



**WWF GEF-8 CEO ENDORSEMENT REQUEST FOR FSP
AND MSP (2-STEPS)**

TABLE OF CONTENTS

TABLE OF CONTENTS 1

General Project Information 3

Project Summary 4

Project Description Overview 5

Project Outline 8

 A. Project Rationale 8

 B. Project Description 13

 Global Platform Theory of Change 14

 Global Platform Components 17

 Global Environmental Benefits 29

 Sustainability of Results 29

 Stakeholder Engagement 30

 Gender Inclusion 33

 Knowledge Management and Learning 34

 Policy Coherence 34

 Institutional Arrangement and Coordination with Ongoing Initiatives and Projects 35

Core Indicators 38

Risks to Project Implementation 40

 C. Alignment with GEF-8 Programming strategies and country/regional priorities 42

 D. Policy requirements 43

 Gender Equality and Women’s Empowerment* 43

 Stakeholder Engagement* 44

 Private Sector 44

 Environmental and Social Safeguards 44

 E. Other requirements 44

 Knowledge management* 44

Socio-economic Benefits.....	45
ANNEX A: FINANCING TABLES	45
GEF Financing Table	45
Project Preparation Grant (PPG).....	45
Focal Area Elements.....	45
Confirmed Co-financing for the project, by name and type	46
ANNEX B: Endorsements	46
ANNEX C: Project results framework*	46
ANNEX D: Status of utilization of Project Preparation Grant (PPG).....	46
ANNEX E: Project map and coordinates	47
ANNEX F: Environmental and Social Safeguards documents including Rating	47
ANNEX G: Budget Table.....	48

GENERAL PROJECT INFORMATION

Project Title:

Project Title:	Greening Transportation Infrastructure Development: Global Platform		
Region:	Global	GEF Project ID:	11473
Country(ies):	Global	Type of Project	FSP
GEF Agency(ies):	WWF-US	GEF Agency Project ID:	G0050
Project Executing Entity(s) and Type:	GEF Agency	CSO	
GEF Focal Area(s):	Multi-Focal Area	Submission Date:	31 October 2024
Type of Trust Fund:	GEF Trust Fund	Project Duration (Months)	72 months
GEF Project Grant: (a)	8,607,339	GEF Project Non-Grant (b)	0
Agency Fee(s) Grant: (c)	774,660	Agency Fee(s) Non-Grant: (d)	0
Total GEF Financing: (a+b+c+d)	9,382,000	Total Co-financing:	7,587,499
PPG Amount (e):	200,000	PPG Agency Fee(s) (f):	17999
Total GEF Resources (a+b+c+d+e+f)	9,599,998		
Project Tags:	<input type="checkbox"/> CBIT <input type="checkbox"/> NGI <input type="checkbox"/> SGP <input type="checkbox"/> Innovation		
Project Sector (CCM only)			
Rio Markers			
- Climate Change Mitigation	<input type="checkbox"/> No Contribution (0) <input checked="" type="checkbox"/> Significant Objective (1) <input type="checkbox"/> Principal Objective (2)		
- Climate Change Adaptation	<input type="checkbox"/> No Contribution (0) <input checked="" type="checkbox"/> Significant Objective (1) <input type="checkbox"/> Principal Objective (2)		
- Biodiversity	<input type="checkbox"/> No Contribution (0) <input type="checkbox"/> Significant Objective (1) <input checked="" type="checkbox"/> Principal Objective (2)		
- Land Degradation	<input type="checkbox"/> No Contribution (0) <input checked="" type="checkbox"/> Significant Objective (1) <input type="checkbox"/> Principal Objective (2)		

PROJECT SUMMARY

Transportation infrastructure—roads, rail, waterways, and ports—plays a critical role in connecting people to goods and services. Yet it is also one of the most impactful drivers of ecosystem degradation, biodiversity loss, and greenhouse gas (GHG) emissions. Poorly planned transportation infrastructure drives deforestation and biodiversity loss by cutting through sensitive ecological areas and opening them up to new development, which fragments wildlife habitats and drives GHG emissions. Environmental degradation, in turn, puts infrastructure at risk from hazards such as landslides and flooding, and limits ecosystem services and climate resilience.

The Greening Transportation Infrastructure Development Integrated Program (GRID IP) Global Platform will help countries deliver transportation infrastructure services that safeguard, conserve, and restore biodiversity by providing global leadership on policy, planning and design. The GRID IP will advance this transition by acting at the earliest stages of the infrastructure lifecycle to strengthen policies and shift planning, siting, design, and financing decisions toward nature-positive¹ outcomes.

The Global Platform will catalyze systemic change by building strategic partnerships to deliver three complementary components: 1) knowledge sharing and technical capacity building; 2) strengthening levers of transformational change, including policy alignment, data accessibility, and nature-positive infrastructure finance, and 3) ensuring effective coordination and communications across the GRID IP.

The IP expects to contribute to the following global environmental and social benefits:

- Ecosystems: Avoiding and reducing the loss and degradation of key ecosystems
- Biodiversity: Conservation and restoration of key habitats; maintaining ecological connectivity
- Climate: Reducing GHG emissions and increasing resilience
- Society: Participatory and inclusive planning processes

¹ Nature-positive is defined by the Nature Positive Initiative as “A global societal goal defined as ‘Halt and Reverse Nature Loss by 2030 on a 2020 baseline and achieve full recovery by 2050’. To put this more simply, it means ensuring more nature in the world in 2030 than in 2020 and continued recovery after that.”

PROJECT DESCRIPTION OVERVIEW

Objective:	Advance the transition towards sustainable transportation infrastructure by coordinating the GRID IP, leveraging global partnerships, and supporting national and global knowledge sharing and capacity building.				
Type	Project Outcomes	Project Outputs	Trust Fund	(in \$)	
				GEF Project Financing	Co-financing
Component 1: Capacity Building and Knowledge Platform					
Technical Assistance (TA)	<p>1.1 Improved knowledge and strengthened capacities for incorporating nature-positive approaches into transportation infrastructure development</p> <p>1.2 Global access to information increased, information gaps addressed, and implementation of better solutions promoted</p>	<p>1.1.1 TA packages (training modules, tools, and guidance documents inclusive of gender-responsive approaches, and methodologies, such as behavior change analysis) designed to address thematic areas that two or more CPCs have identified as priorities</p> <p>1.2.1 Knowledge management (KM) and learning strategy, articulating how the Knowledge Platform will achieve the Objective.</p> <p>1.2.2 GRID IP Knowledge Hub (website) established to facilitate global access to learning opportunities, knowledge products, data, etc.</p> <p>1.2.3 Knowledge products developed, compiled, and shared widely to facilitate the scaling-up of nature-positive transportation approaches</p> <p>1.2.4 Webinars, workshops, and training events hosted to disseminate and share knowledge and advance learning</p> <p>1.2.5 Communities of practice (CoP) organized to bring global and CPC experts and practitioners together on an on-going basis, ensuring gender-balanced participation, to explore high-priority challenges and solutions over the life of the IP</p>	GEFT F	3,917,806	3,453,829
Component 2: National and Global Levers for Systems Transformation					
TA	2.1 Increased policy coherence at the global level between multilateral environmental agreements (MEAs) and international infrastructure-relevant platforms and at the country level integrating national biodiversity	<p>2.1.1 Global partnerships for joint provision of knowledge, capacity, and convening related to MEAs and policy coherence</p> <p>2.1.2 Multi-stakeholder dialogues at national and international levels across economic, social, and environmental policy areas, along with case studies and guidance documents advancing policy coherence</p>	GEFT F	2,589,460	2,282,320

	<p>objectives into infrastructure policymaking</p> <p>2.2 Increased awareness and accessibility of high-quality global and regional data sources to improve design, reporting, and monitoring systems for nature-positive infrastructure approaches</p> <p>2.3 National and global enabling conditions in place to shift transportation infrastructure finance towards investments that mainstream biodiversity and nature-positive considerations</p>	<p>2.1.3 Guidance to improve mechanisms for monitoring and reporting on MEA goals and targets related to biodiversity and nature-positive infrastructure development</p> <p>2.2.1 High quality and publicly accessible global, regional, and national data sources supporting systems for nature-positive infrastructure decision-making identified, improved, and promoted</p> <p>2.3.1 Set of principles for integrating biodiversity and nature-positive considerations into financial decision-making processes (co-developed with MDBs and development agencies)</p> <p>2.3.2 Strategic engagement with MDBs and other sources of finance (public and private) to incorporate the co-developed principles into their funding criteria, procurement procedures, and operational guidelines</p> <p>2.3.3 Guidance document to support countries in securing more favorable loans and financing options by incorporating the co-developed principles into decision-making processes, incentivizing increased investment in nature-positive infrastructure projects</p>			
Component 3: Program Coordination (Communications, Governance, and M&E)					
TA	<p>3.1. Coordinated communications and monitoring and evaluation (M&E) systems and approaches across the GRID IP</p> <p>3.2 Effective governance structure and gender-responsive stakeholder engagement mechanisms to support the delivery of the GRID IP</p>	<p>3.1.1 Communications strategy and brand architecture established, and communications products released regularly to engage and inform stakeholders effectively at national and global levels</p> <p>3.1.2 Annual Conference to ensure strategic coordination and collaboration across the GRID IP</p> <p>3.1.3 Monitoring, evaluation (including indicators on gender mainstreaming), and reporting system developed and operationalized for the GRID IP</p> <p>3.2.1. Established terms of reference and charters and coordinated regular meetings for the Program Steering Committee, Advisory Group, and stakeholder engagement mechanisms</p>	GEFT F	1,431,98 1	1,262,560
Monitoring and Evaluation					

TA	Effective monitoring, evaluation, and reporting to track impact and inform adaptive management approaches across the Global Platform child project	Monitoring and reporting to track achievement progress of the Global Platform child project outcomes (progress reports, mid-term and terminal evaluation, etc.)	GEFT F	258,220	227,625
Subtotal			GEFT F	8,197,468	7,226,334
Project Management Cost			GEFT F	409,872	361,165
Total Project Cost			GEFT F	8,607,340	7,587,499

PROJECT OUTLINE

A. PROJECT RATIONALE

Transport infrastructure is critical for economic development and an essential part of people's daily lives, often regarded as the backbone of the modern economy. However, its construction, operation, and maintenance place significant pressure on natural resources and contribute substantially to greenhouse gas emissions. Road, rail, and port projects can have a significant effect on local hydrology, which can accelerate flooding, increase the risk of erosion, and disrupt coastal and marine ecosystems. Large-scale transport infrastructure projects result in the disruption of wildlife habitats, creating barriers to species movement and increasing species mortality through habitat destruction and animal-vehicle collisions, among many other threats².

Linear transport infrastructure such as roads and rail projects facilitate the safe and efficient movement of people and resources across various landscapes. However, they also facilitate human access to remote areas, including protected and conserved regions and ecological corridors. Once areas become more accessible, indirect impacts include human encroachment and subsequent intensification of hunting, logging, land use, and permanent settlement in and around areas that may have high ecological value. In coastal regions, where more than 40% of the world's population resides³, the development of port infrastructure and other coastal interventions can lead to significant habitat loss, while port operations can have a significant impact on water quality and the health of marine life⁴.

Analyses indicate substantial expansion of transport infrastructure globally to accommodate a growing population, increasing trade, and a changing climate over the coming decades. In comparison to 2010, this could mean a 60% increase in new paved road lanes and railways and up to a 270% increase in port area by 2050^{5,6}. Such substantial levels of development require transportation infrastructure that is socially responsible and enhances biodiversity restoration. The lack of integrated planning and the absence of nature-positive approaches in infrastructure development exacerbates these issues. Poorly designed and sited transportation infrastructure is often associated with the following environmental threats:

- Habitat fragmentation and degradation. Transportation infrastructure often intersects otherwise integrated or intact habitats, which can disrupt wildlife migration pathways (both terrestrial and marine). Such linear infrastructure can also open previously inaccessible areas to other forms of degradation (e.g., additional infrastructure development, illegal logging, poaching, etc.). Today, just 10% of the world's terrestrial protected areas are

² van der Ree, R., Smith, D. J., and Grilo, C. (2015). The ecological effects of linear infrastructure and traffic: challenges and opportunities of rapid global growth. *Handbook of road ecology*, 1-9.

³ Steven, A.D.L., Appeaning Addo, K., Llewellyn, G., Vu, T.C. et al. (2020). Coastal Development: Resilience, Restoration and Infrastructure Requirements. Washington, DC: World Resources Institute. <https://oceanpanel.org/wp-content/uploads/2022/05/Coastal-Development-Full-Paper-Final.pdf>

⁴ Hanson, S.E. and Nicholls, R.J. (2020). Demand for ports to 2050: Climate policy, growing trade and the impacts of sea-level rise. *Earth's Future*, 8.

⁵ Hanson and Nicholls 2020

⁶ Dulac, J. (2013). Global land transport infrastructure requirements. Paris: International Energy Agency, 20.

connected⁷. Fragmentation of ecosystems can also exacerbate the damaging impacts associated with climate change.

- Forest loss. Forests (tropical rain forests, old-growth forests, etc.) and mangroves are often cleared to make way for roads and ports. This impacts the biodiversity these ecosystems host and the numerous ecosystem services they provide. Forests are important for preventing erosion and protecting watersheds and as carbon sinks.
- Wildlife disturbance and biodiversity loss. As habitats are fragmented and lost, globally significant wildlife species are put at risk, especially those that are vulnerable to habitat degradation and decreasing habitat size, including migratory species that rely on vast connected landscapes. More direct impacts include wildlife mortality based on vehicle or shipping collisions. One additional driver of biodiversity loss is the introduction of invasive species. The development of transportation corridors can serve as unintended pathways to allow the spread of non-native species into new areas.
- GHG emissions and other forms of pollution. GHG emissions that come from increased vehicle traffic, forest loss, and habitat degradation reduce the carbon sink potential of habitats and release GHG emissions. Beyond GHGs, vehicles also emit a variety of air pollutants, including nitrogen oxides (NOx), sulfur dioxide (SO₂), volatile organic compounds (VOCs), and particulate matter, among others, that have detrimental effects on air quality, the natural environment, and human health.
- Erosion, run-off. Degradation of ecosystems can result in increased erosion. For ports, construction can lead to run-off, creating eutrophication in sensitive coral reef ecosystems and other coastal/marine habitats (seagrasses, mangroves, etc.).
- Land-use change for economic activities. At a more macro and territorial scale, the development of transportation infrastructure, in many cases, serves as the trigger for the transformation of natural and pristine areas into zones destined for human settlement and economic productivity.

