

SDG PROJECT ASSESSMENT TOOL



Belo Horizonte

Intelligent Transport System in Belo Horizonte

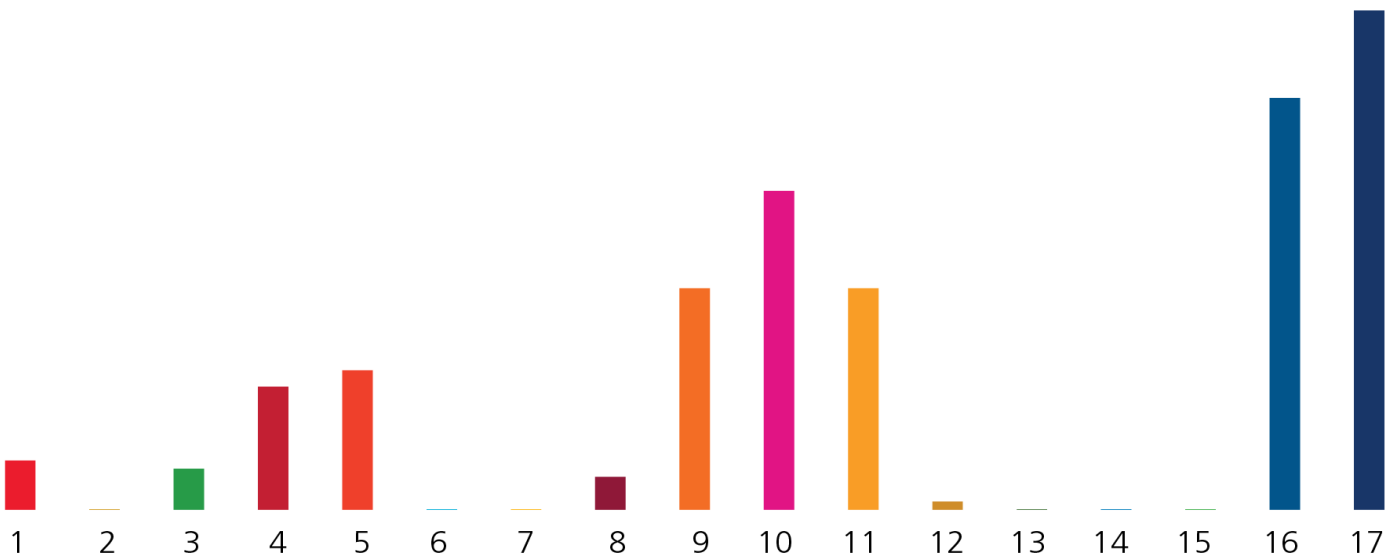
This tailor-made sheet aims to demonstrate how the SDG Project Assessment Tool's General Framework has been tailored to the project in Belo Horizonte, Brazil. It highlights how the project includes the priorities within the Sustainable Development Goals, and the different principles that were selected for this project. As this sheet has been tailored to the project's scope and needs, the performance criteria has been selected in consultation with the partners of the Programme.

Sustainable Development Goals

A) This is the SDG alignment summary

This shows how the project includes the priorities stated within the SDGs.

Sustainable Development Goals

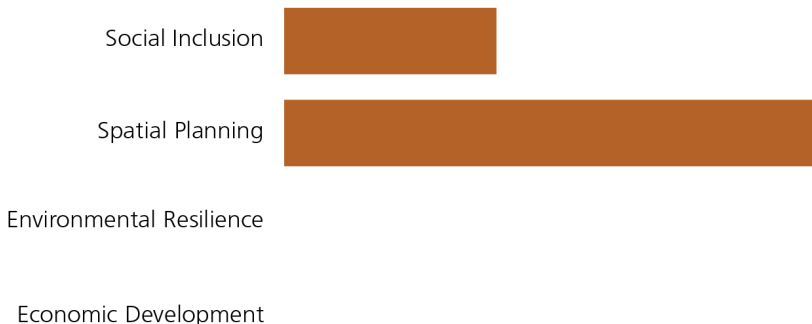


Fields of Assessment

B) These are the fields of assessment

This is a summary of the assessment in relation to 8 key drivers, split into Technical & Effectiveness aspects of the project. While the technical aspects show the technical design of the projects, effectiveness aspects focus on the long-term sustainability and impact

TECHNICAL ASPECTS





Selected Performance Criteria

This is a list of all selected performance criteria. Note that caveats/comments/amendments have been included in the internal version of this document to some performance criteria in accordance with the nature of the project and the participatory discussions with the city authorities and delivery partners.

