

MGoS Expert Group Meeting (Bogota 25-26 Mar 2017)

Inputs - Partnership on Sustainable Low Carbon Transport (SLoCaT)

March 2017

General Inputs

- ***Need for sectoral inputs (not just input at level of major groups¹) in SDG follow up***
 - Although sustainable transport is not represented by a standalone SDG in the 2030 Agenda, it is mainstreamed in a direct or indirect manner into 8 of 17 SDGs, particularly those related to food security, health, energy, infrastructure, cities and human settlements, and climate change (see Annex I).
 - Formulation and communication of sectoral strategies from MGoS is thus required to optimize direct implementation strategies for the SDGs and to facilitate the achievement of other goals.
 - The SLoCaT Partnership was established in 2009 to provide a global voice on sustainable transport, and has grown to a multi-stakeholder partnership of over 90 organizations (representing UN agencies, multilateral and bilateral development banks, NGOs and foundations, academe and the business sector).
 - SLoCaT acts to convene and coordinate inputs from its members and strategic partners to speak with a unified voice on the role of sustainable low carbon transport in advancing sustainable development and climate change objectives.
 - SLoCaT is actively seeking expanded partnerships with peer sectors (e.g. energy, finance, health, women, youth) to advance common goals related to sustainable low carbon transport

- ***Transport in Voluntary National Reviews (VNRs)***
 - SLoCaT has conducted an analysis of the treatment of transport in VNRs presented at High-Level Political Forum 2016 (see also Annex II)
 - Among the 22 VNRs submitted in 2016, 14 VNRs (64%) make direct reference to the transport, spanning across a variety of subsectors including passenger transport, public transport, urban transport, walking and cycling, electric mobility, freight and transport demand management.
 - These transport references address various issues, including migration and GHG emission, access and mobility, multimodal connectivity and economic development, financing, road safety, and climate adaptation.
 - Among the 14 VNRs with transport references, a third of them recognize the need for emission reduction and mitigation actions taken in the transport sector. Half of the 14 VNRs with transport references recognizes adaptation as an important action in the transport sector.
 - Four countries have set specific goals and targets on public transport, energy consumption, access, and road safety
 - Specific measures and actions on sustainable transport development have been highlighted in a number of VNRs, covering issues such as road infrastructure, renewable energy, electric mobility, freight, water transport, regional connectivity, and institutional capacity
 - A majority of transport references linked to SDG 9 (Industry, Innovation, and Infrastructure) and SDG 11 (Sustainable Cities and Communities). Lesser amount of the references are related to SDG 3 (Good health and well-being), SDG 7 (Affordable and Clean Energy) and SDG 13 (Climate Action).

¹ UN major groups include, Women, Children and Youth, Indigenous Peoples, Non-Governmental Organizations, Local Authorities, Workers and Trade Unions, Business and Industry, Scientific and Technological Community, and Farmers.

- Missing gaps: Although transport is directly related to Target 12.C on fuel subsidies, the linkage has not been discussed in any VNRs. Same with other indirect transport targets, such as Target 2.3 and Target 12.3.
 - Transport references in VNRs submitted in 2016 do not relate to all Transport-related SDG indicators- e.g. 9.1.1. on rural access and 12.c.1 on fossil fuel subsidies.
 - There is no reference to rural transport in the VNRs submitted in 2016.
 - This analysis can be summarized based on the [voluntary common guidelines for major groups and other stakeholders](#) slated for discussion at the MGoS EGM
 - The theme of HLPF 2017 is “Eradicating poverty and promoting prosperity in a changing world”. The set of goals to be reviewed at HLPF 2017 are as follows:
 - 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
 - SDG 14: Life below water
 - SDG 17: Partnership for the goals
 - SLoCaT will conduct outreach to the (currently) 44 member states who have signed up to VNRs at HLPF 2017 to urge inclusion of sustainable transport measures in national development implementation plans and monitoring
 - SLoCaT has plans to participate in the 2017 HLPF, which will likely center on raising the profile of [rural transport](#) to facilitate SDGs 1, 2, 3, 5, and 9.
- ***Linkage with the emerging efforts in transport sector to translate global agreements in global tracking framework***
 - A number of agreements on the global level have been adopted in recent years with the purpose to move the world towards a more sustainable and resilient future. These global agreements include the [2030 Agenda for Sustainable Development](#), [Paris Agreement on climate change](#), the [New Urban Agenda \(NUA\)](#), the [Addis Ababa Action Agenda on Financing for Development](#), the [UN Decade of Action for Road Safety 2011-2020](#), the [Sendai Framework for Disaster Risk Reduction 2015-2030](#), and the [Nairobi Mandate](#) adopted at the 14th United Nations Conference on Trade and Development (UNCTAD).
 - Sustainable transport is a key contributor to the implementation of these various global processes and, at the same time, these global agreements provide enabling conditions for sound legal and regulatory framework, capacity building and knowledge sharing, technology development, financing and investment, and mitigation and adaptation actions in the transport sector on the regional level.
 - Efforts to leverage sustainable transport to achieve the objectives of these global processes must be closely coordinated (in concert with peer sectors) to achieve goals under the required timeframe and to use limited resources efficiently.
 - Sustainable Mobility for All (SuM4All) is a global tracking framework whose development is being coordinated by the World Bank. The SuM4All framework is intended to track progress on transport-related aspects of the SDGs along four dimensions (i.e. access (urban and rural), efficiency, safety, and green), with associated targets and indicators currently under development. SLoCaT is co-leading SuM4All’s Green Goal Working Group and is actively participating in the Urban Access and Rural Access Working Groups.
 - During Habitat III, [SLoCaT signed a memorandum of understanding with UN-Habitat](#) to provide a framework for accelerating action on, and tracking of, transport-relevant components of the New Urban Agenda. The collaboration will be implemented with a focus on tracking transport-relevant components in

