Updated Guidelines for the Development of Voluntary Local Reviews in the ECE Region

05 October 2022
Objectives

1. Provide an evidence-based tool for tracking progress toward the SDGs
   - KPIs for SSC ensure an integrated, indivisible and balanced treatment of the SDGs

2. Support LRGs in their efforts to localize SDGs
   - An extension to the urban planning and decision-making

3. By grounding the indicators in a coherent approach, the Guidelines help LRGs ensure policy coherence and leave no one behind
Principles

1. Preparation of VLRs should **ensure broad-based consultations** aimed at soliciting the views of citizens, different parts of LRGs, representatives of the academia, market support institutions etc.

2. Gear the VLRs toward **bridging local, national and global priorities**

3. Proceed from a **forward-looking perspective** aimed at **ensuring policy coherence and leaving no one behind**

4. Adopt an **evidence-based approach**

5. Integrate **disaster risk management** as a key element of the VLR

6. Focus on **facilitating resource mobilisation for financing urban development**
### Relations of inter-dependence and opportunity costs:

**ICS typology on SDG interactions**

<table>
<thead>
<tr>
<th>GOALS SCORING</th>
<th>INDIVISIBLE</th>
<th>REINFORCING</th>
<th>ENABLING</th>
<th>CONSISTENT</th>
<th>CONTRAINING</th>
<th>COUNTERACTING</th>
<th>CANCELLING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The strongest form of positive interaction in which one objective is intrinsically linked to the achievement of another.</strong></td>
<td>One objective directly creates conditions that lead to the achievement of another objective. Increasing economic benefits from sustainable marine resources use (14.7) reinforces the creation of decent jobs and small enterprise in e.g. tourism (8.5 and 8.9)</td>
<td>The pursuit of one objective enables the achievement of another objective. Developing infrastructure for transport (9.9) enables participation of women in the work force and in political life (5.3)</td>
<td>A neutral relationship where one objective does not significantly interact with another or where interactions are deemed to be neither positive nor negative. By 2025, prevent and significantly reduce marine pollution of all kinds. In particular from land-based activities, including marine debris and nutrient pollution (14.1) is consistent with target 3. Strengthen the prevention and treatment of substance abuse, including narcotic drug abuse and harmful use of alcohol.</td>
<td>A mild form of negative interaction when the pursuit of one objective sets a condition or a constraint on the achievement of another. Conserving coastal areas (14.5) and development of safe affordable housing and basic services (11.3) may constrain each other.</td>
<td>The pursuit of one objective counters another objective. Ensuring access to safe, nutritious and sufficient food can counteract sustainable water withdrawals (6.4) and reduction of chemicals releases (12.4)</td>
<td>The most negative interaction is where progress in one goal makes it impossible to reach another goal and possibly leads to a deteriorating state of the second. A choice has to be made between the two. Developing infrastructure (9.1) could be cancelling the reduction of degradation of natural habitats in terrestrial ecosystems (15.3)</td>
<td></td>
</tr>
</tbody>
</table>

| **Outdoor and indoor air pollution is responsible for 7 million deaths annually, as well as respiratory and cardiovascular disease but also increases in perinatal deaths. In 2012, ambient (outdoor) air pollution was responsible for 3 million deaths, representing 5.4% of the total deaths. Worldwide, ambient air pollution is estimated to cause about 25% of the lung cancer deaths. Major urban centers in low and middle-income countries are the most exposed to this burden. (WHO, 2016).** | Sustainable and diversified strategies for using the marine resource base open up opportunities for small enterprises in fisheries or other harvesting and associated value-addition activities, as well as activities related to tourism. Many SIDS and LDCs that are rich in these resources also have poor, vulnerable and marginalized coastal communities. | Affordable public transport promotes social inclusion, more equal access to different parts of the city, and enabling employment for marginalized groups. In many places, women do not have access to a car and depend on public transport, walking or bicycling to get around, to work places and to social or political activities (NCE, 2016; GSDR, 2018). | **There is no significant interaction between the two targets.** | Establishing protection areas in the coastal zone and expanding urbanization, infrastructure or transport risks spatial competition especially in densely populated areas. Integrated coastal zone management and marine spatial planning tools are readily available to mitigate spatial competition. | Increasing productivity in agriculture is a necessary (but not sufficient) condition to improve food security. In many places, this might entail increased and/or better irrigation as well as increased use of agro-chemical inputs. | | +3 | +2 | +1 | 0 | -1 | -2 | -3 |
What do the Guidelines cover?

A COHERENT APPROACH FOR USING THE KEY PERFORMANCE INDICATORS FOR SMART SUSTAINABLE CITIES

RECOMMENDED PROCESS FOR PREPARING THE VLRS

RECOMMENDED OUTLINE FOR STRUCTURING THE VLRS

ANNEX: KEY INTERNATIONAL GUIDELINES & HANDBOOKS FOR VLRS
Thank you

Hana Daoudi
Secretary, Committee on Urban Development, Housing and Land Management
hana.daoudi@un.org