



## Annex H: Child Project Information

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#### 4. PHILIPPINES - GEF-8 CHILD PROJECT CONCEPT

##### GENERAL CHILD PROJECT INFORMATION

Child Project Title:	Greening Transportation Infrastructure Development in the Philippines (GRID-PHI)		
Country(ies):	Philippines	GEF Child Project ID:	TBD
		Type of Child Project	Full-sized Project
GEF Agency(ies):	ADB, WWF-US	GEF Agency Child Project ID:	
Anticipated Executing Entity(s) and Type:	Department of Public Works and Highways (DPWH)	Government	
GEF Focal Area(s):	Biodiversity	Submission Date:	18 October 2023
Type of Trust Fund:	GEF TF	Child Project Duration (Months)	48
GEF Child Project Grant: (a)	\$ 3,532,200	GEF Child Project Non-Grant (b)	0
Agency Fee(s) Grant: (c)	\$ 317,800	Agency Fee(s) Non-Grant: (d)	
Total GEF Financing: (a+b+c+d)	\$ 3,850,000	Total Co-financing:	\$ 254,125,000
PPG Amount (e):	\$ 137,650	PPG Agency Fee(s) (f):	\$ 12,350
Total GEF Resources (a+b+c+d+e+f)	\$ 4,000,000		
Project Sector (CCM only)			
Program	Greening Transportation Infrastructure Development (GRID)		

## CHILD PROJECT FINANCING TABLES

### GEF Financing Table

Indicative Trust Fund Resources Requested by Agency(ies), Country(ies), Focal Area and the Programming of Funds

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	(in \$)		
					GEF Project Financing	Agency Fee	Total GEF Financing
ADB	GEF TF	Philippines	Biodiversity	BD STAR Allocation: IPs	2,649,150	238,350	2,887,500
WWF-US	GEF TF	Philippines	Biodiversity	BD IP Matching Incentive	883,050	79,450	962,500
<b>Total GEF Resources</b>					<b>3,532,200</b>	<b>317,800</b>	<b>3,850,000</b>

### Project Preparation Grant (PPG)

Is Project Preparation Grant requested?  Yes  No

If yes: fill in PPG table (incl. PPG fee)

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	(in \$)		
					PPG	Agency Fee	Total PPG Funding
ADB	GEFT F	Philippines	Biodiversity	BD STAR Allocation: IP	103,238	9,262	112,500
WWF-US	GEFT F	Philippines	Biodiversity	BD IP Matching Incentive	34,412	3,088	37,50
<b>Total PPG Amount</b>					<b>137,650</b>	<b>12,350</b>	<b>150,000</b>

### Sources of Funds for Country STAR Allocation

GFEF Agency	Trust Fund	Country/ Regional/Global	Focal Area	Source of Funds	Total
ADB	GEF TF	Philippines	Biodiversity	BD STAR Allocation	3,000,000
WWF-US	GEF TF	Philippines	Biodiversity	BD IP Matching Incentive	1,000,000
<b>Total GEF Resources</b>					<b>4,000,000</b>

### Indicative Focal Area Elements

Programming Directions	Trust Fund	(in \$)	
		GEF Project Financing	Co-financing
Infrastructure IP	GEFTF	4,000,000	254,125,000
<b>Total Project Cost</b>		<b>4,000,000</b>	254,125,000

GEF Agency	Trust Fund	Country/ Regional/Global	Focal Area	Source of Funds	Total
ADB	GEF TF	Philippines	Biodiversity	BD STAR Allocation	3,000,000
WWF-US	GEF TF	Philippines	Biodiversity	BD IP Matching Incentive	1,000,000
<b>Total GEF Resources</b>					4,000,000

### Indicative Co-financing

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount (\$)
Recipient Country	Department of Finance	In Kind	Recurrent Expenditures	54,000,000
GEF Agency	Asian Development Bank (ADB)	Loan	Investment Mobilized	200,000,000
GEF Agency	World Wildlife Fund (WWF)	In-kind	Recurrent Expenditure	125,000
<b>Total Co-financing</b>				254,125,000

How was ‘investment mobilized’ identified?

This was done through the joint and participatory ADB-Philippines Country Partnership Strategy (CPS) process. The CPS identifies a pipeline of investments for a 4-5 year duration. The IPIF investment under this GEF project is actually “additional financing” (AF) for an ongoing loan from ADB. The AF extends the timelines, expands the pipeline and integrates climate change considerations within the IPIF. The Philippines Government is also providing co-financing for this AF loan.