developing and emerging economies, building on experiences from Europe, Asia and Latin America, and will also help to encourage cooperation with ongoing tracking efforts in other global processes.

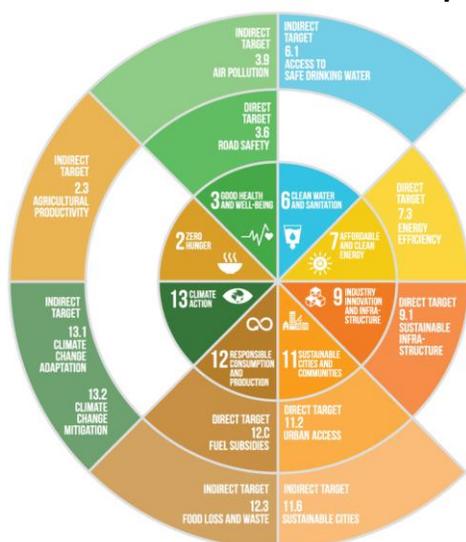
- **Resources to accelerate implementation toward transport-related SDG targets**
 - SLoCaT's [Quick Wins on Transport, Sustainable Development and Climate Change](#) report describes a course of immediate bold and ambitious action that will kick-start the transformation of the transport sector. These pre-2020 actions span policy, regulatory and operational solutions for both human mobility and freight movement, providing a balanced toolbox to ramp up needed actions and thus contributing to both climate change and sustainable development objectives (see Annex III: Linkages between quick wins/SDGs)
 - SLoCaT has coordinated member inputs for proposed indicators and data custodian organizations for the transport-related SDG targets noted in Annex I (see Annex IV for proposed transport lead organizations and data sources)
 - SLoCaT is working to raise the profile of rural transport to achieve SDGs through a partnership with the Research for Community Action Partnership (ReCAP), by compiling [a set of key messages](#) on rural transport, and providing advocacy among member states in key fora (e.g. advancing the [Vientiane Declaration on Rural Transport](#) at the UNCRD EST Regional Forum in Asia in March 2017).
 - SLoCaT is developing an urban strategy to further incorporate transport in existing city networks, to complement its partnership with UN-Habitat to track transport-related components of the New Urban Agenda and efforts to track SDG Target 11.2 (By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all').