Ref	Sustainability Principle	Ref	Performance Criteria
<i>Key Driver: Social Inclusion</i>			
5	Ensuring representativeness in datasets facilitates policy making for improving the conditions of all	5.1	The project is based on stakeholder and beneficiary mapping that examines how data may be generated and used by different groups.
		5.2	The project provides access to managed, transparent and intelligible data sets, where the data is disaggregated and personalised (for example, according to age, sex, race, disability, economic status etc).
6	The inclusive design of urban services ensures accessibility for vulnerable groups	6.1	The project is based on a background assessment that identifies the needs of vulnerable and disadvantaged groups, including women, children, the elderly, people with disabilities, indigenous people and migrants.
		6.3	The project enhances accessibility for people with special needs, including but not limited to those who are physically, visually, and/or hearing-impaired, as well as those with temporary disabilities and the elderly.
		6.4	The project is gender-sensitive by ensuring women's access, preferences, special needs, safety and security.
		6.6	The project is sensitive to the needs and circumstances of diverse age groups, including the elderly, youth, and children.
7	Holistic design strategies improve safety and security of the urban environment	7.5	The project promotes inclusive access to social facilities and public space, and includes strategies to ensure active use at different times of the day and the year. It considers activities and access regarding operating hours, cost, spatial barriers and users, especially vulnerable groups, women, children and youth.
<i>Key Driver: Spatial Planning</i>			
8	Supply and distribution of urban services and mobility ensures equitable distribution of benefits and easy access for all	8.1	The project is based on a background assessment of the distribution, design, quality and accessibility of urban services (e.g. basic services, mobility systems, social facilities and public space).
		8.2	The project contains a spatial assessment, mapping current and future flows and modes of transport, with particular attention to areas of lower socioeconomic status or near public services.
		8.3	The project proposes strategies for the provision of urban services.
		8.5	The project uses smart technologies to help design and deliver urban services to all residents. It considers how barriers to technology may affect how vulnerable groups can access services.
9	Affordable and reliable public transport reduces cost burdens for all	9.1	The project includes a background assessment of the existing (public) transport system and its conditions, including how it serves vulnerable or marginalised groups.
		9.2	The project improves public transport accessibility through increasing affordability and reliability, including for vulnerable or marginalised groups.
		9.3	The project uses innovative technologies to improve cost efficiency and reliability of the transport systems, for example by using real-time data on use and performance.
12	Integrated urban planning and design at different scales (neighbourhood, city, region) and across different sectors (transportation, infrastructure, land use, etc.) ensures consistency and positive catalytic effects	12.3	The project considers how it relates to other interventions including plans, projects, and strategies, in order to build on synergies and avoid overlap.
		12.6	(If relevant) The project considers opportunities for future replicability and/or scalability.
15	Transit-oriented development increases access to residential and commercial land uses while reducing the	15.3	The project improves accessibility for all, including for vulnerable and marginalised groups, and access to and from public services.
<i>Key Driver: Data-Driven Process and Management</i>			
35	Efficient data collection based on planning needs supports efficient planning processes and resource management	35.1	The project is based on a background assessment to identify data gaps within the project scope that are critical for the urban planning and management processes.
		35.2	The project establishes data collection strategies based on an assessment of planning data needs.
		35.3	The project delivers tools and applications that allow for efficient data collection and management.