## TABLE ON CORE INDICATORS

### Core Indicators

Project Core Indicators		Expected at PFD
1	<b>Terrestrial protected areas</b> created or under improved management (hectare)	
2	<b>Marine protected areas</b> created or under improved management (hectare)	
3	Area of <b>land and ecosystems under restoration</b> (hectare)	
4	Area of <b>landscapes under improved practices</b> (hectare)	tbd
5	Area of <b>marine habitat under improved practices</b> (hectare)	
6	<b>Greenhouse Gas Emissions Mitigated</b> (metric ton of CO <sub>2</sub> e)	2,000,000 MT CO <sub>2</sub> e.
7	<b>Shared water ecosystems</b> under new or improved cooperative management (count)	
8	Globally over-exploited <b>marine fisheries</b> moved to more sustainable levels (metric ton)	
9	Chemicals of global concern and their waste reduced (metric ton of toxic chemicals reduced)	
10	Persistent organic pollutants to air reduced (gram of toxic equivalent gTEQ)	
11	People benefiting from GEF-financed investments <b>disaggregated by sex</b> (count)	100 (of which 40 female)

Explain the methodological approach and underlying logic to justify target levels for Core and Sub-Indicators (*max. 250 words, approximately 1/2 page*)

In line with the larger global GRID program, the GRID Philippines is focused on improving policy, regulations, standards, technical capacity and enabling conditions “upstream”, and importantly strengthening a project origination, structuring, design and financing facility - it is inherently limited in its impact on any of the above core indicators. The actual core indicators would be realized “downstream” once the suite of projects supported by the ADB-Republic of Philippines Infrastructure Preparation and Innovation Facility (IPIF). The IPIF, under the ADB loan will support a pipeline of 15-20 projects with estimated total investments of between \$12-18 billion. The core aggregate target for the IPIF is to have at least 60% of projects contributing to implementation of national climate targets, including Nationally Determined Contributions (NDCs). It also aims to support project preparation for up to 23 infrastructure projects, including 7 climate-resilient road and bridge projects. Under the GEF financing, the objective will be to strengthen and integrate environmental components of as many of these projects as possible. The potential for the downstream investments to contribute to the GEF Core Indicators is significant.

*How is the 60% target identified?* The IPIF is now in its third round of financing. The first loan for the IPIF was provided in 2017 for US\$ 100 million. The second ‘additional financing’ for the facility was in 2019 for US\$ 200 million. This financing was intended to DPWH and DoTR to design and deliver quality infrastructure projects; as well as provide some capacity development for both Government departments to embed management systems within the relevant sections / divisions. The second tranche essentially scaled up the IPIF and brought within its scope, some additional flagship transport programs and projects. The third tranche or “second additional financing” which is the baseline for this GEF project. This new round of funding with additional focus on integration of climate considerations in project

preparation. The estimation of 60% of the portfolio achieving climate targets is based on two factors; i) that some proposed loans in the pipeline may not materialize, or may not have significant climate focus, and ii) estimates made on the practical experiences under the first two rounds of financing – which was roughly 66%.

Biodiversity and nature elements would be assessed at the investment project level. The ADB baseline / co-financing project focuses on improving public systems management and providing capacity support and technical services to the DOTr and DPWH for the preparation of infrastructure projects. No adverse environmental, involuntary resettlement, or indigenous people impacts are identified, since IPIF-AF2 involves only consulting services for pre-investment activities. Consultants who carry out DEDs will prepare or update environmental and social safeguard documents in accordance with national laws and legislations, and ADB's Safeguard Policy Statement. A review of the Environment Impact Assessments (EIAs) and Environment Management Plans (EMPs) for loans approved under the first tranche of IPIF are case in point. Where appropriate, measures are supported to mitigate any potential harmful impacts to biodiversity, with less consideration given to avoidance. The GEF additionality will be to internalize biodiversity tools, methods and metrics into the investment project design as early in the process as possible. The aim will be to make the transition from “do no harm” to “doing good” – ensuring nature positive outcomes are part of the investment design.

