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Mr. Mohammad Nabi Sroosh  
Director General of Policy & RBM  
Ministry of Economy, Afghanistan

Shanghai - April 17, 2017

Dear Mr. Nabi Sroosh,

On 1 January 2016, the 2030 Agenda for Sustainable Development adopted by world leaders in September 2015 officially came into force, a historic achievement which set in motion concerted efforts toward 17 Sustainable Development Goals (SDGs) with 169 targets stimulating actions to shift global development onto a more sustainable and resilient path.

The Partnership on Sustainable Low Carbon Transport (SLoCaT) represents over 90 international organizations that are actively working to promote sustainable transport in the implementation of the 2030 Agenda for Sustainable Development. The SLoCaT Partnership feels that there is great potential to raise the profile of sustainable transport in this ongoing review process, to build upon the 64% of the 2016 Voluntary National Reviews (VNRs) submitted to the High Level Political Forum (HLPF) in 2016 that contain some references to transport.

Although sustainable transport is not represented by a standalone SDG in the 2030 Agenda, it is mainstreamed in a direct or indirect manner into a number of SDG targets. The 2030 Agenda has set a path for the transport sector to be more sustainable to minimize road injuries and fatalities, provide sustainable infrastructure for urban, rural, passenger and freight transport, increase access to public transport and eliminate fossil fuel subsidies. In short, in the absence of sufficient sustainable transport infrastructure and services across the world's regions, at least half of the SDGs are at risk of not achieving their potential.

In this context, we are happy to share an analysis conducted by SLoCaT on the treatment of sustainable transport in the 22 VNRs submitted in 2016, with recommendations on how to further emphasize the critical role of sustainable transport in SDG implementation through the VNR process during the HLPF in 2017.

We would like to bring these recommendations to your attention on behalf of all the members and partners of the SLoCaT Partnership (see Annex 1) and we would request that

these recommendations be considered in the 2017 VNR to be submitted by Afghanistan:

- Establish a strong case on how transport contributes to the overarching goals of the 2030 Agenda on poverty alleviation, food security, social equity and “leaving no one behind”;
- Include any good practices, policy measures, and case studies on sustainable transport used by Afghanistan as examples on how to implement the SDGs reviewed in HLPF 2017, including SDG 1 (No Poverty), SDG 2 (Zero Hunger), SDG 3 (Good Health and Well-being), SDG 5 (Gender Equality), SDG 9 (Industry, Innovation, and Infrastructure);
- Establish stronger connections showing the contribution of transport to achieve SDG indicators, particularly SDG 9.1.1 on improving rural access and SDG 12.c.1 on reducing fossil fuel subsidies which are missing from the VNRs submitted in 2016;
- Cite specific actions taken by Afghanistan in transport sub-sectors such as urban and public transport, rural transport, fossil fuel subsidies, rail transport, freight, and transport policy and planning;
- Set specific targets for sustainable transport development in Afghanistan (e.g. increase by 30% of rural population with access to all-season roads by 2030, reduce the number of deaths and injuries from road traffic accidents by 50% by 2030).

The SLoCaT Partnership believes that there is further potential to demonstrate the critical role of sustainable transport in this SDG implementation and review process, to build upon the more tentative discussion of transport in HLPF 2016. VNRs can create a more comprehensive vision of sustainable transport development if Afghanistan can emphasize more prominently that transport is a vital, cross-cutting sector which enables all other sectors to implement the 2030 Agenda.

We appreciate your consideration of these recommendations and we welcome your action on these recommendations as further encouragement and inspiration to scale up our efforts on sustainable transport.

