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Mr. Edmond Leka
Director of DEDAC
Department for Economic Development and Foreign Aid Co-
ordination

Shanghai- April 11, 2018

**Subject: Showcasing Albania's actions for sustainable
transport in the 2018 Voluntary National Review process**

Dear Mr. Edmond Leka,

I am writing to you concerning the critical role of sustainable transport in achieving the Sustainable Development Goals (SDGs) and extending an invitation to Albania to specifically highlight its achievements on sustainable transport development in its Voluntary National Review (VNR) to be submitted for the High Level Political Forum (HLPF) 2018. In particular, we would be pleased to support Albania in reporting the progress on SDG indicator 11.2 (Sustainable Transport).

The VNR process can be a valuable opportunity to establish a strong case on how transport contributes to the overarching goals of the 2030 Agenda if **Albania can cite specific policy measures, case studies, and best practices and set specific targets for sustainable transport development**. In addition, it is also our pleasure to invite you to participate in a potential **side event on sustainable transport** during the HLPF 2018.

The 2030 Agenda has set a path for the transport sector to be more sustainable to minimize road injuries and fatalities (SDG3), provide sustainable infrastructure for urban, rural, passenger and freight transport (SDG 9), increase access to public transport (SDG 11) and eliminate fossil fuel subsidies (SDG12). 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.

The expected increase in urban population by 2-3 billion people between now and 2050 offers urban planners a key opportunity to enable the transformation of cities under **SDG 11 (Sustainable Cities)** by realizing better quality of life via compact, mixed land-use cities. **Inclusive, safe, clean and efficient public transport** is critical to facilitate convenient access for all to jobs, markets, services and social life. This will

require an increase in public transport services and supporting infrastructure, which is measured

under **SDG Indicator 11.2.1, “Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities.”**

[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. Our partners, including the [Institute for Transportation and Development Policy \(ITDP\)](#), the [International Association of Public Transport \(UITP\)](#), the [Transformative Urban Mobility Initiative \(TUMI\)](#), and [UN-Habitat](#), are actively leveraging actions specifically on urban transport in support of SDG 11.

We feel that there is great potential to raise the profile of sustainable transport in the SDGs review process. While only 64% of the 22 VNRs submitted in 2016 contained references to transport (with not all references sustainability-specific), [in 2017, 98% of the 43 submitted VNRs have some degree of reference to the transport sector](#), with 35% of submissions giving specific examples to link transport with sustainable development impacts.

In previous years, data to illustrate progress on the transport-related SDGs were provided only by a few countries, often with formats inconsistent with the [framework](#) established by the Inter-agency Expert Group on SDG Indicators (IAEG-SDGs). The transport community, through the [Sustainable Mobility for All initiative \(SuM4ALL\)](#), is developing a more detailed indicator framework to track progress of the transport SDGs which will be in line with the recommendations of the IAEG-SDGs.

On behalf of all the members and partners of the SLoCaT Partnership, we would like to bring the following recommendations to your attention and request that these recommendations be considered in the 2018 VNR to be submitted by Albania:

- 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 Albania as examples on how to implement the SDGs reviewed in HLPF 2018, especially for SDG 11 (sustainable cities);
- Establish stronger connections showing the contribution of transport to achieve SDG indicators, particularly **SDG indicator 11.2.1** (universal access to public transport) and **indicator 12.c.1** (fossil fuel subsidies);
- Document cases where **data** is missing, and develop specific plans to consistently fill those gaps going forward, including for all existing indicators and proposed indicators with widespread support;
- Cite specific actions taken by Albania in **transport sub-sectors** such as urban and public transport, fossil fuel subsidies, rail transport, freight, parking, land use, and transport policy and planning;
- Set **specific targets for sustainable transport** development in Albania (e.g. double the market share of public transport by 2025), based on the SDG 11.2.1 and others.

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 and ad hoc discussion of transport in HLPF 2017. VNRs can create a more comprehensive vision of sustainable transport development if Albania 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.

We will also be pleased to arrange an in-person meeting with you at Albania's UN Mission Office in New York. Please kindly contact Alice Yiu at alice.yiu@slocatpartnership.org if you are interested to meet with our representatives.

In addition, we are organizing a **side event on urban transport and circular economy (SDG 11 and SDG 12)** during the HLPF 2018. It would be our honor to have country representatives from Albania attending and/or speaking at the event. Please kindly let us know if you are interested to receive more details on the side event.

Thank you for your attention and we look forward to hearing from you.

Best regards,

A handwritten signature in black ink, appearing to be 'Cornie Huizenga', written on a white background.