It is important to note that while transportation infrastructure can cause environmental degradation, environmental degradation can also put the infrastructure itself at risk⁸. Hazards such as erosion, flooding, and landslides due to degraded and poorly managed natural landscapes all affect the durability and resilience of transportation infrastructure^{9, 10}. Climate change is intensifying these problems, with more frequent and severe weather events damaging infrastructure and ecosystems¹¹. Sociocultural and political factors, including policy

⁷ Bezner Kerr, R., Hasegawa, T., Lasco, R., Bhatt, I., Deryng, D., Farrell, A., Gurney-Smith, H., Ju, H., Lluich-Cota, S., Meza, F., Nelson, G., Neufeldt, H. & Thornton, P. (2022). Food, fibre, and other ecosystem products. In: *Climate Change 2022: Impacts, Adaptation, and Vulnerability*. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change.

⁸ Mühlhofer, E., Koks, E.E., Kropf, C.M., Sansavini, G., and Bresch, D. N. (2023). A generalized natural hazard risk modelling framework for infrastructure failure cascades. *Reliability Engineering & System Safety*, 234, 109194.

⁹ Laimer, H. J. (2017). Anthropogenically induced landslides—A challenge for railway infrastructure in mountainous regions. *Engineering Geology*, 222, 92-101.

¹⁰ Ochsner, M., Palmqvist, C.W., Olsson, N.O., and Hiselius, L.W. (2023). The effects of flooding on railway infrastructure: A literature review. *Transportation Research Procedia*, 72, 1786-1791.

¹¹ Ng, W.S. (2021). *Impact of Climate Change on Infrastructure*. In *Industry, Innovation and Infrastructure* (pp. 489-497). Cham: Springer International Publishing.

inconsistencies and insufficient stakeholder engagement, hinder the adoption of sustainable practices.

Main barriers

The Program Framework Document illustrates the main barriers limiting effective responses to these threats. While there is the willingness of countries and governments worldwide to develop more sustainable transportation projects, infrastructure development is complex, requiring a long-term vision, high-level technical expertise, and is capital intensive. Some of the main barriers identified include:

- Long-term vision and policies are often not aligned with sustainability outcomes. Integrating sustainability principles at the national level requires leadership and a sound policy framework, where sustainability plays a key role in defining the country's long-term vision. Weak governance structures or infrastructure development that is not rooted in sound policies may result in projects that are not well-aligned with a country's long-term environmental commitments.
- Limited recognition of the potential unintended impacts of transportation infrastructure due to its complexity and scale makes implementing new spatial planning and modeling technologies critical. These and other tools can help identify potential unexpected impacts associated with infrastructure development. Even with increasingly sophisticated technologies on hand, ecological impacts associated with transportation infrastructure projects are poorly understood and negative implications may continue to manifest themselves for decades.
- Limited recognition of the need to preserve ecological services to either i) serve or replace infrastructure functions, such as free-flowing rivers that enable multi-modal transport systems, or ii) support engineered infrastructure by reducing risks, such as forested slopes that protect roads from landslides and erosion.
- Lack of policy coherence among policies affecting or affected by transportation infrastructure, where broader commitments related to biodiversity are not integrated or aligned with national and subnational infrastructure policies.
- Siloed decision-making processes do not enable key actors to build sustainability considerations into transportation infrastructure from project inception. Implications for the natural environment are generally considered too late in standard practice, with biodiversity often only addressed through environmental impact assessments. These are usually completed after decisions are generally solidified and difficult to change. Instead, biodiversity should be integrated into the earliest conceptualization and feasibility stages of project design where the possibility to avoid and minimize impacts is greatest.
- Biodiversity and climate change are not adequately considered during financing decisions. High infrastructure costs often overshadow environmental concerns. Full calculation of costs and benefits over the entire lifespan of a project, including those related to the environment, is rare and, therefore, not generally factored into procurement and investment decisions. More sustainable options for service delivery, therefore, are often not considered due to a perception of high up-front costs when in fact overall costs may be lower in the long run.

- Biodiversity assessments are perceived as complex and costly. Carrying out high-quality environmental assessments to ensure sustainability, especially for rail, ports, and roads, can be perceived as too expensive. Decision makers often end up selecting processes, routes, materials, and mitigation measures based on cost-efficiency only to speed up project development—at the expense of environmental integrity. Procurement policies often do not incorporate environmental considerations early enough in the process to address this challenge.
- Limited know-how and expertise in the integration of biodiversity and sustainability into transportation infrastructure decision-making in both upstream and downstream phases of the development process is leading to negative environmental impacts. It is therefore critical to build staff and institutional capacity to update policies, regulations, and practices. Engineers, planners, and procurement decision-makers, for example, must be trained in why and how to implement state-of-the-art environmental standards in project design, construction, and operations and the benefits associated with that approach.

Justification for the intervention and baseline

Globally, infrastructure investment is critical to achieving sustainability goals. It is estimated that \$139 trillion will be required globally by 2050 to reach net zero¹². While there is a high level of interest in incorporating these themes into infrastructure projects, there is still insufficient knowledge on how to effectively do so. Engineering firms, financial institutions, and governments are working towards this goal, but full integration has yet to be achieved.

In response, numerous efforts are being made globally and regionally to promote sustainable infrastructure development¹³, particularly in the transport sector. WWF is advancing impactful initiatives across diverse regions like the Asia's Linear Infrastructure Safeguarding Nature¹⁴ (ALIGN) Project, funded by the US Agency for International Development (USAID). This project focuses on implementing high-quality safeguards to protect biodiversity and livelihoods across Asia's expanding linear infrastructure, which includes roads, railways, canals, fences, and power lines. Another example is a project in partnership with the Government of Colombia and other national conservation organizations and private sector partners, in which WWF is working to deploy Green Road Infrastructure Guidelines¹⁵ (GRI) to mitigate the environmental impacts of road construction, incorporating climate resilience criteria and long-term engineering solutions to optimize construction and maintenance costs. The GRI have been officially adopted as regulation by the Government of Colombia, making compliance mandatory through a resolution issued by the Ministry of Transport in 2024. WWF is also working with two international organizations—the US Government's Millennium Challenge Corporation (MCC) and the German Government's Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) to develop a nature-based solutions¹⁶ (NbS) manual of practice for the global engineering

¹² FIDIC and EY (2023). Closing the sustainable infrastructure gap to achieve net zero.

¹³ According to the Inter-American Development Bank, sustainable infrastructure development is defined as, “infrastructure projects that are planned, designed, constructed, operated, and decommissioned in a manner to ensure economic and financial, social, environmental (including climate resilience), and institutional sustainability over the entire life cycle of the project.”

¹⁴ <https://www.worldwildlife.org/pages/align-about-the-project>

¹⁵ https://wwflac.awsassets.panda.org/downloads/infraestructura_verde_b23_c9_fichas_safe_oct2020.pdf

¹⁶ Nature-based solutions (NbS) are defined by the International Union for the Conservation of Nature as “actions that “leverage nature and the power of healthy ecosystems to protect people, optimize infrastructure and safeguard a stable and biodiverse future.”

community, which will advance efforts to integrate nature-positive approaches to infrastructure development and NbS across infrastructure sectors, including transportation.

In addition to WWF's efforts, other global and regional programs are also working to align infrastructure development with sustainability goals. The Sustainable Infrastructure Programme in Asia¹⁷ (SIPA), implemented by the Organization for Economic Cooperation and Development (OECD), is one such initiative. It assists selected Central and Southeast Asian countries, including the Philippines, in scaling up energy, transport, and industry infrastructure investments and aligning them with low-emission, resilient development pathways and the Sustainable Development Goals (SDGs). SIPA provides policy advice, technical assistance (TA), and capacity development at various stages of the infrastructure investment cycle, supporting long-term strategic planning and green finance.

Another key initiative is the Sustainable Infrastructure Partnership (SIP)¹⁸, launched by United Nations Environment Programme (UNEP) with GEF support in 2018. SIP promotes integrated approaches to sustainable infrastructure planning and development. It recognizes the interdependence of infrastructure systems and sectors and emphasizes the need for governance structures that connect these elements to achieve optimal social, environmental, and economic outcomes.

In 2021, UNEP and SIP introduced the International Good Practice Principles for Sustainable Infrastructure¹⁹. These principles provide global guidance on integrating sustainability across the infrastructure lifecycle, focusing on upstream policy making to support high-level decision makers in governments. The aim is to create an enabling environment for sustainable infrastructure that aligns with the SDGs and the Paris Climate Agreement while adhering to international standards.

While these initiatives provide a foundation grounded in research, case studies, and global principles, the lack of integrated planning and implementation of nature-positive approaches in many countries remains a significant challenge. The GRID IP will build upon the work of these and other relevant initiatives by providing a coordinated platform to connect transportation infrastructure project proponents with information, guidance, and capacity building on how to develop infrastructure to achieve sustainability goals focusing on nature-positive, climate-resilient outcomes. In the absence of the GRID IP and its Global Platform, transportation infrastructure development in the GRID IP country projects would likely follow unsustainable pathways, and efforts and incentives to mainstream biodiversity into infrastructure development globally would remain disjointed and piecemeal, leading to increased GHG emissions, further habitat destruction, and failure to meet international biodiversity and climate commitments.

The GRID IP and its Global Platform have been developed to ensure a comprehensive approach to addressing these threats and barriers to nature-positive infrastructure development. By focusing on strengthening upstream measures, the Global Platform promotes a paradigm shift for systemic change that integrates sustainability into policies and the early stages of infrastructure planning, design, and financial decision-making.

¹⁷ <https://www.oecd.org/en/about/programmes/sustainable-infrastructure-programme-in-asia.html>

¹⁸ <https://www.greenpolicyplatform.org/initiatives/sustainable-infrastructure-partnership>

¹⁹ [International Good Practice Principles for Sustainable Infrastructure | UNEP - UN Environment Programme](#)

B. PROJECT DESCRIPTION

The objective of the Global Platform is to advance the transition towards sustainable transportation infrastructure by coordinating the GRID Integrated Program, leveraging global partnerships, and supporting national and global knowledge sharing and capacity building. These actions will support the five CPCs (Malaysia, Nepal, the Philippines, Suriname, Ukraine), in their development of transportation infrastructure portfolios at national or landscape/seascape levels that build in sustainability from inception, and advance nature positive infrastructure approaches globally.

The Global Platform will achieve this objective through a comprehensive approach comprised of three main components: (1) Capacity Building and Knowledge Platform, (2) National and Global Levers for Systems Transformation, (3) Program Coordination (Communications, Governance, and M&E). This approach supports the mainstreaming of environmental and social considerations into the decision making of institutions that manage and influence transportation infrastructure projects.

The Global Platform is designed to catalyze global and national-level action to overcome the barriers to sustainable infrastructure development. It focuses on building knowledge and strengthening capacities, establishing mechanisms for improving access to high-quality data, fostering policy coherence, shifting finance toward nature-positive infrastructure investments, and promoting global and country-level systemic change in infrastructure development norms and practices. This will be achieved by creating enabling conditions that favor biodiversity mainstreaming, while coordinating knowledge management, communications, and governance structures to support these efforts. Figure 1 illustrates the interconnection between these threats, barriers, and the solutions proposed through the Global Platform outcomes.

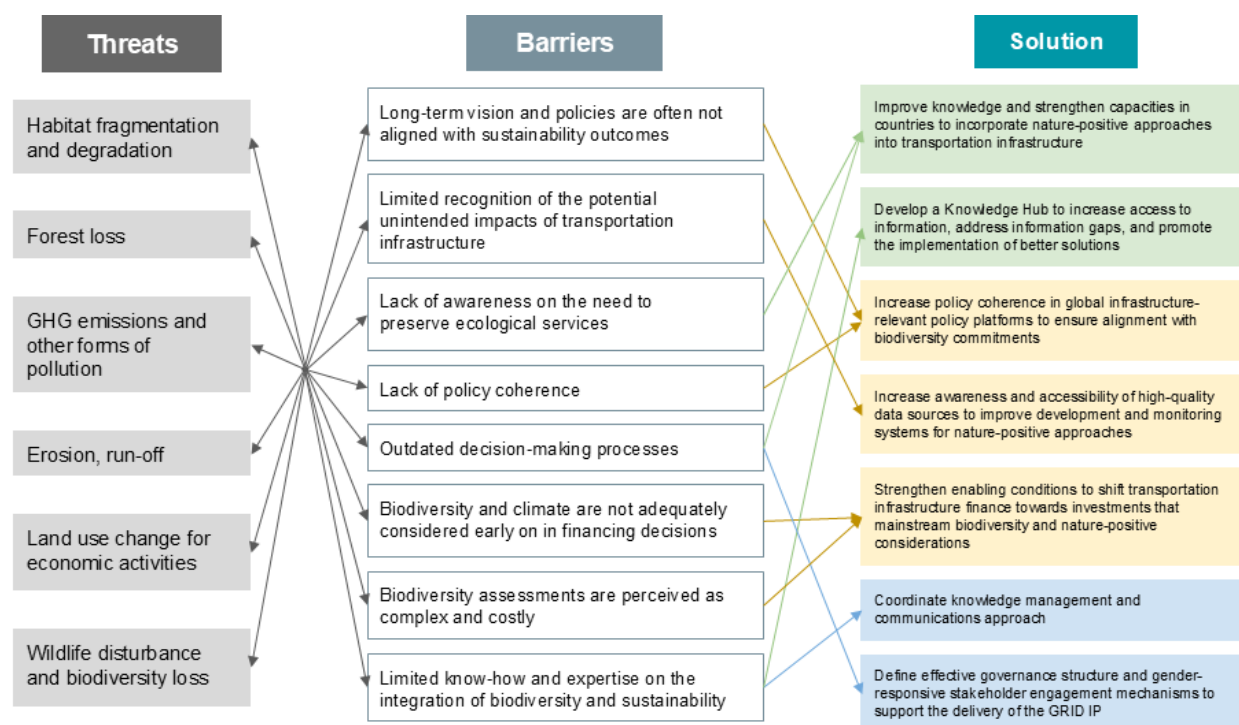


Figure 1. Threats, barriers, and solutions for nature-positive transportation infrastructure development.