- **Resources for countries to access knowledge networks on sustainable transport**
 - Key 2017-2018 sustainable transport events (with relevance to HLPF)

Date	Event	Venue	Organizer	Theme	Event URL
8-10 May	8th Africa Transportation Technology Transfer Conference	Zambia	Association of Southern African National Road Agencies (ASANRA)	Rural transport Adaptation	http://www.t2conference2017.org/
8-12 May	26 th UN Habitat Governing Council	Nairobi, Kenya	UN-Habitat	Urban Development, Sustainable Urban Transport	http://unhabitat.org/about-us/governing-council/
12-13 May	Interconnections 2017	Bonn, Germany	German Development Institute	Climate Change & Sustainable Development	http://interconnections2017.org/
28-30 June	Expert meeting Sustainable Transport LAC/ MOBILIZE Summit	Santiago, Chile	ITDP, VREF, ECLAC, SLoCaT	Sustainable Transport	http://mobilizesummit.org/

- Other resources
 - [2030 Vision for Sustainable Transport in Asia: Aligning Government Policies with Sustainable Development Goals](#)
 - [Transport, Poverty Alleviation and the Principles of Social Justice](#)
 - [Sustainable Transport in Habitat III: A Review of Principal Documents](#)

Annex I: Direct and Indirect Transport Targets of the SDGs

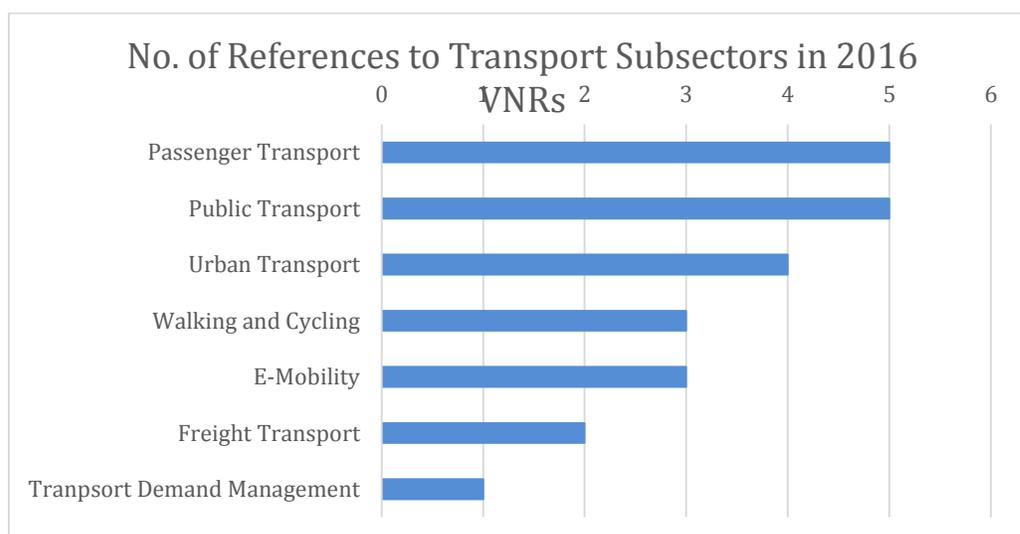


Direct Transport Targets of the Sustainable Development Goals

SDG 3. Ensure healthy lives and promote well-being for all at all ages	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents (<i>Road safety</i>)
SDG 7. Ensure access to affordable, reliable, sustainable and modern energy for all	7.3 By 2030, double the global rate of improvement in energy efficiency (<i>Energy efficiency</i>)
SDG 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all (<i>Sustainable infrastructure</i>)
SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons (<i>Urban access</i>)
SDG 12. Ensure sustainable consumption and production patterns	12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities (<i>Fuel subsidies</i>)

Indirect Transport Targets of the Sustainable Development Goals	
SDG 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture	2.3 By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment (<i>Agricultural productivity</i>)
SDG 3. Ensure healthy lives and promote well-being for all at all ages	3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination (<i>Air pollution</i>)
SDG 6. Ensure availability and sustainable management of water and sanitation for all	6.1 By 2030, achieve universal and equitable access to safe and affordable drinking water for all (<i>Access to safe drinking water</i>)
SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable	11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management (<i>Sustainable cities</i>)
SDG 12. Ensure sustainable consumption and production patterns	12.3 By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses (<i>Food loss and waste</i>)
SDG 13. Take urgent action to combat climate change and its impacts	13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries (<i>Climate change adaptation</i>)
	13.2 Integrate climate change measures into national policies, strategies, and planning (<i>Climate change mitigation</i>)

Annex II: Treatment of Transport in HLPF 2016 Voluntary National Reviews (VNRs)