Given this context, to not overcommit to core indicators that the project cannot reasonably meet in 4 years of implementation, a conservative approach is proposed below. Initial methods are as follows:

- Area of landscapes under improved practices will be estimated based on the targeted spatial area for integrated, stakeholder-based planning processes for Butuan City and the watershed it sits within, the Augsan River Basin, in Agusan Del Norte Province, using Sub-indicators 4.1 and 4.4. For 4.1, the anticipated benefits for biodiversity will be qualitatively described based on anticipated reduced impacts from proposed transportation infrastructure investments, including areas maintained for nature-based solutions potential, potentially reclassified as natural areas or based on identified priority go- or no-go zones for transportation infrastructure development. Given the current status of the IPIF, specific estimates will be determined, validated and adjusted during the PPG phase.
- GHG emissions mitigated. The estimate of 100,000 MT CO<sub>2</sub>e / year over a lifetime of 20 years, has been identified based on calculations for typical railway transport infrastructure of 50km under the initial (2017) tranche of the IPIF<sup>30</sup>. The methodology used is cited below<sup>31</sup>.
- People benefiting from GEF-financed investments. The project will also use significant resources to train local and national government staff and partners in the principles and tools of integrating nature, biodiversity, and climate into transportation infrastructure planning, so will also contribute to the number of people benefitting from GEF-financed investments. It is estimated that 100 Government officials will be trained under the IPIF.

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<sup>30</sup> <https://www.adb.org/projects/documents/phi-52083-001-rrp>

<sup>31</sup> Asian Development Bank. “Guidelines for estimating greenhouse gas emissions of Asian Development Bank projects: Additional guidance for transport projects” Mandaluyong City, Philippines: Asian Development Bank, 2016.

## PROJECT DESCRIPTION

### 1. Country Context (*maximum 500 words*)

Describe the country's relevant environmental challenges and strategic positioning relative to the systems transformation proposed for the program, including relevant existing policies, commitments, and investment frameworks. How are these aligned with the proposed approach to foster impactful outcomes with global environmental benefits?

The Philippines is a megadiverse country, containing two thirds of earth's biodiversity and 70-80% of its plant and animal species.<sup>32</sup> It is also a global biodiversity hotspot, with at least 700 threatened species, thus making it a global priority for conservation.<sup>33</sup> It has, however, seen significant impacts to these ecosystems and biodiversity—and nature-based resilience services they provide—from urbanization, agricultural expansion, extractive industries, and infrastructure development over the last 50 years. More than 90% of the country's forests have been lost since 1970 alone driven by a mix of these factors<sup>34</sup>. Transportation infrastructure in particular—via roads expansion into previously undisturbed habitats—have led to significant amount of habitat loss and degradation. A report mapping the change in land use patterns due to road development in Philippines, showcased that about 80% of the forest lost in the mid-twentieth century, was within 1.5km distance of newly constructed roads, which indicated that proximity of intact forests to roads was directly related to the rates of deforestation<sup>35</sup>.

Rising investments in transportation infrastructure will continue to increase pressures on natural habitats in the form of increased habitat loss and degradation, fragmentating and obstructing species migratory routes, and degrading critical ecosystem services, including potential loss of carbon storage capacity, clean water provision, flood regulation, and coastal protection, among others. Significant development is already underway and planned as part of President Marcos's Build Better More (BBM) program, a continuation of the Duterte administration's prioritization of infrastructure development that has nearly doubled spending to 6% of GDP. Increasing infrastructure demand amounts to \$40 billion per year through 2030 to meet economic development objectives. The strategies developed and adopted as part of the infrastructure planning process under BBM will lock the country's economic and environmental future for decades to come.

The Philippine Government has begun to recognize these impacts and risks, prioritizing sustainability in infrastructure development policies and programs. The Philippines Development Plan (2023-2028), National implementation plan for Environment Improvement in the Transport Sector, and Climate Change Act of 2009, all require sustainability considerations. For example, Outcome 2: Ecosystem Resilience Enhanced, of the Philippines Development Plan (2023-2028), explicitly states that the interconnectivity of various ecosystems within landscapes and seascapes and its impacts on biodiversity, ecological processes, and functions should be considered in infrastructure development planning. It also states that the government is committed to following the mitigation hierarchy using adaptation actions and ecosystem-

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<sup>32</sup><https://www.cbd.int/countries/profile/?country=ph#:~:text=The%20Philippines%20is%20one%20of,5%25%20of%20the%20world's%20flora.>

<sup>33</sup> <https://www.cbd.int/countries/profile/?country=ph>

<sup>34</sup> <https://www.adb.org/sites/default/files/publication/547891/green-infrastructure-design-transport.pdf>