As described in section A, transportation infrastructure can be one of the most impactful drivers of habitat loss, degradation, and fragmentation worldwide. The GRID IP Global Platform is designed to help address this problem and its associated barriers through the logic that biodiversity can be safeguarded, conserved, and restored and potential adverse effects mitigated and/or eliminated when this Theory of Change (TOC) is followed:

IF biodiversity and environmental standards are integrated into policies and planning for transportation infrastructure;

AND investments are redirected toward low-carbon, nature-positive and resilient options;

ALONG WITH the existence of technical capabilities to support transportation projects that benefit the natural environment;

THEN transport infrastructure will reduce its environmental impacts, contributing to the conservation and restoration of nature and biodiversity.

Section A identified the environmental threats and barriers for the integration of a nature-positive approach into transport infrastructure projects. Barriers related to limited understanding of ecological impacts, perception of high upfront costs for sustainable options, and lack of alignment between long-term sustainability goals and infrastructure policies, as presented in section A, have been reformulated and simplified to be integrated into the TOC diagram for the Global Platform. The summarized version of the main barriers include:

- Lack of sound policies and limited governance leadership and capacity
- Insufficient/late integration of biodiversity and climate considerations in transportation planning
- Lack of sustainability-centric (including nature, biodiversity, climate, and social aspects) cost and benefit analyses
- Perceived high cost of biodiversity and ecosystem protections/insufficient financial resources
- Lack of coordination and policy coherence
- Limited staff and institutional know-how and expertise on the integration of biodiversity and sustainability into transportation infrastructure.

These barriers were identified following inputs provided by the five CPCs in their respective geographies and are mirrored by many other countries around the world. By addressing these barriers through the Global Platform, the GRID IP is expected to have a transformational effect that will change how transportation projects are conceived and implemented.

Global Platform Theory of Change

The Global Platform acknowledges the actions necessary to address the existing barriers to generating transformational outcomes at scale. To do so, the Global Platform will implement a set

of interventions that will lead to specific positive environmental and social impacts. The TOC diagram below describes how the barriers, outcomes, objectives, and impact of the Global Platform are interlinked.

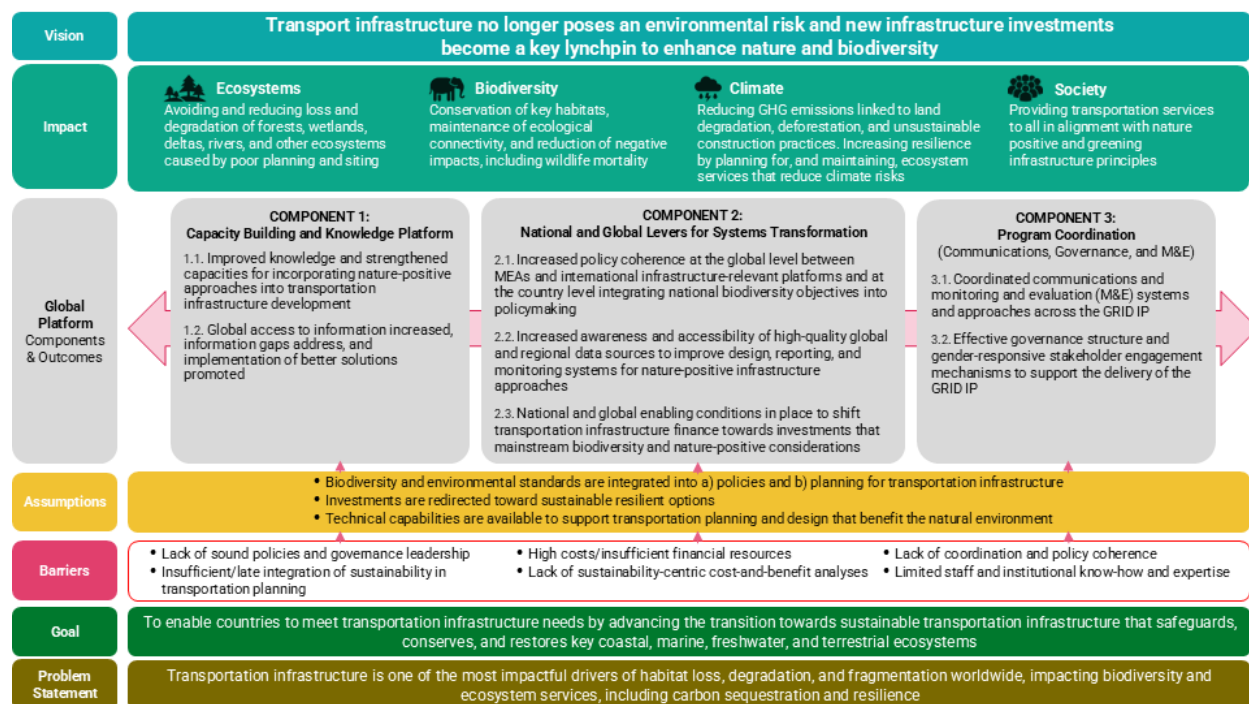


Figure 2. Global Platform child project Theory of Change diagram

The TOC is rooted in the understanding that sustainable infrastructure development requires a multi-faceted approach that integrates ecological, social, and economic considerations. Through its core components providing TA, facilitating knowledge sharing, enhancing policy coherence, and building the conditions for finance, the Global Platform, together with the GRID IP country projects in Malaysia, Nepal, the Philippines, Suriname, and Ukraine, will deliver the transformative impact needed for a global shift to nature-positive transportation infrastructure. These components, combined with the outcomes of the IP country projects, will create the conditions necessary to drive long-term systemic change. Consequently:

- If the Global Platform delivers knowledge, learning, and capacity building support, then countries will have the means to incorporate nature-positive approaches into their infrastructure plans.
- If the Global Platform promotes national and international policy coherence aligning environment and infrastructure related policies by providing knowledge products, opportunities for multi-sectoral and multi-stakeholder dialogues, and other capacity building and awareness raising resources, then there will be stronger institutional frameworks supporting the transition to nature-positive, low-carbon, and climate-resilient sustainable transportation infrastructure development.

- If the Global Platform engages multilateral development banks (MDBs) and financial institutions to mainstream biodiversity and nature-positive considerations in infrastructure finance, then investments will shift to projects that contribute positively to environmental sustainability.

Given that the Global Platform is tasked with ensuring the overall success and impact of the GRID IP, the Global Platform's TOC emphasizes the critical interventions required to achieve this. These priorities are embedded in the three components of the Global Platform, which in turn are the overarching strategy to support the four components of the Integrated Program. Figure 3 below illustrates how the outcomes of the Global Platform contribute to achieving the GRID IP's objectives.

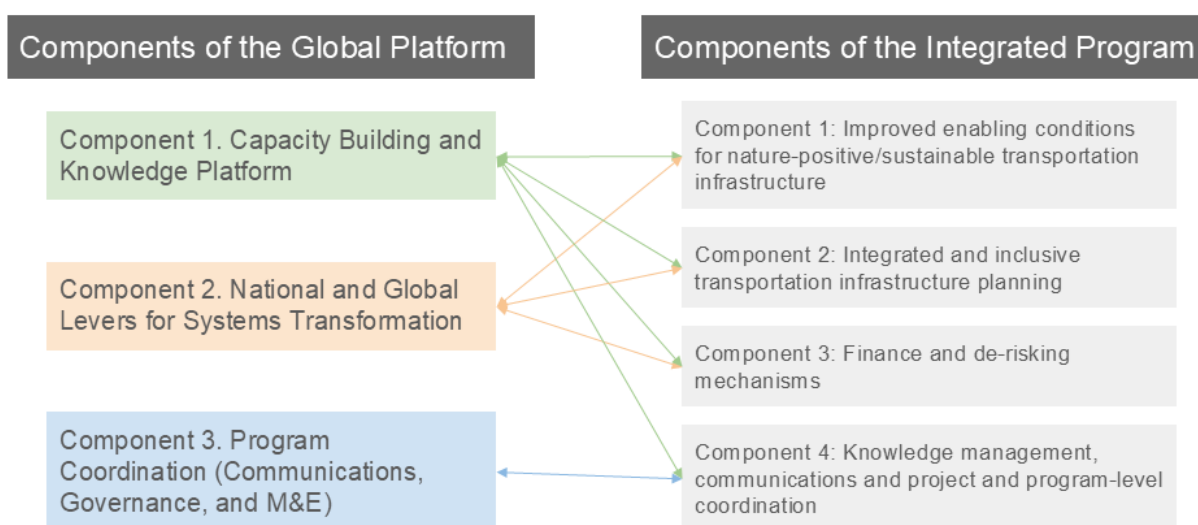


Figure 3. Alignment between the components of the Global Platform and the components of the Integrated Program

- **Component 1 of the Global Platform (Capacity Building and Knowledge Platform)** supports the four different components of the GRID IP's TOC by enabling knowledge and generating technical capacity around a broad range of matters. These matters include policy strengthening, procurement, integrated planning, financing guidelines, and knowledge generation, among others. The delivery of Component 1 will engage different groups such as the private sector, non-governmental organizations (NGOs), and government representatives among others, driving behavior and social change.
- **Component 2 of the Global Platform (National and Global Levers for Systems Transformation)** aligns with Components 1, 2, and 3 of the GRID IP's TOC, focusing on enhancing policy coherence, strengthening enabling conditions by increasing access to high-quality data, and influencing investment behaviors.
- **Component 3 of the Global Platform (Program Coordination (Communications, Governance, and M&E))** corresponds to Component 4 of the GRID IP's TOC, creating systems to coordinate management and sharing of knowledge and undertake effective

communications to engage and inform stakeholders at the national and global levels. The Integrated Program's governance and advisory bodies will also be formed through this component.

Global Platform Components

To support the development of infrastructure that no longer poses an environmental risk and safeguards, conserves, and restores nature and biodiversity, the Global Platform will focus on upstream measures in the infrastructure development lifecycle (i.e., policies and regulations, planning frameworks, design, and financing mechanisms) that will trigger a system change downstream in how infrastructure is built and natural infrastructure maintained. These upstream interventions are represented in the three components of the Global Platform - (1) Capacity Building and Knowledge Platform; (2) National and Global Levers of Systems Transformation, and (3) Program Coordination (Communications, Governance, and M&E).

All three Components have certain target groups and audiences in common. They include the GRID IP country project Executing Agencies and their in-country partners, and key stakeholders in the CPCs and other countries accessing GRID IP resources, particularly well-established or permanent institutions that can continue the work well into the future. Targeted stakeholders include government, civil society, academic, and private sector actors in the environment, transportation, and finance sectors, and local constituency groups representing Indigenous peoples, local communities, women, and youth.

Other specific groups and audiences to be targeted for support and engagement under one or several of the outcomes are identified in the descriptions below.

Component 1: Capacity Building and Knowledge Platform

Component 1 will coordinate a Knowledge Platform that supports capacity building and advances, manages, and shares knowledge that inspires, informs, and guides the uptake of new norms and practices to drive nature-positive infrastructure development.

The Knowledge Platform will deliver TA packages consisting of capacity-building support activities designed to address the needs of CPCs, focusing on thematic areas determined through a survey of the GRID IP's Implementing and Executing Agencies. The Knowledge Platform will assess, consolidate, and disseminate best practices, tools, and methodologies gathered globally and from the GRID IP country projects. It will produce new knowledge products and advance CPC and global uptake through a range of learning opportunities. The GRID IP will also collaborate with partner organizations to facilitate access to their knowledge and data platforms. The Knowledge Platform will host the GRID IP Knowledge Hub, a website designed to inspire and facilitate information exchange, enabling stakeholders around the world to access and apply the knowledge generated and shared by the GRID IP.

A comprehensive shift in transportation infrastructure requires significant behavior change. The Global Platform will apply behavior change approaches following recommendations provided by

GEF Scientific and Technical Advisory Panel (STAP) and some of its relevant publications²⁰. Tactics will include identifying desired changes, mapping key stakeholders, combining strategies, and providing tailored TA, along with continuous monitoring and evaluation. While behavior change can take time, the Global Platform will incorporate these methodologies into its activities whenever possible to maximize impact. Some of the steps to follow for achieving behavior change are described in Figure 4 below.