Issue Area	Country	Goals and Targets
Public Transport	Estonia	50% share of people in larger cities using public transport, bicycles or walking to work on a daily basis
Public Transport/ Access	Germany	Increase in land covered by housing and transport infrastructure; Increase in access to high-quality local public transport
Road Safety	Georgia	By 2020, reduce the number of deaths and injuries from road traffic accidents in Georgia (By 2030 baseline is reduced by 25-30%)
Road Safety	Uganda	Increase safety of transport services
Energy Consumption	Germany	Final energy consumption in the transport sector is to be reduced by around 40% by 2050 compared to 2005 levels; Decarbonize energy supply in the transport sector; Reducing final energy consumption in freight and passenger transport

Issue Area	Country	Transport Measures
Road Infrastructure	Uganda	Construct and rehabilitate national and regional roads. Rehabilitate and maintain the District, Urban, and Community Access (DUCA) road network. Construct new and rehabilitate old bridges
Renewable Energy	Estonia	Support measure for the production and consumption of biomethane in transport sector
E-mobility	Estonia	Establish a network of quick chargers for electric vehicles across the country with the support of the ELMO programme
Freight	Colombia	Improve provisions of infrastructure and services of logistics and transport for territorial integration by reducing travel times between production centers and ports by 30% and reducing vehicle operating costs up to 20%.
Water transport	Uganda	Develop inland water transport with special emphasis on hard-to-reach island areas
Regional Connectivity	Estonia	Development of runways, ports, their hinterland connections and international connections
Institutional Capacity	Uganda	Establish a National Road Safety Authority and a Multi-sectoral Transport Regulatory Authority

Annex III: Linkage of Transport Quick Wins to Transport-Focused SDGs

Quick Wins: Linkages to Transport-Focused SDGs	Sustainable Development Goals (SDGs) (Direct Targets)					Sustainable Development Goals (SDGs) (Indirect Targets)						
	3	7	9	11	12	2	3	6	11	12	13	13
	3.6 Road Safety	7.3 Energy Efficiency	9.1 Sustainable Infrastructure	11.2 Urban Access	12.c Fuel Subsidies	2.3 Agricultural Productivity	3.9 Air Pollution	6.1 Access to Safe Drinking Water	11.6 Sustainable Cities	12.3 Food Loss and Waste	13.1 Climate Change Adaptation	13.2 Climate Change Mitigation
A. Policy/Pricing Solutions												
1. Accelerate global phase-out of fossil fuel subsidies.												
2. Implement (ultra-) low emission zones, including car-free zones in city centers.												
3. Introduce and scale up pricing for car-related travel options (e.g. congestion/road charging, parking pricing) in primary and secondary cities.												
4. Introduce carbon pricing for the transport sector where (sub-) national carbon markets currently exist or are under development.												
5. Introduce car-free days and ciclovías (temporary street closures to encourage cycling and walking) in primary and secondary cities to build support for longer-term policies.												
B. Technical/Regulatory Solutions												
6. Accelerate deployment of tighter diesel fuel quality standards to reduce emissions of black carbon and other short-lived climate pollutants.												
7. Expand use of ICT applications for real-time travel information and route planning for walking, cycling, public transport and car sharing.												
8. Legislate and enforce stricter speeding regulations by operational and technical means to reduce emissions and road crashes.												
9. Tighten fuel economy standards for passenger and freight vehicles.												
C. Operational/Capacity Solutions												

Quick Wins: Linkages to Transport- Focused SDGs	Sustainable Development Goals (SDGs) (Direct Targets)					Sustainable Development Goals (SDGs) (Indirect Targets)						
	3	7	9	11	12	2	3	6	11	12	13	13
	3.6 Road Safety	7.3 Energy Efficiency	9.1 Sustainable Infrastructure	11.2 Urban Access	12.c Fuel Subsidies	2.3 Agricultural Productivity	3.9 Air Pollution	6.1 Access to Safe Drinking Water	11.6 Sustainable Cities	12.3 Food Loss and Waste	13.1 Climate Change Adaptation	13.2 Climate Change Mitigation
10. Expand city transport official training programs to build local capacity for sustainable transport in primary and secondary cities.												
11. Formulate Sustainable Urban Mobility Plans(SUMPs) in primary and secondary cities.												
12. Implement eco driving training (supported by on-board devices) for car, bus and rail fleet operators.												
13. Modernize ageing rail fleets and traction systems to increase efficiency.												
14. Ramp up charging infrastructure to expand electric vehicle fleets.												
D. Passenger Transport												
15. Expand car and (e-)bike sharing systems in primary and secondary cities.												
16. Increase quality, availability, reliability, frequency, and efficiency of bus-based transit.												
17. Provide and improve walking and cycling infrastructure (e.g. connected walking paths, protected cycle lanes), reallocating road space where necessary.												
E. Freight Transport												
18. Expand sustainable freight recognition schemes to reward proactive carriers and shippers.												
19. Implement zero-emissions (last-mile) urban freight through e-mobility and cycling solutions.												
20. Improve freight efficiency (e.g. reduce empty load running by freight trucks) through route optimization, asset sharing between companies, and increased use of ICT solutions.												