<sup>35</sup> <https://forestry.denr.gov.ph/redd-plus-philippines/publications/Analysis%20of%20key%20drivers%20of%20deforestation%20and%20forest%20degradation%20in%20the%20Philippines.pdf>



based approaches with high mitigation potential, such as restoring and protecting terrestrial and blue carbon ecosystems (e.g., mangroves and seagrasses). The Philippine National Transport Policy, which guides the development of inter-modal transport network in the country, also mentions the development of environmentally friendly transport networks which promote the protection of ecosystems. It mandates projects to conform to the environmental standards set by DENR, including analyzing the direct and indirect impact of the projects on humans and biophysical assets.

Building on these policies to tackle the growing risks of further ecosystem degradation under BBM policies, the project will deploy three important levers of transformation:

1. **It will leverage the Infrastructure Preparation and Investment Facility (IPIF)**, an institutional special purpose vehicle including an investment steering committee, already internalized within the key Government departments, to mainstream biodiversity and environment considerations in project prioritization and planning.
2. **The project will support, along with other partners, the new transportation master planning process, by incorporating “greening” elements.** It will address key policy, legal, regulatory and other issues and importantly engage with local governments, civil society, private sector and other stakeholders. Policy levers for promoting nature-positive and net-zero carbon mobility will be assessed, based on scenarios for changing transport demand, modal shift, fuel consumption and potential emissions. The Avoid-Shift-Improve framework will help identify mid- and long-term actions for the transport sector. This will be complemented by ecosystems valuation and other types of natural capital assessments to inform the environmental elements of the master planning process.
3. **It will achieve this through the establishment of a system that comprehensively integrates environmental and climate change measures into the planning and design** phases of infrastructure projects to unlock and facilitate ‘greener’ financial flows.

## 2. Project Overview and Approach (*maximum 1250 words*)

- a) **Provide a brief description of the geographical target(s), including details of systemic challenges, and the specific environmental threats and associated drivers that must be addressed;**

As described above, the project will work to mainstream and enhance ecosystem considerations in transportation planning that will ultimately benefit landscapes country-wide. However, sub-nationally, it will also more directly target Agusan del Norte Province and the larger Caraga Region of Mindanao, working to influence significant future road infrastructure investments through integrated and inclusive planning processes to identify and prioritize go and no-go areas for infrastructure development, based on ecosystem conservation and protection and community priorities, including nature-based solutions for climate resilience.

The Mindanao Island Group, where the government aims to spend over \$20 billion on railways, road and airports projects in the coming decade, has also been declared a biodiversity hotspot.<sup>7</sup> Also home to the

bread basket of the country, in recent years it has been plagued with droughts and short but intense precipitation events affecting sensitive ecosystems and agricultural assets<sup>8</sup>. Over the last two decades Agusan Del Norte Province has lost close to 10% of its vital tropical tree cover driven in part by agricultural expansion, infrastructure development, and urbanization.<sup>9</sup> Rapid urbanization of Butuan city contributed significantly to the forest loss<sup>10</sup>, and the region could lose more tree cover, if the appropriate environmental safeguards and ecosystem considerations aren't undertaken during the planning of largescale infrastructural projects. The Agusan Marsh, one of the biggest marshland biodiversity hotspots in the country and part of the Agusan Del Sur province, has been facing rising threats from rapid urban development, increased deforestation for aquaculture and agriculture activities, and threats from climate change. The marshland lost close to 100 hectares of land from just one season of fires in 2019<sup>11</sup>.

The project aims to address the following key drivers of ecosystem degradation and loss from the transport sector:

- Continuing population growth and economic development placing greater pressures on land and water,
- High rate of economic growth (Philippines is estimated to be a leader in the ASEAN at roughly 4.5% per annum),

Systemic challenges to implementing green infrastructure include:

- Fragmented governance, regulatory and law enforcement capacity
- Limited knowledge and capacity across all levels of government
- Lack of comprehensive and tested tools and instruments to prioritize green elements in infrastructure projects, for example natural capital valuation
- Absence of prevention and continuous improvement standards in operations and maintenance of infrastructure assets

**b) Describe the existing or planned baseline investments, including current institutional framework and processes for stakeholder engagement and gender integration;**