Cornie Huizenga,
Secretary General
Partnership on Sustainable, Low Carbon Transport
www.slocat.net

Annex I: List of Transport-related SDG Targets and Indicators

Transport contributes directly to five targets on road safety (Target 3.6); energy efficiency (Target 7.3); sustainable infrastructure (Target 9.1), urban access (Target 11.2), and fossil fuel subsidies (Target 12.c) emphasize that sustainable transport is not needed solely for its own sake, but rather is essential to facilitate the achievement of a wide variety of SDGs.

Transport also contributes indirectly to seven SDG targets on agricultural productivity (Target 2.3), air pollution (Target 3.9), access to safe drinking water (Target 6.1), sustainable cities (Target 11.6), reduction of food loss (Target 12.3), climate change adaptation (Target 13.1), and climate change mitigation (Target 13.2).



In addition, transport is directly related to five SDG indicators in the final list from the IAEG-SDGs:

Transport-Relevant SDG Indicators	
3.6.1	Death rate due to road traffic injuries
9.1.1	Proportion of the rural population who live within 2 km of an all-season road
9.1.2	Passenger and freight volumes, by mode of transport
11.2.1	Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
12.c.1	Amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels

For more information, please see: <http://www.slocat.net/sdgs-transport>.

Annex II: List of SLoCaT Partnership Members and Partners

Annex 1: Members Partnership on Sustainable, Low Carbon Transport	
1. African Development Bank	49. International Association for Public Transport
2. African Transport Policy Program (SSATP)	50. International Energy Agency
3. Agence Française de Développement (AFD)	51. International Road Assessment Program
4. Alstom	52. International Road Federation
5. Asian Development Bank	53. International Transport Forum
6. Association in Peace with the Environment	54. International Union of Railways
7. Brake	55. Islamic Development Bank
8. Bus Rapid Transit Center of Excellence	56. Korean Transport Institute
9. C40 Cities Climate Leadership Group	57. Michelin/Movin'On
10. CAF-Development Bank of Latin America	58. National Center for Transportation Studies, Philippines
11. Center for Clean Air Policy	59. Nordic Development Fund
12. Centre for Green Mobility	60. Pacific Islands Development Forum
13. Center for Science and Environment	61. Polis Network
14. Center for Sustainable Transport Albania	62. Renewable Energy and Energy Efficiency Partnership
15. Center for Transportation and Logistics Studies, GadjahMada University	63. Research for Community Access Partnership (RECAP)
16. Centre for Environment Planning & Technology Ahmedabad	64. Ricardo Energy & Environment
17. China Urban Transport Research Centre	65. Rupperecht Consulting
18. Civic Exchange	66. Smarter than Car
19. Clean Air Asia	67. SNCF
20. Clean Air Institute	68. Stockholm Environment Institute
21. Climate Bonds Initiative	69. Sustainable Transport Africa
22. Climate Works	70. The Energy and Resources Institute
23. CODATU	71. The WRI Ross Center for Cities
24. Concito	72. Transport and Environment
25. Despacio	73. Transport Planning and Research Institute (TPRI)
26. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)	74. Transport Research Laboratory
27. Dialogo Energetico	75. Uganda Road Sector Support Initiative
28. Dopplemayr	76. UNIFE-The Association of European Rail Industry
29. European Bank for Reconstruction and Development	77. United Nations Center for Regional Development
30. European Cyclists' Federation	78. United Nations Development Program
31. European Investment Bank	79. United Nations Department for Economic and Social Affairs for Asia and the Pacific
32. FIA Foundation	80. United Nations Economic Commission for Europe
33. First African Bicycle Information Organization	81. United Nations Economic Commission on Latin America and the Caribbean
34. Ford Foundation	82. United Nations Human Settlement Program
35. Global Environmental Facility	83. United Nations Industrial Development Organization
36. Green Mobility Institute	84. University College of London,
37. Grutter Consulting	
38. Health Bridge	
39. Hewlett Foundation	
40. ICLEI-Local Governments for Sustainability	
41. Innovation Center for Energy and	

Annex 1: Members Partnership on Sustainable, Low Carbon Transport

Transportation 42. Institute for Global Environmental Strategies 43. Institute for Transport Policy Studies 44. Institute for Transportation and Development Policy 45. Institute of Transport Studies, University of California, Davis 46. Institute for Transport Studies, University of Leeds, UK 47. Institute of Urban Transport India 48. Inter-American Development Bank	Department of Civil, Environmental and Geomatic Engineering 85. University of Birmingham 86. University of Transport and Communication Hanoi 87. University of Twente/ ITC-Department of Urban and Regional Planning 88. Victoria Transport Policy Institute 89. Volvo Research and Education Foundations 90. Walk 21 91. World Bank 92. World Business Council on Sustainable Development 93. World Cycling Alliance 94. World Health Organization 95. World Wide Fund For Nature International 96. Wuppertal Institute for Climate, Environment and Energy
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