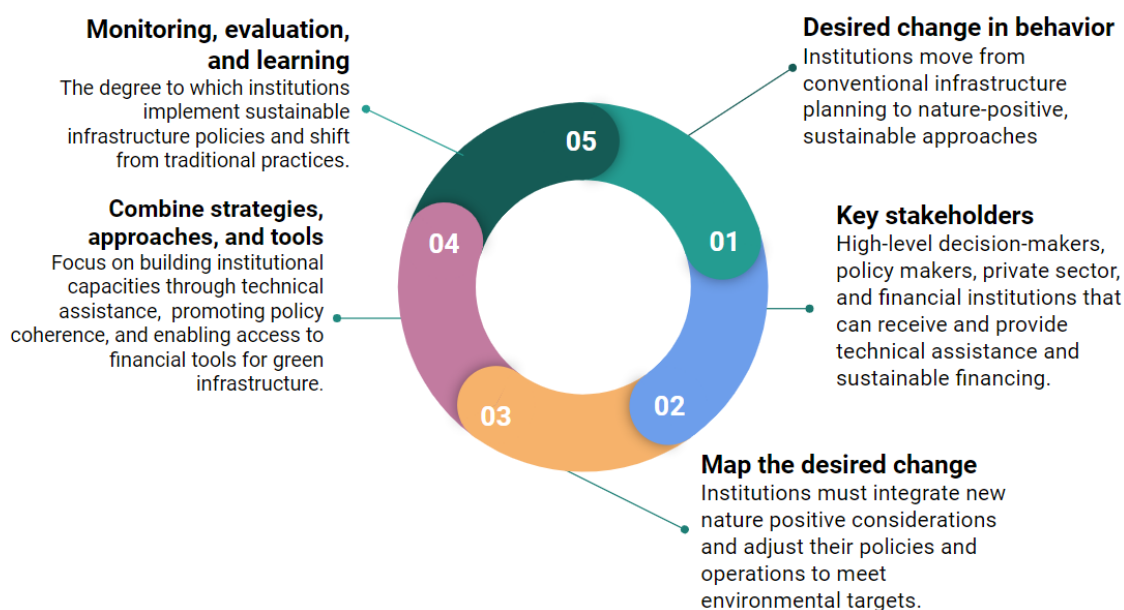


Figure 4. Steps for institutional behavior change in the Global Platform

The outcomes, outputs, and activities of Component 1 include the following:

Outcome 1.1. Improved knowledge and strengthened capacities for incorporating nature-positive approaches into transportation infrastructure development

This outcome will deliver enhanced knowledge and strengthened capacity outcomes in the five CPCs. The Knowledge Platform will provide support on priority thematic areas that contribute to advancing the integration of nature-positive approaches into transportation infrastructure planning and development. It will focus on equipping stakeholders with the necessary tools, insights, and best practices to ensure alignment with positive ecological results and the transformation of institutional behaviors and policies. The specific target audiences for TA will vary by country as priority topics are identified and further refined.

Output 1.1.1 TA packages (training modules, tools, guidance documents, and methodologies, such as behavior change analysis and inclusive and gender-responsive approaches) designed to address thematic areas that two or more CPCs have identified as priorities.

²⁰ GEF Scientific and Technical Advisory Panel (STAP) document [Why behavior change matters to the GEF and what to do about it.](#)

Capacity building support will commence in Year 1 with a focus on the initial suite of TA thematic areas identified during the PPG phase in consultation with the GRID IP's Implementing and Executing Agencies (Table 1). Selection of future thematic area priorities will follow a demand-responsive approach by updating the list through regular surveys (at a minimum annually) with the GRID IP country projects.²¹

Table 1. TA thematic areas consolidated from GRID IP country inputs

Technical Assistance Thematic Area	Number of respondents from each GRID IP country project	Votes
Policy and regulatory frameworks for investment in nature-positive transportation projects.	Philippines (1) Nepal (2) Suriname (1) Ukraine (1)	5
Procurement standards guidelines for financing nature-positive transportation infrastructure projects.	Malaysia (1) Philippines (1) Suriname (1)	3
Demonstration of biodiversity gains—through Nature-based Solutions (NbS and nature-positive approaches in transportation infrastructure development. Nature-based Infrastructure (Nbi) in transportation development.	Malaysia (2) Nepal (1)	3
Mapping wildlife corridors, protected areas, and nature-positive infrastructure assets.	Malaysia (1) Nepal (1) Suriname (1)	3
Guidance on directing public investments towards low carbon, nature-positive, and resilient transportation infrastructure options.	Malaysia (2) Nepal (2) Philippines (2)	6
Mobilizing inclusive, climate-smart, nature-positive transportation infrastructure investments.	Suriname (1) Ukraine (1)	2

Main Activities:

- Use surveys with Implementing and Executing Agencies to identify priority training and capacity-building needs for the thematic TA packages. These surveys will be conducted regularly (at a minimum annually).
- Hold consultations with GRID IP country stakeholders to deepen the exploration of needs for implementing policies, regulatory frameworks, procurement protocols, or technical

²¹ For this consultative process, it is envisioned that the design and procurement of specialized services to develop and deliver technical assistance packages will be undertaken through the development and publication of an annual program statement made available on the Knowledge Hub and through other channels to potential knowledge partners. A call for proposals will be developed against identified priority topics with at least three large technical assistance packages developed and deployed over the course of the Integrated Program.

design practices that integrate the mitigation hierarchy, nature-positive approaches, local community and Indigenous people's perspectives, and gender equality considerations in transportation infrastructure development processes.

- Based on the survey and additional consultations, a call for proposals will be released to identify knowledge partners to develop thematic area TA packages consisting of practical tools, methodologies, exchange experiences, trainings, and other strategic activities coordinated to co-develop knowledge and advance learning and capacity development in interested countries.
- Conduct gender-sensitive workshops, webinars, and training sessions tailored to key audiences for each thematic area in interested countries. Expand these learning opportunities to a global audience via the Knowledge Hub and other outreach avenues, incorporating lessons learned from shared experiences among GRID IP countries.
- Provide ongoing support and guidance to ensure the effective application of the TA packages in the countries targeted for capacity building.

Outcome 1.2 Global access to information increased, information gaps addressed, and implementation of better solutions promoted

The Knowledge Platform enhances global and CPC access to information, fills existing knowledge gaps, and promotes the implementation of nature-positive approaches in transportation infrastructure. The Knowledge Platform will host a centralized website, identified as the GRID IP Knowledge Hub, to facilitate exchange of insights, sharing of best practices, and access to tools and resources that support the development of sustainable infrastructure. Through the coordination of partnerships with a wide range of experts, organizations, and relevant platforms from around the world, the Knowledge Platform will not only provide access to information but also drive individual and institutional behavior change by empowering professionals with the tools, knowledge, and best practices needed to integrate nature-positive approaches into their day-to-day decision-making and infrastructure development and by continuing the ongoing engagement through the CoPs. The Knowledge Platform will align with and build upon other existing platforms. The target audience is both for the CPCs and global decision makers and practitioners in relevant organizations, companies, and communities actively seeking a better understanding of how they can deliver needed transportation infrastructure services while conserving and restoring nature.

Output 1.2.1 Knowledge management (KM) and learning strategy, including development and sharing of knowledge products and strategic curation of information and data on the GRID IP Knowledge Hub (website)

Main Activities

- Develop the KM and learning strategy for the GRID IP Knowledge Platform in close coordination with the GRID IP Implementing Agencies and in consultation with the Executing Agencies.
- Research the lessons learned from other GEF IPs and stand-alone projects and explore successful examples of learning platforms in other global communities, including, for example, specialists in behavior change and distance learning.
- Survey GRID IP stakeholders regularly to determine effectiveness of the KM and learning strategy in reaching key stakeholders and advancing learning. Upgrade the strategy as needed based on this feedback.

Output 1.2.2 GRID IP Knowledge Hub (website) established to facilitate global access to GRID IP learning opportunities, knowledge products, data, etc.

Main Activities

- Develop and post content on the GRID IP Knowledge Hub (website), which serves as the central platform for information sharing and collaboration. Ensure relevance and accessibility for a diverse range of stakeholders in the GRID IP countries and around the world.
- Develop dedicated landing pages for each country project to showcase their project's approach and results, and upload knowledge products.
- Host data on the Knowledge Hub from various established platforms, enabling comparison, analysis, and access to information. Incorporate gender considerations into the Knowledge Hub by ensuring that data and resources related to gender are easily accessible and prominently featured.
- Implement a system for regular updates and maintenance of the website to keep information current and accurate.
- Survey users regularly to determine effectiveness in reaching key stakeholders and advancing learning. Upgrade the system based on this feedback.

Output 1.2.3 Knowledge products developed, compiled, and shared widely to facilitate the scaling-up of nature-positive transportation approaches

Main Activities

- Gather and compile existing and new resources related to nature-positive transportation infrastructure from both the GRID IPs activities and external sources.
- Design and develop knowledge products to inspire and meet the learning and awareness needs of different types of key stakeholders, i.e., planners, project designers, investors, civil society representatives, contractors, and government officials.
- Upload knowledge products to the Knowledge Hub and disseminate through other means, such as webinars and conferences according to the KM and learning strategy.

Output 1.2.4 Webinars, workshops, and training events, hosted to disseminate and share knowledge and advance learning

Main Activities

- Develop a calendar of webinars, workshops, dialogues, and conferences focused on key thematic topics identified by GRID IP stakeholders.
- Organize interactive webinars, workshops, or conferences, that include the promotion of gender inclusion and reach government, civil society, academic, and private sector stakeholders in the environment, transportation, and finance sectors, including local constituency groups, such as Indigenous peoples, local communities, women, and youth.
- Based on the communications strategy, raise awareness of upcoming events, using social media, email newsletters, and partner networks.
- Gather feedback through surveys to assess the effectiveness of the events and identify areas for improvement.

Output 1.2.5 Communities of practice (CoP) organized to bring global and CPC experts and practitioners together on an on-going basis, ensuring gender-balanced participation, to explore high-priority country challenges and solutions

Main Activities

- Foster ongoing engagement among experts and practitioners by creating CoPs on a range of topics that continue discussions and knowledge sharing on an ongoing basis.
- Develop Terms of Reference and agendas for regular meetings of the CoPs to discuss challenges and share experiences, including discussions on gender-related challenges.
- Encourage cross-country collaboration by organizing joint dialogues and workshops that bring together CoP members from different regions to share lessons learned and successful strategies.
- Support coordination between the GRID IP Knowledge Platform CoPs and the global community of practice on mainstreaming biodiversity in the infrastructure sector as specified in the decision finalizing Target 14 and the mainstreaming approach of the KMGBF taken by the Parties at the 16th meeting of the Conference of the Parties (COP16) to CBD in October 2024.

Component 2: National and Global Levers for Systems Transformation

Component 2 focuses on enhancing policy coherence, improving data accessibility, and creating enabling conditions for shifting financing toward nature-positive infrastructure investments. The Global Platform will promote multi-stakeholder, multi-sectoral dialogues at international and country levels to enhance alignment of infrastructure initiatives with biodiversity commitments. The Platform will drive increased quality and accessibility of data sources, and work with MDBs and other financial institutions to integrate biodiversity and sustainable land management into financial decision-making processes.

The outcomes, outputs, and activities of Component 2 include the following:

Outcome 2.1. Increased policy coherence at the global level between MEAs and international infrastructure-relevant platforms and at the country level integrating national biodiversity objectives into infrastructure policymaking

This outcome supports the alignment of infrastructure policies with biodiversity goals, creating a more cohesive and supportive framework at both global and national scales to facilitate nature-positive infrastructure development. Achieving this requires analysis of policy coherence gaps and common challenges at both global and country levels to generate guidance materials on fostering synergies, maximizing benefits and managing trade-offs across policy areas. The Global Platform will support deliberations among stakeholders and share targeted knowledge products to address these issues and ensure that infrastructure policies are harmonized with biodiversity commitments vertically (between local, national, and international policies and agreements) and horizontally across different sectors and disciplines.

Members of this target audience are primarily policy decision makers in both the environment and infrastructure sectors. At the country level, audience members include representatives of environment and transportation ministries, as well as planners, engineers, financiers, and contractors active at each stage of the traditional infrastructure project life cycle. At the global

level, audiences include secretariats and parties to MEAs, as well as infrastructure associations, financial institutions, and policy platforms. Partners and beneficiaries of this work will also include think tanks, international NGOs, MDBs, and advocacy organizations representing women, youth, Indigenous peoples, and local community perspectives at national and global levels

Output 2.1.1 Global partnerships for joint provision of knowledge products and capacity building support related to MEAs and policy coherence

Main Activities

- Undertake consultations with MEAs (e.g. CBD, CMS) and identify scope for potential partnerships related to GRID objectives.
- Provide support, if agreed, for a CBD Community of Practice for mainstreaming biodiversity in the infrastructure sector.
- Co-deliver with partners information, knowledge exchanges, tools, guidance documents, case studies, and training opportunities related to GRID objectives, promoting this topic within relevant MEAs and for countries to meet MEA commitments.

Output 2.1.2 Multi-stakeholder dialogues at national and international levels across economic, social, and environmental policy areas, along with case studies and guidance documents advancing policy coherence.

Main Activities

- Collaborate with Knowledge Partners and the Advisory Group to draft case studies and guidance documents on generating policy coherence across the environment and transportation sectors.
- Organize gender balanced consultations with key stakeholders, including government agencies, policy makers, the private sector, and Indigenous peoples' organizations, to provide recommendations on incorporating gender perspectives into policies and to gather and incorporate feedback on the draft documents.
- Distribute the finalized guidance documents to all CPCs and make them available globally on the GRID IP Knowledge Hub.
- Provide training and capacity building support for CPCs on how to review and analyze infrastructure policies to identify areas of misalignment with biodiversity commitments under the CBD KMGBF, Convention on the Conservation of Migratory Species of Wild Animals (CMS), etc., and help coordinate multi-stakeholder dialogues and implement the guidelines accordingly.
- At the global level, identify areas of misalignment between infrastructure-relevant (e.g., G20/G7) and environment (e.g., CBD) policy platforms or agreements and map potential opportunities for fostering policy coherence.
- Advance these opportunities by leveraging global conferences of parties, inter-MDB working groups (e.g., the environment and procurement groups), and other influential international gatherings to organize in-person multi-sectoral (environment/infrastructure) dialogues and raise awareness (e.g., through side events, targeted briefs, cross-sectoral participant support, etc.).
- Undertake additional approaches for helping align policies at the global level, such as contributing to formal stakeholder consultation processes, convening experts across sectors to produce joint publications, and holding multi-country/multi-sectoral learning events, such as virtual panel discussions, or debates, and webinars.