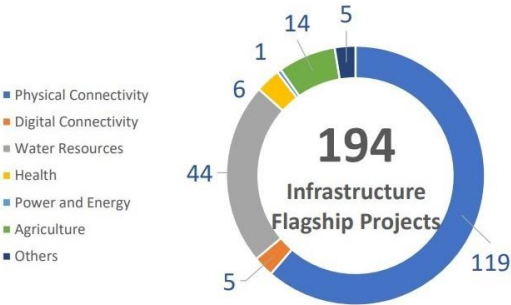
Despite the increased investment in public infrastructure since 2017 when the “Build, Build, Build” program was introduced by the former president Rodrigo Duterte’s administration, the lack of or underdeveloped infrastructure remains a core development problem, constraining the Philippines’ growth by preventing people from accessing work, markets, education, healthcare, housing, and other services. To enhance mobility and connectivity and spur economic growth, the government has been continuing investments in public infrastructure under the “Build, Better, More” program initiated by the new administration of President Ferdinand Marcos Jr. since June 2022. The program, aligned with the PDP 2023–2028, together with the Eight-Point Socioeconomic Agenda, includes major infrastructure projects, covering railway, subway, light rail transit, roads, bridges, asset preservation, and water resources to achieve economic and social transformation for a prosperous, inclusive, and resilient society.

To roll out the BBM, the National Economic Development Authority (NEDA) has prioritized funding for over 190 infrastructure projects, of which over 60% of the projects are within the transportation and connectivity sectors amounting to financial commitments to over \$120 billion. Half of these projects are under project preparation and approval stages, thus increasing the opportunities to influence transport infrastructure planning to consider nature-based solutions and conservation approaches. Major projects in this list are being prepared by the ADB-supported IPIF, as well as other project preparation facilities supported by the government and development partners. Additional information is presented below:

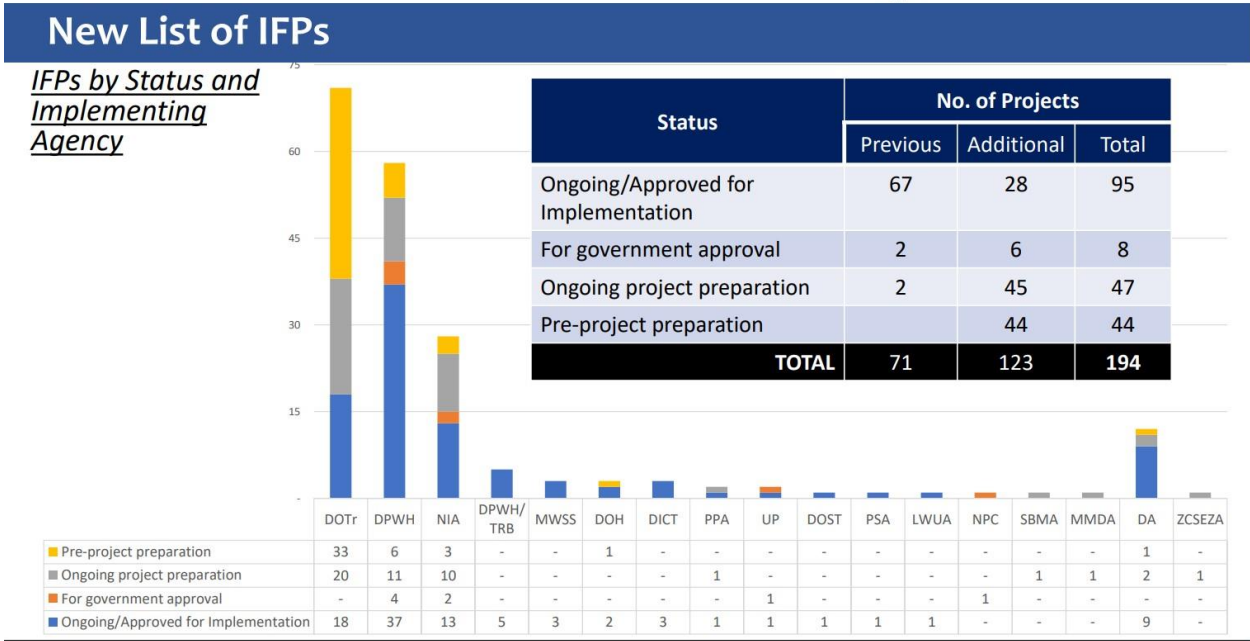


## New List of IFPs

*IFPs by Sector*



Sector	No. of Projects		
	Previous	Additional	Total
Physical Connectivity	48	71	119
Digital Connectivity	4	1	5
Water Resources	12	32	44
<i>Irrigation</i>	1	27	28
<i>Water Supply</i>	4	0	4
<i>Flood Management</i>	7	5	12
Health	4	2	6
Power and Energy	1	0	1
Agriculture	0	14	14
Other Infrastructure	2	3	5
<b>TOTAL</b>	<b>71</b>	<b>123</b>	<b>194</b>



