat) 	

		<p>policy-makers in the region</p>		
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Thematic sessions/Side events

Date	Session Title and Lead Organiser	Transport Dimension	Transport Speaker(s)	Link to Session Report (if available)
21 Aug	<p>Thematic Block on Infrastructure, Cities and Local Action - Urban Areas and Informal Settlements (WWF and Global ABC)</p>	<p>Developing a set of key recommendations for a vertically integrated regional roadmap towards resilient and low-carbon development in urban areas and informal settlements</p>	<p>- Karl Peet (SLoCaT Secretariat) (slated)</p>	<p>https://docs.wixstatic.com/ugd/f0e05f_8c02282498d9441e9891b91f8ecb1623.pdf</p>
21 Aug	<p>Thematic Block on Infrastructure, Cities and Local Action - Transport (UN Environment, C40, SLoCaT)</p>	<p>Exploring the innovative methods to lead the way to sustainable cities through zero-emission and climate-resilient urban mobility</p>	<p>- Denise Hamu (UN Environment) - Maruxa Cardama (SLoCaT Secretariat) - Verónica Geese (City of Santa Fe, Argentina) - Patricia Campos (Costa Rica) - Natalía Gonçalves de Moraes (Brazilian Energy Research Company) - Adalberto Maluf (BYD Motors)</p>	<p>https://docs.wixstatic.com/ugd/f0e05f_c2f9cc8c22a04d93b9862c4cee3fe596.pdf</p>

			<ul style="list-style-type: none"> - Manuel Olivera (C40 Cities Climate Leadership Group) - Ana Carolina Skzlo (WBCSD) - Andrés Alcalá (CAF) - Arnd Beck (EIB) - Anie Amicci (Brazilian National Development Bank) 	
22 Aug	Integral solutions for the implementation of transport components of NDCs (LEDS LAC)	Discussing key sectoral barriers with climate action and exploring potential contributions of the climate agenda for strengthening mobility in LAC	<ul style="list-style-type: none"> - Rodrigo Rodriguez (LEDS LAC) - Ramon Cruz, ITDP - Andrea Palma, GIZ - Ariel Filadoro, Argentina Ministry of Environment 	

Action Hub sessions

Date	Session Title and Lead Organiser	Pitch	Speakers
19 Aug	Transforming Urban Mobility in Latin America and the Caribbean: A Call to Action (SLoCaT)	Summarising LAC regional trends in transport demand, emissions, and policy measures, as described in the 2018 Transport and Climate Change Global Status Report	- Karl Peet (SLoCaT Secretariat)

3. APCW Events with a Transport Focus

Key sessions where transport was featured included the following:

Closed, full-day events upon invitation only

Date	Event Title and Organiser(s)	Transport Dimension	Transport Speaker(s)	Link to Session Report (if available)
2 Sept	NDC Dialogue Day 1 (UNFCCC and UNDP)	Collaboration strategies and whole of society approach towards NDC implementation and enhancement		
3 Sept	NDC Dialogue Day 2 (UNFCCC and UNDP)	Collaboration strategies and whole of society approach towards NDC implementation and enhancement	- Christopher Dekki (SLoCaT Secretariat)	
3 Sept	MPGCA Meeting (UNFCCC)	Exploring ways to enhance collaboration between non-party stakeholders and policymakers in the region	- Christopher Dekki (SLoCaT Secretariat)	

Thematic sessions/Side events

Date	Session Title and Lead Organiser	Transport Dimension	Transport Speaker(s)	Link to Session Report (if available)
4 Sept	IRENA Innovation Day: Thailand (SLoCaT)	Off-site event focusing on innovative solutions for the reliable integration of variable renewable energy in power systems	- Nikola Medimorec (SLoCaT Secretariat)	https://www.irena.org/events/2019/Sep/IRENA-Innovation-Day-on-Solutions-for-a-renewable-powered-future
4 Sept	Clean Mobility and Renewable Energy Integration through Energy Storage (LEDS GP and Asia LEDS Partnership)	Giving participants an understanding of the linkages between clean mobility and large	- Soumya Chaturvedula (ICLEI South Asia) - Ron Benioff, (LEDS GP)	

		scale integration of renewable energy	<ul style="list-style-type: none"> - Carishma Gokhale – Welch (LEDS GP) - Alice Yiu (SLoCaT) - Christopher Dekki (SLoCaT) 	
5 Sept	Thematic Block on Infrastructure, Cities and Local Action - Buildings (Global ABC and UNESCAP)	Identifying pathways towards zero-emission, efficient, and resilient buildings and cities in the Asia-Pacific region	- Lea Ranalder (REN21)	https://docs.wixstatic.com/ugd/f0e05f_25c176856bf94821a873d6bee9121c63.pdf
5 Sept	Thematic Block on Infrastructure, Cities and Local Action - Transport (SLoCaT)	Exploring transformative mobility solutions and the development of low emission urban logistics	<ul style="list-style-type: none"> - Alice Yiu (SLoCaT Secretariat) - Madan Bandhu Regmi (Transport Division, UNESCAP) - Maria Golda Hilario (Institute for Climate and Sustainable Cities) - Mir Reza Ozgen (Government of Khyber Pakhtunkhwa, Pakistan) - Sumit Pokhrel (ADB) - Ahmad Zabri Mohamed Sarajudin (City of Penang, Malaysia) - Ramón Cruz (ITDP) - Mima Mendoza (WRI) - Chirag Gajjar (WRI) - Christopher Dekki (SLoCaT Secretariat) 	https://docs.wixstatic.com/ugd/f0e05f_e6df997516654bac82963037a6b9fff3.pdf

Action Hub sessions/Knowledge Corner

Date	Session Title and Lead Organiser	Pitch	Speakers
3 Sept	Knowledge Corner: Transformative Mobility to Accelerate the Implementation of the Paris Agreement (SLoCaT)	Showcasing work on transport decarbonisation and discuss with visitors what is necessary to accelerate climate action in the transport sector	N/A
5 Sept	Transforming Urban Mobility in Asia-Pacific: A Call to Action (SLoCaT)	Summarising Asia-Pacific regional trends in transport demand, emissions, and policy measures, as described in the 2018 Transport and Climate Change Global Status Report	- Christopher Dekki (SLoCaT Secretariat) - Nikola Medimorec (SLoCaT Secretariat)

Annex 2 - SLoCaT/PPMC Outreach Materials

In preparation for the RCWs and in consultation with members, the SLoCaT Secretariat produced a series of materials used for outreach and advocacy throughout the weeks. These materials include:

- News articles featuring SLoCaT Partnership projects and initiatives in [Africa](#), [Asia-Pacific](#), and [Latin America](#), as well as relevant regional case studies, member logos, and transport information;
- [Africa](#)-, [Asia-Pacific](#)-, and [Latin America](#)-dedicated infographics from the [Transport and Climate Change Global Status Report \(TCC-GSR\)](#);
- PPMC [key messages](#) around the UNFCCC process;
- Transport Decarbonisation Alliance (TDA) [flyers](#);
- Banners for PPMC and TDA on display during relevant sessions.

In addition, the SLoCaT Secretariat was active on social media, specifically Twitter, to promote the transport dimension of the RCWs.

Finally, the SLoCaT Secretariat worked with the UNFCCC to include SLoCaT's and PPMC's logos as "Collaborating Organisations" of the RCWs.