Output 2.1.3 Guidance to improve mechanisms for monitoring and reporting on MEA goals and targets related to biodiversity and nature-positive infrastructure development.

Main Activities

- Conduct a needs assessment with country project teams to identify gaps and challenges in their current monitoring and reporting mechanisms as they relate to biodiversity and nature-positive infrastructure development.
- Develop global guidance that helps countries address the needs identified in collaboration with knowledge partners and other experts. Include gender considerations in the guidance document.
- Incorporate global standards and best practices for biodiversity monitoring and reporting into the guidance documents.
- Provide continuous technical support to countries as they adopt and implement guidance in monitoring and reporting mechanisms.

Outcome 2.2 Increased awareness and accessibility of high-quality global and regional data sources to improve design, reporting, and monitoring systems for nature-positive infrastructure approaches

Through this outcome the Global Platform seeks to improve access to reliable and relevant data by countries, so they can make informed decisions that support the integration of biodiversity considerations into infrastructure planning and design. This outcome focuses on ensuring that data is not only available but also usable and actionable, enabling more effective monitoring and implementation of sustainable infrastructure practices and reporting against national objectives and international commitments. Partners undertaking this work will include MDBs, universities, and UN agencies, such as UNEP/World Conservation Monitoring Center (WCMC). The key audience for this improved data and data access includes country-level decision makers (within the CPCs and more widely) and agencies responsible for compiling data for national-level planning and investing as well as reporting against commitments to international agreements.

Output 2.2.1 High quality and publicly accessible global, regional, and national data sources supporting systems for infrastructure decision-making identified, improved, and promoted

Main Activities

- Conduct a comprehensive mapping of publicly available data sources relevant to infrastructure decision-making, starting with the five CPCs and expanding to examine additional regions, perhaps in collaboration with another GEF IP, such as the Critical Forest Biomes IP.
- Map these data sources based on different user groups, such as the data needs of private investors and local planners, among others, and identify barriers to accessing these data sources, such as restricted data, payments, or lack of technical support.
- Collaborate with providers at national, regional, and global levels to explore opportunities for data improvement, including updating outdated information, enhancing data formats, and expanding access.
- Develop guidance for global, regional, and national audiences.

- Organize workshops and training sessions for countries and stakeholders on how to effectively use the improved data sources in infrastructure planning and decision-making.

Outcome 2.3 National and global enabling conditions in place to shift transportation infrastructure finance towards investments that mainstream biodiversity and nature-positive considerations

Healthy ecosystems provide critical services that enhance infrastructure resilience and long-term value, while also mitigating financial risks associated with environmental degradation. This outcome aims to create the conditions to shift financial flows by collaborating with MDBs and development agencies to establish overarching principles (at a global level). Tailored guidance will be developed to help countries access finance aligned with these principles. Specific target audiences for this work are government and private sector planners, decision makers, and financial institutions in countries aiming to meet infrastructure demand and fill their infrastructure funding gap through innovative and environmentally sensitive approaches. The outcome will also inspire and benefit regional and international finance actors engaged in sustainable infrastructure planning and investing.

Output 2.3.1 Set of principles for integrating biodiversity and nature-positive considerations into financial decision-making processes (co-developed with MDBs and development agencies)

Main Activities

- Conduct research to identify existing best practices and frameworks for integrating biodiversity and nature-positive considerations into financial decision-making.
- Host consultation sessions with MDBs and other financial stakeholders to co-develop the set of principles. These sessions will focus on identifying key elements, defining criteria, and establishing guidelines for integrating biodiversity into financial decision-making, with a focus on the country projects.
- Draft a comprehensive set of principles that outline how biodiversity and nature-positive considerations should be integrated into financial decision-making processes in transport infrastructure projects.
- Ensure that gender considerations are integrated into the principles for biodiversity and nature-positive financing.
- Develop a dissemination strategy to promote the adoption of the principles among MDBs, financial institutions, and other relevant stakeholders from countries.

Output 2.3.2 Strategic engagement with MDBs and other sources of finance (public and private) to incorporate the co-developed principles into their funding criteria, procurement procedures, and operational guidelines

Main Activities

- Organize a regular series of gender-balanced roundtable discussions that bring together MDBs, private finance representatives, and stakeholders from the biodiversity science and civil society communities.
- Establish strategic partnerships with key influencers in the finance sector to promote the adoption of the principles and their incorporation into their operations.

Output 2.3.3 Guidance document to support countries in securing more favorable loans and financing options by incorporating the co-developed principles into decision-making processes, incentivizing increased investment in nature-positive infrastructure development

Main Activities

- Develop a draft guidance document that distills complex financial concepts into clear, actionable steps and includes the set of principles developed before. The document will include templates, checklists, and visual aids to help countries with the process of securing favorable loans and financing and will be integrated in the Knowledge Hub. The document will provide examples and case studies of successful gender-sensitive projects that have secured favorable financing, and it will include a section on best practices for incorporating gender considerations into loan applications and project proposals.
- Provide capacity-building sessions for countries to effectively use the guidance document and tools.

Component 3: Program Coordination (Communications, Governance, and M&E)

This component will ensure effective coordination and communications across the GRID IP and support the delivery of Global Platform outcomes. Gender-responsive communications systems will engage stakeholders at both national and global levels and ensure a consistent approach across the GRID IP. Additionally, a strong governance structure led by the Program Steering Committee will be established to guide implementation and to support policy coherence. The project will also develop the GRID IP M&E system to track progress and inform adaptive management.

The outcomes, outputs, and activities of Component 3 include the following:

Outcome 3.1 Coordinated communications and monitoring and evaluation (M&E) systems and approaches across the GRID IP

The Global Platform will ensure coordinated communications systems and approaches across the GRID IP so that stakeholders have access to accurate, relevant, and timely information, knowledge, and data that supports the facilitation of better decision making and amplification of GRID IP's impact.

Output 3.1.1 Communications strategy and brand architecture established, and communications products released regularly to engage and inform stakeholders effectively at national and global levels

Main Activities

- Work closely with IP country projects to ensure an effective communications approach.
- Develop and implement a communications strategy that outlines the key objectives, target audiences, and communications channels for engaging stakeholders at both national and global levels. The strategy will also ensure that the Knowledge Platform is widely recognized, GRID IP impacts and successes are reaching target audiences, and the Knowledge Hub is accessed frequently and effectively.

- Create a brand identity for the GRID IP, including the design of a logo, branding guidelines, and visual identity.
- Design and produce communications materials, including brochures, infographics, presentations, and digital content aligned with the GEF and WWF branding guidelines, ensuring that the materials are designed with gender sensitivity, using inclusive language and imagery that represents both women and men equally.

Output 3.1.2 Annual Conference to ensure strategic coordination and collaboration across the GRID IP

Main Activities

- Develop a plan for the annual conference, including the selection of themes, speakers, and topics that align with the objectives of the GRID IP.
- Host the annual conference ensuring gender-balanced participation in alternating GRID IP countries.

Output 3.1.3 Monitoring, evaluation (including indicators on gender mainstreaming), and reporting system developed and operationalized for the GRID IP.

Main Activities

- Further develop, as needed, the M&E framework that outlines the key objectives, methodologies, and processes for monitoring and evaluating the GRID IP.
- Provide guidance on harmonized indicators and reporting methods needed to facilitate data collection and reporting amongst country projects. This includes the development of corresponding tools, such as scorecards, for consistent monitoring of the program-wide monitoring framework.
- Ensure the M&E system tracks progress related to gender mainstreaming across the GRID IP. Establish a schedule for regular data collection, reporting, and evaluation activities to track progress and impact over time and ensure effective M&E with country projects.
- Develop annual reports that summarize the findings from the M&E activities, highlighting key achievements, challenges, and lessons learned, and including gender-specific results.

Outcome 3.2 Effective governance structure and gender-responsive stakeholder engagement mechanisms to support the delivery of the GRID IP

The Global Platform will ensure that governance processes are transparent, accountable, and participatory. The Platform aims to facilitate coordinated decision-making and efficient implementation of the GRID program. The outcome emphasizes the importance of engaging diverse stakeholders, including women and community organizations, to ensure that all voices are heard and that the benefits of the program are equitably distributed.

Output 3.2.1. Established terms of reference and charters for the Program Steering Committee, Advisory Group and stakeholder engagement mechanisms

Main Activities

Program Steering Committee

Identify and invite key representatives from participating countries, Implementing Agencies, GEF Secretariat to join the Program Steering Committee (PSC). An Executive Committee will be established amongst the Implementing Agencies (see governance section below).

Draft and finalize the terms of reference for PSC approval.

Conduct the first meeting of the PSC, approving the terms of reference, setting priorities, and agreeing on the workplan for the GRID IP.

Schedule regular PSC meetings to review the progress of the GRID IP, address challenges, and make strategic decisions. Document the meetings, decisions, and action points, and circulate these records to all committee members.

Advisory Group

Identify and invite key representatives from MDBs, UNEP, WWF, and other relevant organizations to join the Advisory Group. The focus will include supporting the delivery of Outcome 2.3.

Establish the Advisory Group structure, including leadership roles, coordination mechanisms, and communications channels, ensuring that all members have a clear understanding of their roles and responsibilities.

Stakeholder Engagement Mechanisms

- Implement the stakeholder engagement plan (Annex 4)

Monitoring and Evaluation

The monitoring and evaluation of the Global platform will include reporting to track achievement progress of the Global Platform child project outcomes (progress reports, mid-term, and terminal evaluation, etc.).

A monitoring and evaluation (M&E) system will provide insights into the effectiveness of the Global Platform activities, the achievement of outcomes, and the overall progress toward program goals. The M&E component also enhances accountability and facilitates knowledge sharing among stakeholders, contributing to continuous learning and improvement across the GRID IP.

Main Activities

- Data collection to report against the results framework of the Global Platform.
- Track the progress of the Gender Action Plan within the Global Platform.
- Prepare periodic progress reports based on the collected indicators and hold regular Steering Committee meetings to review these reports, analyze trends, and make strategic decisions to adjust platform activities as needed. Reports will include gender-specific results.
- Organize and conduct the mid-term and terminal evaluations, to evaluate the progress of the GRID IP and Global Platform. The mid-term and terminal evaluation will analyze gender-specific results and progress.

Global Environmental Benefits

The Global Platform will enhance the impact of the GRID IP country projects in achieving the Global Environmental Benefits (GEBs) by building capacity and disseminating information, knowledge, and lessons learned. In addition, the Global Platform will build partnerships and engage stakeholders globally to advance systems transformation. This includes beneficiaries who utilize its developed resources and participate in Global Platform knowledge and learning approaches (captured under core indicator 11).

These GEBs include but are not limited to:

- Ecosystems. Avoiding and reducing loss and degradation of forest, wetland, aquatic, marine, and other ecosystems caused by poor planning and siting, and maintaining valuable ecosystem services.
- Biodiversity. Conserving key habitats, maintaining ecological connectivity, restoring habitat integrity, and avoiding and reducing negative impacts on species and their habitats.
- Climate. Reducing GHG emissions linked to land use change, forest degradation, deforestation, and unsustainable construction practices. Increasing resilience by planning for and maintaining ecosystem services that reduce climate risks and mainstreaming NbS.
- Society. Construction of transportation infrastructure is expected to increase in the decades to come. This transportation infrastructure can have significant social impacts, both positive and negative (e.g., access to resources, resettlement). Defining key upstream strategies to ensure that the new expected development is nature-positive and will benefit society at large is a key opportunity/expected impact of the GRID IP.

Sustainability of Results

The Global Platform emphasizes creating paradigm shifts by embedding nature-positive approaches, policy coherence, and sustainable practices into the core of infrastructure development. By focusing on upstream measures, such as policy alignment, capacity building, and sustainable financing, the Program builds a foundation that can stand up to future shifts in environmental, economic, or socio-political conditions across the GRID IP country projects and in other countries accessing Global Platform resources. This approach is designed to extend the impact and sustainability of outcomes well beyond the GRID IP's timeframe.

The Global Platform will gather and disseminate best practices, providing examples that can be replicated and scaled in CPCs as well as countries not directly involved in the IP. This strategy, through the KM initiatives, aims to amplify the project's impact, ensuring that its benefits extend beyond the individual achievements of the GRID IP country projects. Additionally, the lessons learned and successful practices will serve as valuable references for governments, and other key stakeholders, informing future policies and practices that will support future nature-positive infrastructure development.