36 Effective data management systems supports sustainable planning processes	<p>36.1 The project is based on a background assessment (within the project scope) of the local government's current data framework, including omissions, redundancies, impediments and alike, as well as the institutional and internal organisational arrangements, levels of capacity and available hard-and-software.</p> <p>36.5 The project explores the possibility for building collaborative and pluralist groups (committees that involve municipality, civil society, academia, private sector) for evaluating and validating data sources and data-related cooperation agreements.</p> <p>36.7 The project delivers a data custodianship framework, establishing policies and guidelines for promoting best practices in data management accountability.</p> <p>36.8 The project establishes indicators for assessing the quality and richness of data from each data source.</p>
37 Efficient use of data supports evidence-based and justifiable decision-making processes	37.1 The project contains a background assessment on data flows between stakeholders, identifying gaps and barriers.
38 Monitoring and evaluation ensures long-term impact	<p>38.1 The project includes a background assessment on data availability and requirements to conduct impact assessments, as well as monitoring and evaluation beyond the programme period.</p> <p>38.4 A comprehensive monitoring and evaluation strategy has been defined that responds to the impact assessment and defines contingency measures beyond the programme period.</p>
39 Inclusive, transparent, continuous and meaningful participation ensures that the needs and aspirations of the community are addressed through the project.	<p>39.1 The background assessment identifies public, private, academia and civil society stakeholders at city, regional and national level that are relevant to the project. The project assesses how affected groups can be included and how to ensure a gender sensitive approach.</p> <p>39.3 The participatory process includes all relevant stakeholders and ensures that the views of marginalised and vulnerable groups are represented. The participatory process ensures a gender sensitive approach. If indigenous people are affected by the project, prior informed consent is ensured.</p> <p>39.4 The participatory process is ongoing throughout the project lifecycle, starting from the formulation stage onwards.</p> <p>39.5 Stakeholders have opportunities to influence the project through a meaningful participation process. The project targets the needs of the population.</p> <p>39.6 The project clearly communicates how participatory processes will be conducted. Relevant information is provided regularly to stakeholders and affected communities on the project development and outcomes of participatory engagements. Information is made available, shared in a reasonable timeframe and channels have been provided for stakeholders to submit their concerns or request information.</p>
<i>Key Driver: Capacity-Building and Market Maturity</i>	
40 Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	<p>40.2 The background assessment identifies capacity gaps in all relevant partners and stakeholders. This can include stakeholders within government at technical or leadership level, and third parties such as the private sector, civil society and academia.</p> <p>40.3 The project assesses what technological and capacity gaps can be realistically addressed through capacity development activities.</p> <p>40.4 The project proposes strategic capacity development activities that will support implementation and sustainability.</p> <p>40.5 The project develops institutional memory through support to mechanisms that document project implementation and capacity development.</p>
41 Public relations and education campaigns gathers early support and improves the likelihood of positive impact	<p>41.1 The project has a coordinated public relations campaign, with structured messaging in place to ensure information is reliably disseminated to the public.</p> <p>41.2 The project has an effective communication strategy to reach all stakeholders and community groups during various phases of the project.</p>
42 Building local partnerships and drawing on local resources and capacities facilitates sustainable project implementation	42.1 The project explores the opportunity to involve local partners in the execution and maintenance of the project.
<i>Key Driver: Urban Governance and Legal Frameworks</i>	
44 Alignment and coherence with existing laws and policies at local, regional and national level enhances the viability and impact of projects	<p>44.1 The project aligns with existing policies (at local, regional and national level).</p> <p>44.2 The project's development and implementation is enabled through the existing legal framework (at local, regional and national level) in housing, planning, transport, procurement, etc.</p> <p>44.3 The project aligns to the city's strategic goals including spatial, economic and environmental strategies as well as existing projects implemented or in the pipeline.</p>
45 Action plans for long-term sustainability increase the impact of projects	<p>45.1 The project includes risk assessment and built-in mitigation measures in the event of changes in leadership and lack of commitment to carry out the projects beyond the Programme. This includes but not limited to strengthening institutional ownership both at high political and technical level.</p> <p>45.3 The project includes a communication and capacity development strategy to inform stakeholders about legal obligations, rights and appeal mechanisms.</p>
46 Defined roles and responsibilities at all levels of government provides clarity in case of overlapping mandates	<p>46.1 The project develops an assessment of the institutional setting and uses this to assign roles, responsibilities and authority to ensure success.</p> <p>46.2 Roles and responsibilities are assigned based on institutional capacities and abilities.</p>

		46.5 The project proposes third-party partnerships where appropriate to achieve better project outcomes (ie private sector, civil society, and academic).
50	Ensuring privacy and confidentiality supports the protection of people's rights	50.1 The project is backed by a background assessment on local and national legal framework on data disclosure/privacy/sharing, identifying gaps, barriers and possible cultural challenges.
		50.2 The project considers actions to ensure data de-personalization and private data confidentiality, aimed at guaranteeing individuals a right to privacy.
		50.3 The project establishes a detailed roadmap describing the process of data disaggregation and depersonalization.
		50.4 The project promotes capacity building on data protection, privacy and control, aimed at citizens and private and public data producers.
		50.6 The project defines processes for data protection and security for data management and storage systems, ensuring compliance on protection over the data life cycle.
		50.7 The project provides best practices for data security and privacy by means of implementing a Data Protection Impact Assessment (DPIA).
51	Effective data dissemination to empower individuals and community	51.2 The project establishes detailed and clear criteria for transparency and levels of openness of data.
<i>Key Driver: Financial Strategies</i>		
52	Realistic long-term financial strategy is essential for project implementation	52.1 The project is based on a background assessment of the financial requirements needed for the execution, maintenance, and operation of the project. It also includes an assessment of existing financial capacity , financing mechanisms, and legal regulations.
		52.2 A financial strategy is developed that is aligned with existing financial capacity. Market conditions (including supply, demand, public budgeting, etc.) as well as political, social and environmental risks are assessed in this strategy.