Annex IV: Transport Relevant SDG indicators				
SDG Target	Indicator(s)	Currently Proposed Tier	Proposed Leads for Transport Sector	Additional Comments
3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents	3.6.1 Death rate due to road traffic injuries	I	WHO, UN Road Safety Collaboration, FIA Foundation	<ul style="list-style-type: none"> An established and important indicator, which is measured on a 2-3 year cycle already in virtually all countries on a consistent basis Priority should be '1' as proposed by WHO Disaggregation by sex and age is supported where data permit and/or by mode of transport (e.g. pedestrian, bicycle, bus). If these data were available by city and by mode, we could use this a measure of safety and proxy of investment in infrastructure and policies for pedestrians and cyclists
3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination	3.9.1 Mortality rate attributed to household and ambient air pollution	I	WHO, Health Effects Institute (transport focus)	<ul style="list-style-type: none"> Global burden of disease studies can provide relevant information. For transport, estimates of premature deaths from air pollution are available for 2012 in "Transport for health: the global burden of disease from motorized road transport" prepared by the Institute for Health Metrics and Evaluation for the Global Road Safety Facility) World Bank (2014) For transport-focused air quality impacts, transport experts from the Health Effects Institute should also be engaged.
7.3 By 2030, double the global rate of improvement in energy efficiency	7.3.1 Energy intensity measured in terms of primary energy and gross domestic product (GDP)	I	Global Fuel Economy Initiative	<ul style="list-style-type: none"> The Global Fuel Economy Initiative measures average fuel economy regularly to enable measurement of the overall CO2 emissions of the global fleet. Data are available for major countries, regions and the globe. Sectorial targets should be mentioned in particular for transport, which is a significant source and the fastest growing sector in terms of energy use.
9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	9.1.1 Proportion of the rural population who live within 2 km of an all-season road	II	World Bank	<ul style="list-style-type: none"> The Rural Access Index (RAI) is valuable for measuring rural access but is inadequate for trans-border/inter-urban contexts. Indicator wording should include 'rural access', which is missing from the overall indicator list. RAI was measured for most countries circa 2003-2005, and it is important to ensure that countries are actively applying this methodology (i.e. that is not only being measured by external organizations). The World Bank is currently working with UK DFID on a refined methodology that has been applied in several countries to date. Provision of rural transport services is also essential, and an ideal indicator would also measure rural population with access to regular, reliable and affordable public transport

<p>9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all</p>	<p>9.1.2 Passenger and freight volumes, by mode of transport</p>	<p>II</p>	<p>World Bank, International Road Transport Union (TBD)</p>	<ul style="list-style-type: none"> • This indicator is likely to be quite challenging to measure for less wealthy countries and would require good quality control and strong definitions in order to be meaningful. • Domestic pax/freight land transport volumes are unreliable in most countries; land-based trans-border trade volumes are more likely to be measured directly. • The WB's Logistic Performance Index (LPI) is measured on a 1-2 year cycle, and can be disaggregated by country infrastructure condition.
<p>9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities</p>	<p>9.4.1 CO2 emission per unit of value added</p>	<p>II</p>	<p>IEA (transport focus), country National Communications and Biennial Reports</p>	<ul style="list-style-type: none"> • Relies on data on national economic performance, and related to incremental (energy-related) CO2 emissions. • It is necessary to reduce lag time in data reporting from member countries in UNFCCC National Communications and Biennial Reports • Consideration must be given to whether a more transport-relevant indicator (even if Tier II or III) can be identified.