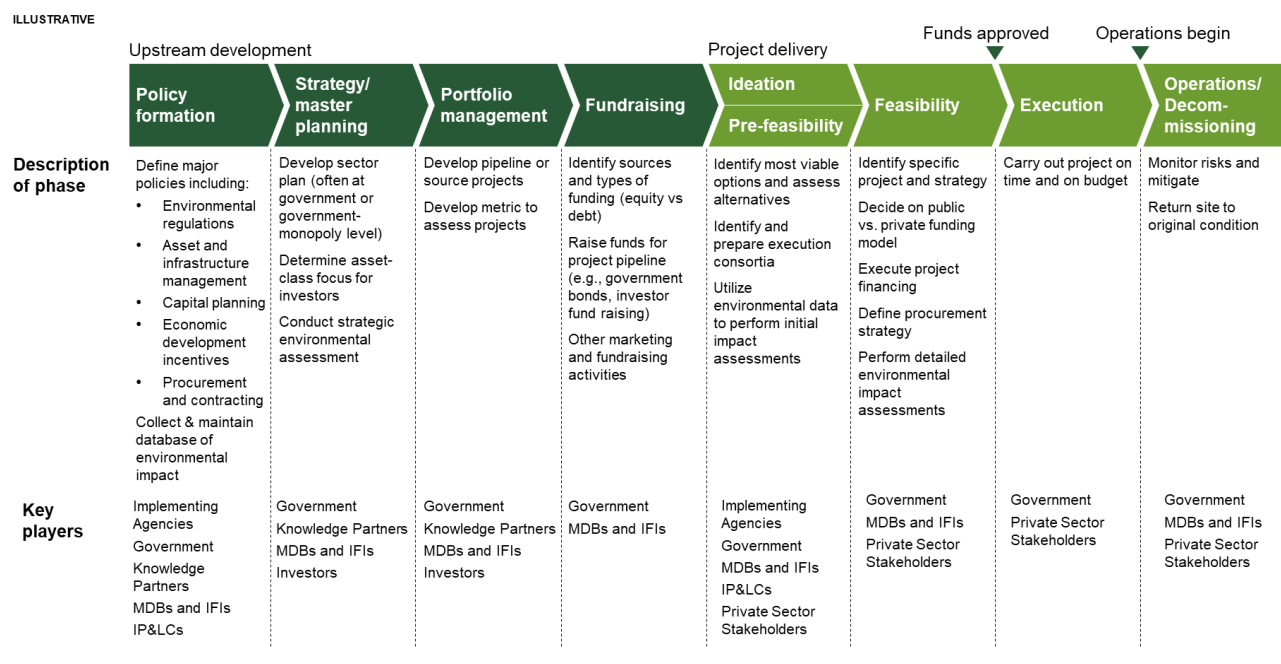
In addition to generating novel knowledge products and capacity building resources, the Global Platform is designed to build upon and amplify the relevant ongoing work of other organizations,

platforms, associations, and GEF integrated programs to both broaden its reach and extend its impacts beyond the life of the IP. The Platform will establish partnerships on knowledge management, capacity building, and policy coherence anticipating that these organizations will continue the work and dissemination of outputs after the program ends. To further ensure the durability of the IP's impact, the Global Platform will target well established and influential bodies, such as government agencies, academic institutions, and long-running civil society organizations, to focus capacity building and policy engagement work at both the country and global levels.

An effective communications strategy, developed by the Global Platform, will be implemented for engaging relevant stakeholders, fostering collaboration, and promoting the scaling-up of successful activities. This proactive engagement will further ensure that the project and program's outcomes are not only sustained but also expanded to create broader systemic change in infrastructure development globally.

Stakeholder Engagement

The success and sustainability of the GRID IP Global Platform depends on the active involvement and collaboration of diverse stakeholders, each bringing expertise and perspectives to the project. These stakeholders are involved in the project and make significant contributions to ensure that global environmental benefits and adaptation outcomes are not only achieved but also sustained long-term, promoting a more resilient and inclusive approach to infrastructure development²². A Stakeholder Engagement Plan (SEP) has been developed and is included in Annex 4, and an illustrative representation of stakeholders ("key players") by phase of the infrastructure development lifecycle is provided below:



²² According to the Global Infrastructure Hub, inclusive infrastructure development is defined as, "development that enhances positive outcomes in social inclusivity and that ensures that no individual, community or social group is left behind or prevented from benefiting from improved infrastructure."

Figure 5. Stakeholders by phase of the infrastructure development lifecycle

Implementing Agencies: Implementing agencies, including UNEP, Asian Development Bank (ADB), and WWF, play a fundamental role in overseeing the design, implementation, and monitoring of country projects. They may offer technical expertise on various components of the GRID IP and facilitate coordination amongst the GRID IP country projects (e.g., opportunities for cross-country exchanges). Through their role on the PSC, their involvement helps to ensure that the program's goals are met effectively, leading to enduring GEBs and sustained impact.

Government: Government agencies are pivotal in defining a country's long-term investment strategy, determining infrastructure projects, and securing funding. This decision-making process often spans multiple government departments, requiring cross-sectoral coordination to establish an enabling environment and public planning processes prioritizing a nature-positive approach from the outset. Government agencies from the five CPCs serve as Executing Agencies and partners in the GRID IP delivery, participating in the GRID IP governing bodies established by the Global Platform. Executing Agencies are responsible for the delivery of the GRID IP country projects and are key partners in ensuring the overall success of the GRID IP. The Program requires strong intergovernmental collaboration, both among ministries and agencies of transport, environment, finance, and spatial planning, and between different levels of government.

Knowledge Partners: This stakeholder group will be composed of NGOs, academic institutions, associations, and think tanks, and includes MDBs and the private sector, as defined below. These stakeholders bring expertise in environmental protection, biodiversity conservation, climate change resilience, infrastructure design, finance, and technical capacity building. Knowledge partners play a dual role as both knowledge creators and users, ensuring that the information developed and distributed through the Knowledge Platform is practical and widely applicable. NGOs, academic institutions, and think tanks will also act as a sounding board for solutions developed, ensuring that the project's outcomes are informed by diverse perspectives and that the GEBs benefits are robust and enduring. Individual experts from Knowledge Partner organizations will also be members of the Advisory Group.

Multilateral Development Banks (MDBs) and International Financial Institutions: MDBs, including the African Development Bank, ADB, Asian Infrastructure Investment Bank, Caribbean Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, and World Bank Group, have committed to mainstreaming nature into their policies²³. MDBs have

²³ In November 2021 at the UN Framework Convention on Climate Change (UNFCCC) 26th Conference of the Parties (COP26) in Glasgow the Multilateral Development Banks (MDBs) issued a Joint Statement: Nature, People and Planet, affirming their commitment to mainstreaming environmental sustainability considerations, including nature, into their policies, analyses, assessments, advice, investments, and operations ([MDB Joint Statement on Nature 28.10.21.docx](#)). The statement recognizes the critical role ecosystems and biodiversity play in supporting the planet and people's health, well-being, and livelihoods.

During the UNFCCC COP28 in Dubai in 2023, MDBs published a set of common principles to track nature-positive finance, making it easier for MDBs to implement screening and tracking systems that quantify the volume of finance going to nature-positive approaches ([MDB Common Principles for tracking nature-positive finance](#)). The principles deliver on the commitment made by MDBs in the Joint Statement on Nature, People and Planet, signed at COP26. They are also intended to

historically been instrumental in incorporating environmental and social safeguards into transportation project financing. These safeguards aim to conserve, protect, or rehabilitate biodiversity and natural habitats and to promote the efficient and equitable use of natural resources and ecosystem services. They also support pipelines of sustainable infrastructure projects and project preparation facilities in different regions of the world to accelerate the greening of infrastructure development and scale up solutions.

MDBs and international financial institutions will continue to provide knowledge, TA, and funding to support the development of sustainable infrastructure projects. Their involvement ensures that the GRID IP aligns with the best practices currently in use and enhances the potential for scaling up solutions. MDBs are expected to be key partners in the Global Platform, working as part of the Advisory Group and as knowledge partners to influence practices and shift financing towards sustainable transportation infrastructure projects at global and regional levels.

Other actors in the finance sector are working on mobilizing financing towards sustainable infrastructure by developing a standardized asset label called the FAST-Infra Sustainable Infrastructure® (FAST-Infra) Label²⁴. The Finance to Accelerate the Sustainable Transition Infrastructure (FAST-Infra) Group includes country representatives, multilateral banks, private finance institutions, the private sector, investors, and NGOs. Other initiatives include the Taskforce for Nature-related Financial Disclosures²⁵ (TNFD) and Science-based Targets for Nature²⁶ (SBTN) seeking to reduce risks and shift financing towards nature-positive outcomes.

Insurance Sector: There is growing recognition of the pivotal role the insurance sector can play in supporting a nature-positive future. Through initiatives like the UNEP Finance Initiative's (UNEP FI) Principles for Sustainable Insurance (PSI) and the UN Development Programme's (UNDP) Sustainable Insurance Forum, the sector addresses nature-related risks such as environmental pollution, biodiversity loss, and climate impacts. These organizations help engage insurers in sustainability efforts, promote policy innovations, and develop tools to incorporate environmental, social, and governance (ESG) considerations into insurance practices, ensuring alignment with the project's broader environmental objectives.

Private Sector Stakeholders: The GRID IP will engage private sector experts, companies, and associations to help ensure that upstream measures designed through the Global Platform are practical and implementable downstream. They will be invited to participate as knowledge partners in webinars, TA, and capacity-building services, contributing to the design, investment, and innovation of sustainable infrastructure projects. Their involvement will help drive the adoption of nature-positive approaches in infrastructure development, contributing to the long-term environmental and economic sustainability of the project. In the GRID IP, the private sector is divided into three main groups as follows:

help MDBs track the support they provide to clients in accordance with the commitments made under the Kunming-Montreal Global Biodiversity Framework. The following MDBs endorsed this Joint Statement: Asian Development Bank, African Development Bank, Asian Infrastructure Investment Bank, Caribbean Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, IDB Invest, Islamic Development Bank, and World Bank Group.

²⁴ [Label Dimensions | FAST-Infra Label](#)

²⁵ [The Taskforce on Nature-related Financial Disclosures](#)

²⁶ [The Science Based Targets Network \(SBTN\) - Science Based Targets Initiative](#)

- **Developers, engineers, and contractors:** These stakeholders bring innovation and expertise for designing and developing nature-positive transportation infrastructure approaches. Organizations like the International Federation of Consulting Engineers (FIDIC) promote industry standards and provide training in sustainable project design and construction practices.
- **Technology and software companies:** Companies such as Planet Labs, ESRI, and Google offer data analytics, remote imagery, and other services to support sustainable approaches to land use planning and infrastructure development.
- **Financial advisors and policy experts:** These stakeholders contribute to the development of financial models and policies that promote sustainable infrastructure investments and align projects with nature-positive and climate-neutral goals. Organizations like AECOM, McKinsey, Deloitte, and Sinfranova, among others, are part of this group.

Indigenous peoples and local communities: With the recognition that Indigenous peoples and local communities are custodians and stewards of some of the world's remaining intact natural landscapes, and are important stakeholders in decision making processes regarding the siting, use, and management of infrastructure, the Global Platform will seek to engage with representative groups as knowledge partners to inform the GRID IP and to develop appropriate global and local engagement strategies.

Indigenous peoples and local communities will also be engaged at the country project level, where their input will be essential in planning and policy processes to ensure that infrastructure projects benefit them, protect their well-being, and preserve the ecosystem services they rely on. The Global Platform will work with the GRID IP country projects to identify opportunities for meaningful engagement with Indigenous peoples and local communities. This engagement could occur through events, conferences, webinars, and possibly focus-groups and roundtables tailored to interest and best-practices.

Gender Inclusion

Historically, the infrastructure sector has lacked women's input in decisions that directly impact their economic and infrastructure needs. Therefore, enhancing women's participation in infrastructure policy and decision-making is essential to achieving sustainable and inclusive outcomes. Gender mainstreaming is a central element of the GRID Global Platform framework, integrated throughout all components to support equitable and sustainable transportation infrastructure development. To promote inclusion, the Global Platform has developed a Gender Mainstreaming Action Plan (detailed in Annex 5), ensuring active and meaningful participation for both women and men. This plan focuses on providing equal access to opportunities, resources, and benefits across the project's activities.

Gender considerations are integrated into every aspect of the project's TOC, objectives, and results framework. This includes a detailed Gender Action Plan that outlines specific activities, responsible entities, and timelines for each gender-related action. Gender-specific indicators and sex-disaggregated data are mainstreamed into the project's results framework and M&E plan to track progress and impact on gender equality effectively. The gender strategy includes the following outputs:

- **Gender-responsive technical assistance:** TA provided through the Global Platform will actively promote gender inclusivity, ensuring that gender considerations are central to decision-making processes within the Platform.
- **Accessibility of information with a gender perspective:** The Global Platform will ensure all project-related information is gender-inclusive and accessible through the Knowledge Platform and the Knowledge Hub. This will involve providing materials in formats and languages accessible to all and ensuring gender considerations are integrated into communications strategies.
- **Gender-responsive training and capacity building:** The Global Platform will conduct gender-focused training sessions for project teams and stakeholders, emphasizing practical applications in transportation infrastructure and biodiversity conservation.
- **Gender inclusivity in decision-making within the Global Platform:** Provide guidance and promote methodologies so that women's voices and perspectives are actively included in all decision-making processes and are part of the key stakeholders.
- **Gender-Inclusive stakeholder engagement:** Implement a stakeholder engagement strategy that ensures gender balance and active participation of women's groups and gender specialists. This will involve consultations and inclusion of diverse perspectives to ensure gender dynamics are appropriately addressed in project planning and execution.
- **Gender-responsive data collection and monitoring:** The Global Platform will incorporate gender-disaggregated data collection into the project and program's monitoring and evaluation framework. The inclusion of gender-sensitive considerations and the inclusion of women in the components of the project will be regularly assessed to make necessary adjustments to ensure gender equality and women's empowerment.

Knowledge Management and Learning

The GRID Global Platform aims to leverage existing knowledge and generate new insights to support the project's implementation and guide future initiatives. Knowledge management and learning is central to the project, ensuring information is created, captured, stored, and shared effectively among stakeholders. The knowledge management approach is aligned with the GEF's strategy and best practices from the STAP and Independent Evaluation Office. During project implementation, the Global Platform team will finalize the full knowledge management and learning strategy in consultation with GRID IP country projects, key stakeholders, and other GEF IPs. The Global Platform's knowledge management and learning approach can be consulted in Annex 8.

Policy Coherence

The GRID Global Platform is designed to enhance policy coherence at two levels: first, by providing TA for better inter-governmental coordination and policy development, and second, by aligning global commitments more effectively with national practices. This approach is essential for ensuring that infrastructure development contributes to GEBs and supports sustainable, resilient growth.