Best regards,



Cornie Huizenga,  
Secretary General  
Partnership on Sustainable, Low Carbon Transport

### **Annex 1: Members of the Partnership on Sustainable, Low Carbon Transport (SLoCaT)**

<ol style="list-style-type: none"> <li>1. African Development Bank</li> <li>2. African Transport Policy Program</li> <li>3. Agence Française de Développement</li> <li>4. Alstom</li> <li>5. Asian Development Bank</li> <li>6. Association in Peace with the Environment (Guatemala)</li> <li>7. Brake</li> <li>8. Bus Rapid Transit Centre of Excellence</li> <li>9. CAF-Development Bank of Latin America</li> <li>10. Center for Clean Air Policy</li> <li>11. Centre for Green Mobility</li> <li>12. Center for Science and Environment</li> <li>13. Center for Sustainable Transport Mexico</li> <li>14. Center for Transportation and Logistics Studies, Gadjah Mada University</li> <li>15. Centre for Environment Planning &amp; Technology Ahmedabad</li> <li>16. China Urban Transport Research Centre</li> <li>17. Clean Air Asia</li> <li>18. Clean Air Institute</li> <li>19. Climate Bonds Initiative</li> <li>20. Climate Works</li> <li>21. CODATU</li> <li>22. Concito</li> <li>23. Despacio</li> <li>24. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)</li> <li>25. Dopplemayr</li> <li>26. EMBARQ, The WRI Ross Center for Sustainable Cities</li> <li>27. European Bank for Reconstruction and Development</li> <li>28. European Cyclists' Federation</li> <li>29. European Institute for Sustainable Transport</li> <li>30. European Investment Bank</li> <li>31. FIA Foundation</li> <li>32. First African Bicycle Information Organization</li> <li>33. Ford Foundation</li> <li>34. Global Environmental Facility</li> <li>35. Grutter Consulting</li> <li>36. Health Bridge</li> <li>37. Hewlett Foundation</li> <li>38. Innovation Center for Energy and Transportation</li> <li>39. Institute for Global Environmental Strategies</li> <li>40. Institute for Transportation and Development Policy</li> <li>41. Institute of Transport Studies, University of California, Davis</li> <li>42. Institute for Transport Studies, University of Leeds, UK</li> <li>43. Institute of Urban Transport India</li> <li>44. Inter-American Development Bank</li> <li>45. International Association for Public Transport</li> <li>46. ICLEI-Local Governments for Sustainability</li> </ol>	<ol style="list-style-type: none"> <li>47. International Energy Agency</li> <li>48. International Road Assessment Program</li> <li>49. International Road Federation</li> <li>50. International Transport Forum</li> <li>51. International Union of Railways</li> <li>52. Islamic Development Bank</li> <li>53. Korean Transport Institute</li> <li>54. Michelin Challenge Bibendum</li> <li>55. National Center for Transportation Studies, Philippines</li> <li>56. Nordic Development Fund</li> <li>57. Polis Network</li> <li>58. REN 21</li> <li>59. Renewable Energy and Energy Efficiency Partnership</li> <li>60. Research for Community Access Partnership</li> <li>61. Ricardo Energy &amp; Environment</li> <li>62. Rupperecht Consulting</li> <li>63. Smarter Than Car</li> <li>64. SNCF</li> <li>65. Stockholm Environment Institute</li> <li>66. Sustainable Transport Africa</li> <li>67. The Energy and Resources Institute</li> <li>68. Transport and Environment</li> <li>69. Transport Planning and Research Institute</li> <li>70. Transport Research Laboratory</li> <li>71. Uganda Road Sector Support Initiative</li> <li>72. UNIFE-The Association of European Rail Industry</li> <li>73. United Nations Centre for Regional Development</li> <li>74. United Nations Development Program</li> <li>75. United Nations Department for Economic and Social Affairs</li> <li>76. United Nations Department for Economic and Social Affairs for Asia and the Pacific</li> <li>77. United Nations Economic Commission for Europe</li> <li>78. United Nations Economic Commission on Latin America and the Caribbean</li> <li>79. United Nations Human Settlement Program</li> <li>80. United Nations Industrial Development Organization (UNIDO)</li> <li>81. University Capetown</li> <li>82. Victoria Transport Policy Institute</li> <li>83. Volvo Research and Education Foundations</li> <li>84. Walk 21</li> <li>85. World Bank</li> <li>86. World Business Council on Sustainable Development</li> <li>87. World Cycling Alliance</li> <li>88. World Health Organization</li> <li>89. Wuppertal Institute for Climate, Environment and Energy</li> <li>90. World Wide Fund For Nature International</li> </ol>
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