<p>11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons</p>	<p>11.2.1 Proportion of population that has convenient access to public transport, by age, sex and persons with disabilities</p>	<p>III</p>	<p>UITP, ITDP, EMBARQ</p>	<ul style="list-style-type: none"> • It is crucial to develop widely accepted definitions about what “public transport” refers to, and to make sure those definitions only include meaningful mobility services (as opposed to symbolic and ineffective transport) Per Target 11.2, transport systems must be ‘sustainable’ and thus the indicator should internalize pollution, congestion and GHGs. • The proposed indicator measures access to transport, not access to jobs, education etc., but absent these data, access to high-quality transport can be a decent proxy measure, if “convenient access” is defined in a consistent and meaningful manner. • There is no currently agreed global methodology; thus, these data are not being collected on an ongoing basis with a systematized approach. A proposed Population Near rapid Transit (PNT) indicator, which is the number of people within 1km of rapid transit (i.e. BRT, LRT, & Metro) could provide a Tier I solution for large cities (>500k) as other methodologies are being developed. • Walking and cycling (as well as public transport) should be explicitly measured under 11.2, in addition to 9.1. ITDP has started measuring access to bicycle infrastructure in many cities, which could be useful as a proxy for bicycle access to destinations. • Quality control would be needed to ensure comparability (noting that formal public transit stops do not exist in many cities). It is critical that non-state entities – including transport non-profits and other experts – be involved in discussion of definitions and QA processes. • Safety should be taken into account as noted in associated Target 11.2 (refer also to 3.6). • Affordability of public transport/shared mobility should also be captured to reflect regular access by the poorest quartile of population.
<p>11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management</p>	<p>11.6.2 Annual mean levels of fine particulate matter (e.g. PM2.5 and PM10) in cities (population weighted)</p>	<p>I</p>	<p>WHO, Clean Air Asia, Health Effects Institute, UNEP</p>	<ul style="list-style-type: none"> • This is a complement to current indicator 3.9.1. • Original Indicator 3.9.3 expressed the % of population exposed to unsafe air, and was the more useful than current Indicator 11.6.2,

<p>12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities</p>	<p>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</p>	<p>I</p>	<p>IEA, GIZ, IMF</p>	<ul style="list-style-type: none"> • IEA measures these data on an annual basis in line with its World Energy Outlook report • GIZ undertake transport fuel prices survey every 2-3 years that is land transport-specific through IISD's Global Subsidies Initiative • Without fossil-fuel subsidies being significantly reduced or removed altogether, Indicator 7.3.1 on energy efficiency will be harder to achieve
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Annex V: Overview of MGoS EGM

DESA Division for Sustainable Development will organize an Expert Group Meeting on 25-26 March 2017 in Bogota, Colombia to provide an opportunity for MGoS, along with invited experts and member states, to discuss how to ensure their effective participation and contribution to the process of voluntary national reviews at the **national level**.

In particular, the EGM will provide an opportunity to discuss strategies and approaches for operationalizing the participation of national SDG implementation committees, partnering up with governments and providing expertise when requested...The EGM will present an opportunity for representatives of MGoS to formulate plans for cooperation around national review processes.

The EGM is expected to result in the formulation of plans of action among MGoS around national review processes. It will also create new political will by national governments to engage stakeholders in their own countries in the process of reviewing the implementation of the 2030 Agenda

General Goals of EGM

1. Knowledge sharing among MGoS regarding their initiatives in the national level and engagement with government regarding the national level reviews, including best practices;
 - a) Provide tools for MGoS to be more effective in partnering up with governments, and vice versa, and enhance the 2030 Agenda's implementation;
 - b) Enable dialogue between MGoS and Member States regarding the 2030 Agenda national level reviews;
 - c) Explore how to connect and integrate distinctive monitoring activities of particular elements of the development agenda with the overall SDG progress review process;
2. Share best practices and progress on MGoS reporting on their 'implementation of the 2030 Agenda
3. Make recommendations on how best to capture, share and incorporate inputs and report from MGoS in the follow up and review of the 2030 Agenda implementation.'

EGM Guiding Questions (From MGoS EGM logistics note)

1. What are lessons learned and best practices from MGoS engagement in VNR processes thus far?
2. How can partnerships with national governments around follow-up and review be established as to bolster the effectiveness of MGoS engagement in VNR processes?
3. What are some ideas for mechanisms for regional coordination around follow-up and review as to ensure greatest impact on VNR processes?
4. What are best practices regarding internal coordination and outreach within constituencies as to produce effective and representative reports on MGoS implementation of the 2030 Agenda?
5. What are the challenges that must be addressed within the HLPF MGoS Coordination Mechanism as to bolster MGoS effectiveness at the HLPF itself?