The IPIF, under the ADB loan will support a pipeline of 15-20 projects with estimated total investments of between \$12-18 billion. The core aggregate target for the IPIF is to have at least 60% of projects contributing to implementation of national climate targets, including Nationally Determined Contributions (NDCs). It also aims to support project preparation for up to 23 infrastructure projects, including 7 climate-resilient road and bridge projects.

Institutional arrangements: The existing IPIF steering committee will continue monitoring and directing the overall implementation of the project and ensure that supported public transportation infrastructure projects are prioritized for preparation and implementation. Under IPIF one project management unit (PMU) has been established under the Office of Undersecretary for Planning of DOTr. The DPWH has established a unified project management office, comprising three PMUs for road and bridge projects and one PMU for water projects. The GEF initiative will support and link to the IPIF through an advisory committee to be established including IPIF agencies, DENR (mainly the Biodiversity Management Bureau) and Climate Change Commission (CCC). Final arrangements for governance, TORs and various roles and responsibilities will be defined during project preparation.

- c) Describe how the integrated approach proposed for the child project responds to and reflects the Program’s Theory of Change, and as such is an appropriate and suitable option for tackling the systemic challenges, and to achieve the desired transformation with multiple global environmental benefits; and

The GRID Philippines project’s theory of change is designed to directly address the various challenges that currently impede more effective integration of biodiversity and ecosystems and their services in infrastructure planning and development by 1) Improving policy, finance, governance enabling conditions

for more effective landscape and project level planning; 2) developing and leveraging tools to prioritize and screen infrastructure projects to improve siting decisions that avoid critical habitats and mitigate impacts where they don't; and 3) providing training to technical staff from key ministries to mainstream ecosystem consideration in transportation planning.

**d) Describe the project's incremental reasoning for GEF financing under the program, including the results framework and components.**

The project will integrate nature and climate considerations into infrastructure planning, pipeline development and implementation. It will intervene at three levels: (i) upstream: by strengthening regulations and policies for climate-resilient and nature-positive infrastructure development; (ii) midstream: by enhancing investment planning for nature-positive, low-carbon and climate-resilient infrastructure; and (iii) downstream: by developing frameworks and methodologies to consistently identify and mitigate climate, environmental, economic and social risks associated with infrastructure projects. It will be anchored to the IPIF, and will complement ADB's loan resources by developing cross-cutting tools and frameworks to integrate biodiversity and climate considerations into pre-feasibility, feasibility and detailed engineering design studies. The approaches developed under the project will be subsequently implemented in IPIF projects using loan proceeds, targeting \$ 15 billion in infrastructure projects.

The incremental cost reasoning is presented below:

**Business As Usual**

- Lack of or underdeveloped infrastructure remains a core development problem.
- "Build Better More" program together with the Eight-Point Socioeconomic Agenda, includes major infrastructure projects.
- Climate change continues to pose a pervasive and increasing threat to this infrastructure.
- Transport sector accounts for over 25% of GHG emissions, which are projected to quadruple by 2050.
- Neither climate change nor biodiversity elements have been systematically integrated into transport infrastructure planning, design, construction, operations and maintenance.

**Baseline Investments**

- ADB IPIF will play a critical role in preparing priority infrastructure projects proposed by the DOTr and DPWH.
- The IPIF will enhance delivery of high-quality, inclusive, climate-resilient, and low-carbon public infrastructure projects.
- Climate considerations will be integrated upstream mid-stream and downstream.
- Environmental considerations are not fully integrated with all aspects of project life cycle and beyond.

**GEF Increment**

- Will improve enabling conditions for investments in nature-positive, sustainable infrastructure.
- Support integrated and participatory planning to maintain biodiversity and ecosystems services (in addition to climate resilience).

- Strengthen capacity of DOTr, DPWH, DENR, and NEDA to screen and implement nature-positive plan, design, and develop and maintain transportation infrastructure assets.
- Influence key decision makers to internalize ecosystems values in policy, planning, implementation and operations of transport infrastructure.
- Develop a pipeline of potential infrastructure projects which will benefit from ‘green’ inclusive finance.