Based on the advisory document from STAP on policy coherence²⁷, the Global Platform identified some activities from the policy cycle that are relevant for the implementation of the project and the achievement of Outcome 2.1:

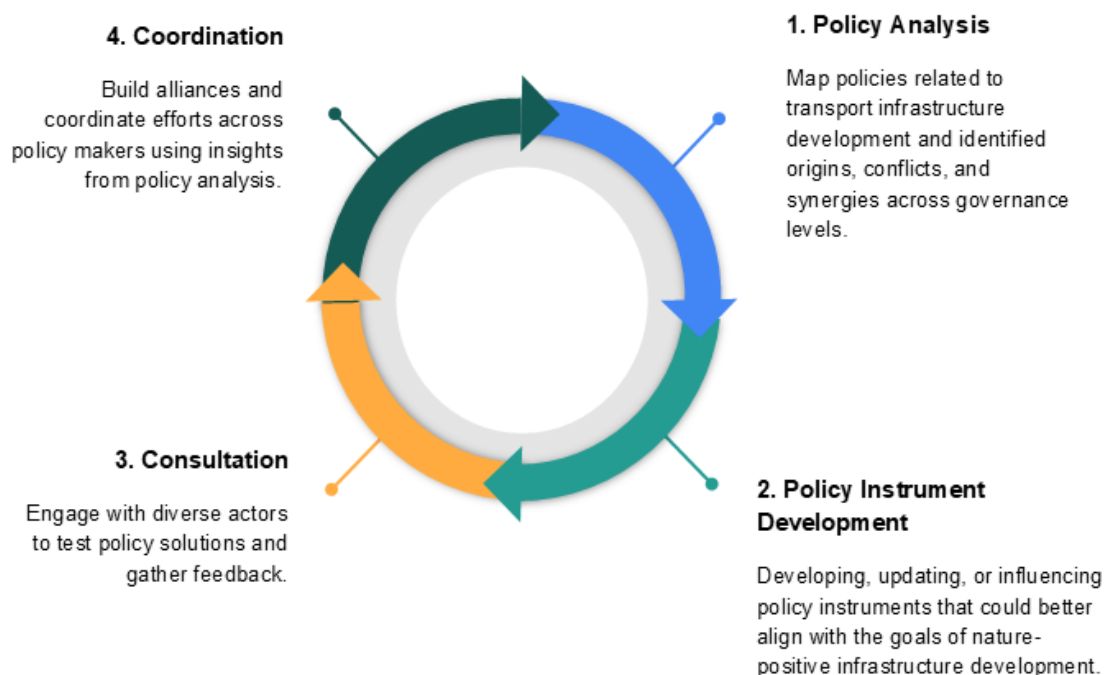


Figure 6. Engagement of the GRID IP with the policy cycle

The Program will work closely with national governments to review, influence, or develop policies and strategies that integrate biodiversity considerations and sustainable infrastructure practices. Through TA, capacity building, and knowledge sharing, the project will support policies that align with international commitments, such as CBD, CMS, and the SDGs.

Institutional Arrangement and Coordination with Ongoing Initiatives and Projects

The World Wildlife Fund (WWF-US) is the lead GEF Agency, and the WWF-US Forest Team is the lead Executing Agency.

The Global Platform will be governed by a PSC, with input from an Advisory Group, the Executing Agencies, and Knowledge Partners. Figure 6 illustrates the governance structure and partner engagement for the Global Platform.

²⁷ GEF Scientific and Technical Advisory Panel (STAP) document [Policy coherence in the GEF. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://stapgef.org/sites/default/files/2024-07/J0426_UNEP_Policy%20Coherence_Advisory%20Document_Web_AW.pdf](https://stapgef.org/sites/default/files/2024-07/J0426_UNEP_Policy%20Coherence_Advisory%20Document_Web_AW.pdf)

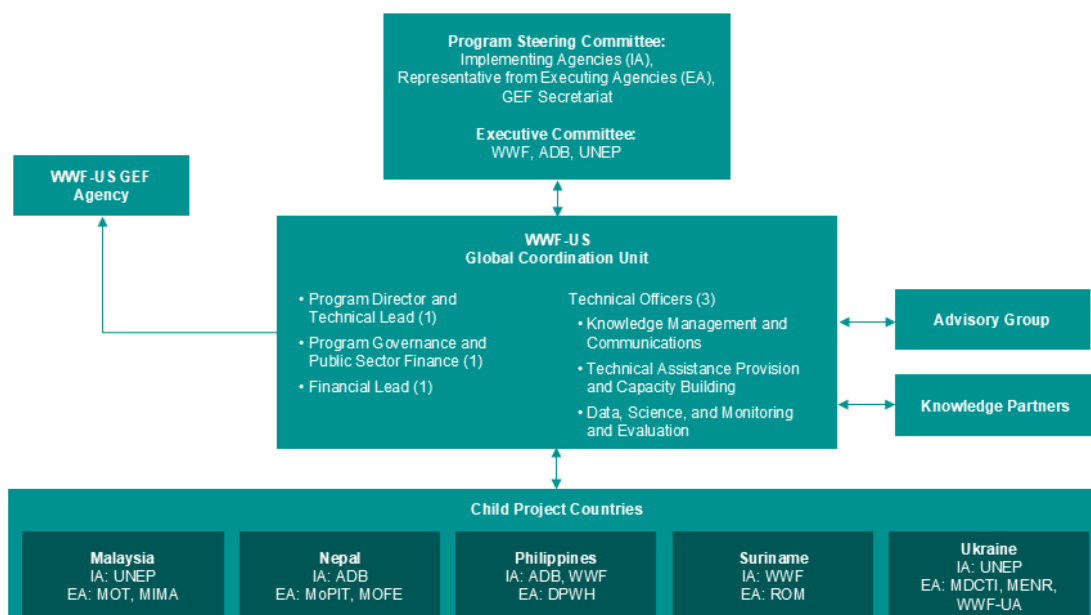


Figure 7. Governance Arrangement for the Global Platform

A **Global Coordination Unit (GCU)** will be established for the delivery of the Global Platform and to ensure program-level monitoring and reporting rollup, review best practices and lessons, and coordinate with country projects and knowledge partners on producing knowledge products, organizing training, and providing and supporting TA. The GCU will cover the following functions: project management and technical leadership, project administration and financial management, knowledge management and communications, technical expertise, capacity building and M&E. Please see Annex 9 for details and Terms of References. Partners and technical specialists will be identified during implementation for specific activity delivery.

The **Program Steering Committee (PSC)** serves as the main decision-making body, providing strategic leadership and oversight for the GRID IP. The PSC comprises representatives from the GEF Secretariat, GEF Implementing Agencies, and CPC representatives. The PSC will meet quarterly, either virtually or in person, potentially aligned with the annual conference. The PSC includes an Executive Committee. This will be a subset of the PSC composed of the participating Implementing Agencies: WWF, ADB, and UNEP. The Executive Committee will ensure coordination amongst the Implementing Agencies, assist in the preparation of PSC meetings, and provide higher-level guidance and relationship management (e.g., coordination with CPC representatives). A TOR will be developed during implementation and agreed amongst the PSC members.

The **Executing Agencies** from each of the CPCs are crucial partners in the delivery of the GRID IP, playing an active role in the PSC established by the Global Platform.

Knowledge Partners include organizations such as think tanks, universities, NGOs, standard setters, international convention secretariats, associations, companies, public and private financial institutions, and MDBs. They will provide expert knowledge, research support, TA, and innovative solutions to be explored and shared via the Knowledge Hub, fostering a network and community that aligns with GRID IP country priorities and global needs identified by the Global Platform to advance the mainstreaming of biodiversity in infrastructure development.

The **Advisory Group** will consist of well-known and respected experts active in this field from WWF, UNEP, and ADB as well as from Knowledge Partner organizations, including MDBs, companies,

academic institutions, and think tanks. This group of 8 – 12 individuals provides strategic advice and guidance, infrastructure finance insights, and global trend analysis, and supports the integration of innovation and sustainable practices within the GRID IP. The Advisory Group will meet biannually to ensure continuous alignment and strategic input.

The **WWF-US GEF Agency** serves as the Implementing Agency of the GRID IP and is responsible for supervision and oversight, ensuring the project is compliant with WWF and GEF policies and standards. WWF-US GEF Agency will maintain the relationship with the GEF Secretariat and STAP, approve the workplan and budget, and is responsible for reporting to the GEF. The WWF-US GEF Agency will: (i) provide consistent and regular project oversight to ensure the achievement of project and program objectives; (ii) liaise between the project and the GEF Secretariat; (iii) report on progress to GEF Secretariat (annual Project Implementation Report); (iv) ensure that both GEF and WWF policy requirements and standards are applied and met (i.e., reporting obligations, technical, fiduciary, M&E); (v) approve annual workplan and budget; (vi) approve budget revisions, certify fund availability and transfer funds; (vii) organize the midterm and terminal evaluation; (viii) certify project operational and financial completion, and (ix) provide no-objection to key terms of reference for project management unit.

Will the GEF Agency play an execution role on this project?

YES

WWF will serve as the Implementing Agency as well as Executing Agency for the Global Platform.

The GCU will be hosted by the WWF-US Forest Team, which is the functional host for WWF's cross-team Sustainable Infrastructure Initiative. Building on this expertise in sustainable infrastructure, the GCU will serve as the Executing Agency for the Global Platform and undertake the following execution functions:

- Ensure day-to-day management, M&E, and reporting requirements of the Global Platform, including the overall coordination and coherence of the GRID IP.
- Lead Global Platform project delivery and provide high-quality technical guidance, including the design and deployment of targeted TA packages to GRID IP country projects and key stakeholder groups at the global level.
- Develop, manage, and regularly update the Knowledge Hub website and implement an overall communications strategy.
- Develop and disseminate knowledge products, practical tools, and capacity building approaches designed to support the CPCs and for global influence and impact.
- Oversee sub-grants and contracts to consultants and knowledge partner organizations.

Dedicated staff will be recruited for key positions in the GCU, as described in the Terms of Reference - Global Coordination Unit (Annex 6).

The WWF-US GEF Agency is responsible for supervision and oversight, ensuring the project is compliant with WWF and GEF policies and standards. WWF-US GEF will maintain the relationship with the GEF Secretariat and STAP, approve the workplan and budget, and is responsible for reporting to the GEF.

Also, please add a short explanation to describe cooperation with ongoing initiatives and projects, including potential for co-location and/or sharing of expertise/staffing (max. 500 words, approximately 1 page)

The Global Platform will cooperate with the relevant ongoing initiatives described in Section A, among others, including several sustainable infrastructure projects implemented by MDB partners. In addition, WWF-US' Sustainable Infrastructure Initiative is integrated across the WWF-US goal teams and is made up of staff from the Forest, Freshwater, Climate, Wildlife, and Oceans teams. The staff and expertise supporting the Sustainable Infrastructure Initiative will also contribute to the Global Platform. WWF-US also coordinates the WWF Network Sustainable Infrastructure community of practice consisting of over 200 experts and practitioners worldwide, working in a range of sectors and in each of the CPCs. The Global Platform will draw upon this international expertise as needed.

Cooperation with other IPs will be explored, especially regarding shared technical topics. This is particularly relevant with the Critical Forest Biomes IP, the Wildlife Conservation for Development IP, the Sustainable Cities IP, and the Ecosystem Restoration IP.

CORE INDICATORS

Table 2. Project core indicators

Project Core Indicators		Expected at CEO Endorsement
1	Terrestrial protected areas created or under improved management (hectare)	
2	Marine protected areas created or under improved management (hectare)	
3	Area of land and ecosystems under restoration (hectare)	
4	Area of landscapes under improved practices (hectare)	
5	Area of marine habitat under improved practices (hectare)	
6	Greenhouse Gas Emissions Mitigated (metric ton of CO ₂ e)	
7	Shared water ecosystems under new or improved cooperative management (count)	
8	Globally over-exploited marine fisheries 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 disaggregated by sex (count)	4,350 2,175 Women 2,175 Men

For the Global Platform, the estimation of Core Indicator 11 has been derived from the planned engagement activities and targeted audiences. To ensure an inclusive approach, a 50/50 split

assumption between women and men has been applied across all activities. This assumption is grounded in the goal of promoting gender equality in the impact of the GEF-financed projects.

The table below provides a detailed breakdown of the assumptions used in the estimation process, outlining the various activities and the corresponding expected number of beneficiaries.