### 3. Engagement with the Global / Regional Framework (*maximum 500 words*)

Describe how the project will align with the global / regional framework for the program to foster knowledge sharing, learning, and synthesis of experiences. How will the proposed approach scale-up from the local and national level to maximize engagement by all relevant stakeholders and/or actors?

The project will benefit from ADB’s recently launched on “Reimagining the Future of Transport”, which sets out a vision to stimulate discussion and inspire new pathways and approaches for investment, planning, and transport policy. These visions incorporate the Strategy 2030 Operational Priorities and the Quality Infrastructure Principles of the Bank. The study is supplemented by a “Playbook” for practitioners in the Asia and the Pacific region to apply foresight to projects, strategies and policies. This GEF project will build on and supplement this work, to further inform and guide stakeholders in the transport sector.

This GEF project is also aligned with the ASEAN “Strategy on Sustainable Land Transport”<sup>36</sup> which builds on the ASEAN Transport Strategic Plan 2016-2025 (Kuala Lumpur Transport Strategic Plan). One of the KLTSPP’s strategic goals is ‘Formulate a regional policy framework to support sustainable transport which includes low carbon modes of transport, energy efficiency and user-friendly transport initiatives, integration of transport and land use planning’. This Child Project will include the ASEAN Transport Working Group will be included as a key stakeholder, providing an opportunity promote knowledge exchanges at a regional level. The Strategy is heavy on addressing connectivity and access for trade purposes, as well as climate-related goals, including promotion of “green freight”. There is a gap related to biodiversity and ecosystems services which will need to be considered under the GEF project.

The Child Project is also committed to sharing knowledge, lessons, and experiences as part of its participation in the GRID program. This includes facilitating a knowledge sharing approach that connects the landscape to national levels, and then packaging and sharing these experiences with the global program through webinars, communication products, and exchanges.

The Philippines Child Project will also participate fully in the Global Platform. This includes: i) visibility on the platform website, ii) inclusion in the platform communications and branding, iii) co-production of knowledge products, lessons documentation etc, iv) attending webinars, workshops, conferences etc, and v) participation in a sustainable infrastructure ‘community of practice’, among others.

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<sup>36</sup> <https://asean.org/wp-content/uploads/2019/03/ASEAN-Regional-Strategy-for-Sustainable-Land-Transport-Final.pdf>

## Annexes:

### Annex 1: Project Component and Budget Overview

Outcome	Outputs	Provisional Budget (USD)	Co-financing (USD)
Conditions for green transportation infrastructure development enabled	<p>New or updated legal, policy, and regulatory frameworks set clear, consistent standards, requirements, and incentives to prioritize investment in nature-positive transportation projects based on “futures-informed” analysis</p> <p>National Transportation Master Plan internalizes climate and biodiversity principles, standards and targets</p> <p>Procurement policies, guidelines, procedures and incentives/penalties that advantage projects that mainstream consideration of biodiversity and climate risk/resilience in planning and design</p>	600,000 (ADB, WWF)	5,000,000
Investment program with increased climate and biodiversity benefits developed	<p>Increased blended capital investment in sustainable transport projects that mainstream biodiversity and climate. Engineering, policy and de-risking and other financial tools and guidance materials for funders and investors</p> <p>Pipeline of inclusive, climate-smart, nature-positive transportation infrastructure investments developed for at least \$ 5 billion</p>	2,000,000 (ADB)	244,000,000
Knowledge and learning for sustainable infrastructure advanced	<p>Communication of stakeholder engagement and risk assessment processes, policy reforms, etc. in international sustainable infrastructure investor forums to demonstrate lower risks and potential in the Philippines</p> <p>Transportation stakeholders in Philippines benefit from capacity development, training and knowledge support under GRID global child project platform</p>	300,000 (ADB, WWF)	1,000,000
Landscape scale planning processes carried out	Integrated, participatory planning processes involving key stakeholders in transport sector initiated, targeting	384,000 (WWF)	125,000

	Caraga Region and Agusan del Norte Province and Agusan River Basin; and Davao Province  Landscape scale integrated transportation and conservation plans developed		
Monitoring and Evaluation		80,000 (ADB)	0
Project Management Costs		168,200 (ADB, WWF)	4,000,000
Total		3,532,200	254,125,000