Table 3. Core Indicator 11 calculation

Activity	Number of People	Discounting factor for overlap	Events /year	Years	Total People	Comments
Technical Assistance	7	0.74	3	6	94	This includes individuals who directly receive TA (attending training/workshops). It is expected that there will be 3 TA opportunities per year for the 6 years with approximately 7 attendees from the 5 countries.
Webinars	150	0.6	2	6	1080	An estimated 150 people registered/webinar with a 60% attendance. There will be 2 webinars each year during the 6-year program.
Targeted Webinars	10	0.6	5	5	150	In addition to the open webinars, targeted webinars will be associated with the TA activities. These webinars are aimed at disseminating the knowledge generated through those TA.
Communities of practice	5	0.8	1	4	16	It is estimated that communities of practice will continue discussions and knowledge sharing beyond the events, through the Knowledge Platform.
Courses and other training	30	0.8	1	5	120	Several in-person courses will be delivered by subject matter experts around nature-positive transportation infrastructure development, strengthening of policy frameworks, integrated planning, gender mainstreaming, participatory inclusion of Indigenous peoples and local communities, and other related matters. These courses can be delivered once a year based on need. These training sessions can range from 1/2 day to several days (as needed).
Conferences and knowledge management events	25	0.6	4	6	360	Numerous engagements with knowledge partners, private industry representatives, local and Indigenous groups will take place throughout the duration of the Integrated Program. Numerous round-table discussions and interviews will be conducted to inform people about the different technical assistance and training opportunities to be offered. 4 round-table discussions with 20 to 30 people each will be conducted every year.
Other	253	0.5	4	5	2530	One additional outreach engagement each quarter for 5 years (not counting the first year). An approximate 50% overlap is expected among the

						attendees of these different engagements. Stakeholders engaged will benefit directly from the project by receiving training, knowledge, and tools to implement sustainable infrastructure practices.
					Total	4350

RISKS TO PROJECT IMPLEMENTATION

Table 3 - Risks to project implementation

RISK CATEGORIES	RATINGS	ASSESSMENT AND MITIGATION MEASURES
CONTEXT		
Climate	Low	The Global Platform activities are mainly focused on technical assistance and knowledge management, so they are not expected to contribute to exacerbating climate change risks and events or be affected by climate risks. The GCU staff will be based in Washington D.C. and can operate in virtual mode to ensure project outcomes are achieved efficiently. The Global Platform will provide technical assistance to CPCs and other global stakeholder groups to enhance the use of NbS for climate change mitigation and natural infrastructure that can improve ecosystem and socio-economic resilience.
Environment and Social	Low	The Global Platform is considered low risk or category C, as the Global Platform does not have operations on the ground that could result in social or environmental risks. (The CPCs will undertake their own environment and social risk assessments for their projects and put in place mitigation measures if needed.)
Political and Governance	Moderate	While political instability or change will have a low impact on the Global Platform, political developments in participating countries may affect the alignment of national policies with global environmental goals and affect the achievement of the Global Platform outcomes on policy coherence and delivery of collective lessons learned. The PSC members will be the key actors in the GRID IP implementation structure to monitor this risk and work to ensure that CPC projects remain aligned with GRID IP outcomes. The Global Platform will deliver inclusive and ongoing TA packages, including some focusing on global levers of change, and ensure flexibility in policy advice to adapt to political changes.
INNOVATION		
Institutional and Policy	Moderate	Change in institutional behavior and policy coherence is central to the Global Platform. Addressing this involves influencing policies and institutions to integrate considerations for nature-positive infrastructure development into their processes. Uncertainty around the potential for new laws, regulations, and standards to be fully adopted or effectively implemented and enforced by national institutions is a potential risk. Equally, uncertainty around willingness to build and maintain policy coherence across government agencies, between a country's policies and international agreements, and across international agreements, especially if political changes drive shifts in priorities and staffing, is a potential risk.

		The Global Platform will monitor and gauge effectiveness through engagement of CPC representatives in the GRID IP governance structure, input from the Advisory Group, and regular engagement with global stakeholder institutions and communities of practice. The Global Platform will act on findings and implement adaptive management practices based on feedback from these groups.
Technological	Low	The Knowledge Platform is a key component of the Global Platform and integrates technological innovations to disseminate information and develop the Knowledge Hub (website). There could be some technological risks around this Knowledge Hub development and operation. The Global Platform will employ secure servers, use regular backups to ensure data recovery in the event of a system failure, and will have a team monitoring the performance of data analytics and maintaining and updating information in the platform.
Financial and Business Model	Moderate	The Global Platform may face challenges engaging infrastructure finance institutions in the adoption of nature-positive finance principles, which may affect activities supporting the shift in infrastructure finance. To manage this, the Global Platform will seek guidance from the Advisory Group where MDB's are integral members and build on their global nature-positive and climate finance principles and commitments. The Knowledge Platform will provide technical assistance and guidance documents to financial institutions and key stakeholders of the financial sector.
EXECUTION		
Capacity for Implementation	Low	WWF has the institutional capacity and track record for managing large-scale global projects and in addition, has in-house technical capacity to provide technical support as needed. The project will hire consultants and engage Knowledge Partners to meet additional technical requirements and needs.
Fiduciary	Low	The Global Platform will be based in WWF-US and adhere to its financial management and procurement standards. Subgrants and contracts will be managed carefully to ensure fiduciary compliance.
Stakeholder	Low	While the Global Platform has no on-the-ground implementation, fulfilling the project objective requires significant stakeholder engagement and buy-in. Therefore, the Global Platform will implement a multi-stakeholder consultation, communications, and engagement plan, ensuring continuous and transparent collaboration. The Stakeholder Engagement Plan (SEP) has been developed to guide these processes, adhering to best practices for stakeholder engagement at the Global Platform level. In addition, the governance structure includes important mechanisms for stakeholder engagement, including the PSC and Advisory Group. The involvement of Knowledge Partners will be important in ensuring that expert insights, research, and technical advice are incorporated throughout the GRID IP lifecycle, helping to bridge gaps between different sectors and ensuring knowledge is retained and applied effectively.
Overall Risk Rating	Low	The overall risk rating is considered to be low – the potential impacts from identified risks are expected to be minimal to achieving project outcomes, with robust and manageable mitigations if the risks do occur. The majority (six of nine) of the categories have been determined to be low risk to the achievement of Global Platform child project outcomes. The remaining three categories are rated as moderate risk.

Safeguards Rating (endorsement level): Category C (low risk)

C. ALIGNMENT WITH GEF-8 PROGRAMMING STRATEGIES AND COUNTRY/REGIONAL PRIORITIES

The Global Platform and GRID IP's country projects are completely aligned with the objective of the GEF-8 Greening Transportation Infrastructure Development Integrated Program (GRID IP), which was established to enable countries to develop portfolios of transportation infrastructure projects at national or land/seascape levels that integrate sustainability from inception. The Global Platform serves as the central coordinating unit of the GRID IP, guiding a coordinated and global approach that prioritizes fostering a harmonious relationship between infrastructure development and natural ecosystems.

The Global Platform is aligned with key GEF-8 focal areas described in the [programming directions](#) document. It is aligned to the **Biodiversity Focal Area**, as it supports conservation of key habitats, maintenance of ecological connectivity, and reduction of negative impacts, including wildlife mortality from transportation infrastructure. The GRID IP is also linked to the **Climate Change Mitigation Focal Area** and the **Land Degradation Focal Area**, as it expects to reduce GHG emissions linked to land degradation and deforestation and unsustainable building materials and practices.

The GRID IP will contribute to countries meeting their commitments under various MEAs:

- UN Convention to Combat Desertification (UNCCD): Through better infrastructure planning and land use management, the GRID IP contributes to efforts toward achieving land degradation neutrality.
- UN Framework Convention on Climate Change (UNFCCC): The GRID IP supports countries in meeting their nationally determined contributions by helping reduce emissions associated with deforestation, land degradation, and unsustainable building practices, aligning with the goals of the Paris Agreement.
- CMS: At its 14th Conference of the Parties, the CMS incorporated a range of infrastructure-related decisions guiding Parties to address the impacts of infrastructure on migratory species.
- CBD: The GRID IP helps achieve a wide range of KMGBF's 23 Targets, including 1 (planning), 2 (restoration), 3 (connectivity), 4 (minimizing human-wildlife conflict), 8 (minimizing climate impacts on nature), 11 (ecosystem services), 14 (biodiversity mainstreaming), 15 (private sector's roles), 20 (capacity building), and 21 (access to knowledge). The GRID IP also follows and supports the principles inherent in Target 22 on participation and access to justice and related information, and Target 23 on gender equality and gender-responsive approaches.

The GRID IP Global Platform will support countries around the world in meeting their commitments to these MEAs by providing tools, knowledge products, and capacity building support through TA and information dissemination, on how to best integrate biodiversity into infrastructure planning and development to reduce climate change impacts on ecosystems, enhance ecosystem services, mainstream biodiversity into policies and financial flows, and engage the private sector to both reduce negative impacts and contribute to restoring biodiversity. Further details on several KMGBF Targets follow below.

KMGBF Target 1. Plan and Manage all Areas to Reduce Biodiversity Loss. Through TA and the dissemination of knowledge and best practices, the Global Platform will help countries integrate biodiversity into national infrastructure portfolios. By focusing on institutional change, the

platform supports capacity for ensuring that transportation infrastructure development avoids fragmentation of critical habitats and ecosystems.

KMGBF Target 8. Minimize the Impacts of Climate Change on Biodiversity and Build Resilience.

The GRID IP promotes the implementation of ecosystem-based approaches in infrastructure development, which contributes to both the adaptation to and mitigation of climate change impacts on ecosystems. The GRID Global Platform promotes NbS, such as protection of natural infrastructure and restoration of degraded ecosystems that help sequester carbon and reduce GHG emissions.

KMGBF Target 11. Restore, Maintain, and Enhance Nature's Contributions to People.

The Global Platform includes in its TOC societal impacts at the same level as the environmental ones to highlight the benefits to people derived from nature-positive transportation infrastructure development.

KMGBF Target 14. Integrate Biodiversity in Decision-Making at Every Level.

Through Components 1 and 2, the Global Platform will support CPCs and other countries and institutions around the world through guidance, multi-stakeholder dialogues, and other mechanisms to promote the integration of biodiversity considerations into national policies, regulations, and procurement processes. The Global Platform will engage and support the proposed Infrastructure Sector Biodiversity Mainstreaming Global Community of Practice promoted by the CBD Parties at COP16 to support mainstreaming capacity building. These mainstreaming activities supported by the GRID IP encourage policy coherence and behavior change across institutions.

KMGBF Target 15. Businesses assess, disclose, and reduce Biodiversity-Related Risks and Negative Impacts.

The Global Platform, in Component 2, enhances the accessibility of high-quality data sources to improve the development and monitoring of nature-positive approaches. This data, disseminated through the Knowledge Platform, ensures country projects and businesses globally can assess and report on their biodiversity dependencies and impacts.

D. POLICY REQUIREMENTS

Gender Equality and Women's Empowerment*:

We confirm that gender dimensions relevant to the project have been addressed during Project Preparation as per GEF Policy and are clearly articulated in the Project Description (Section B).

Yes **No**

1) Does the project expect to include any gender-responsive measures to address gender gaps or promote gender equality and women's empowerment?

Yes **No**

If the project expects to include any gender-responsive measures to address gender gaps or promote gender equality and women empowerment, please indicate in which results area(s) the project is expected to contribute to gender equality:

- closing gender gaps in access to and control over natural resources;
- improving women's participation and decision-making; and/or

generating socio-economic benefits or services for women.

2) Does the project's results framework or logical framework include gender-sensitive indicators?

Yes No tbd

Stakeholder Engagement*

We confirm that key stakeholders were consulted during Project Preparation as required per GEF policy, their relevant roles to project outcomes have been clearly articulated in the Project Description (Section B) and that a Stakeholder Engagement Plan has been developed before CEO endorsement.

Yes No

Select what role civil society will play in the project:

Consulted only; Yes No

Member of Advisory Body; Contractor; Yes No

Co-financier; Yes No

Member of project steering committee or equivalent decision-making body; Yes No

Executor or co-executor; Yes No

Other (Please explain) Yes No

Private Sector

Will there be private sector engagement in the project?

Yes No

And if so, has its role been described and justified in section B "project description"?

Yes No

Environmental and Social Safeguards

We confirm that we have provided information regarding environmental and social risks associated with the proposed project or program, including risk screenings/assessments and, if applicable, management plans or other measures to address identified risks and impacts (this information should be presented in the additional annexes document in Annex 4.)

Yes No

Overall Project/Program Risk Classification: Low (Category C)

E. OTHER REQUIREMENTS

Knowledge management*

We confirm that an approach to Knowledge Management and Learning has been clearly described during Project Preparation in the Project Description and that these activities have been budgeted and an anticipated timeline for delivery of relevant outputs has been provided.

Yes No

Socio-economic Benefits

We confirm that the project design has considered socio-economic benefits to be delivered by the project and these have been clearly described in the Project Description and will be monitored and reported on during project implementation (at MTR and TER).

Yes No

ANNEX A: FINANCING TABLES

GEF Financing Table

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
WWF-US	GEF TF	Global	Biodiversity	BD IP Global	1,691,928	152,273	1,884,201
WWF-US	GEF TF	Global	Climate Change	CCM IP Global Platforms	1,076	97	1,173
WWF-US	GEF TF	Global	Land Degradation	LD IP Global Platforms	6,914,335	622,291	7,536,626
Total GEF Resources					8,607,339	774,661	9,382,000

Project Preparation Grant (PPG)

Was a Project Preparation Grant requested? Yes No

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

GEF Agency	Trust Fund	Country / Regional/ Global	Focal Area	Programming of Funds	(in \$)		
					PPG	Agency Fee	Total PPG Funding
WWF-US	GEF TF	Global	Biodiversity	BD IP Global	39,314	3,538	42,852
WWF-US	GEF TF	Global	Climate Change	CCM IP Global Platforms	25	2	27
WWF-US	GEF TF	Global	Land Degradation	LD IP Global Platforms	160,661	14,460	175,121
Total PPG Amount					200,000	18,000	218,000

Focal Area Elements

Programming Directions		(in \$)
------------------------	--	---------

	Trust Fund	GEF Project Financing	Co-financing
Infrastructure IP	GEF TF	8,607,340	7,587,498.51
Total Project Cost		8,607,340	7,587,498.51

Confirmed Co-financing for the project, by name and type

Please include evidence for each co-financing source for this project

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount (\$)
GEF Agency	WWF-US	In-kind	Recurrent	4,402,099
GEF Agency	WWF-US	Grant	Investment Mobilized	3,185,400
Total Co-financing				7,587,498.51

Please describe the investment mobilized portion of the co-financing

WWF-US **investment mobilized** consists of grant funds from USAID for the ALIGN Project; Millennium Challenge Corporation and GIZ for the Nature Based Solutions Manual of Practice project; and The Gordon and Betty Moore Foundation for the Dissemination of Green Road Infrastructure (GRI) Guidelines, Colombia and Regionally, Project.

ANNEX B: ENDORSEMENTS

OFP Letters can be found in the respective country project submissions.

ANNEX C: PROJECT RESULTS FRAMEWORK*

The results framework for the Global Platform is in Annex 3. Annex 3 also includes the Program-Specific Indicators that countries should report to the Global Coordination Unit.

ANNEX D: STATUS OF UTILIZATION OF PROJECT PREPARATION GRANT (PPG)

Provide detailed funding amount of the PPG activities financing status in the table below:

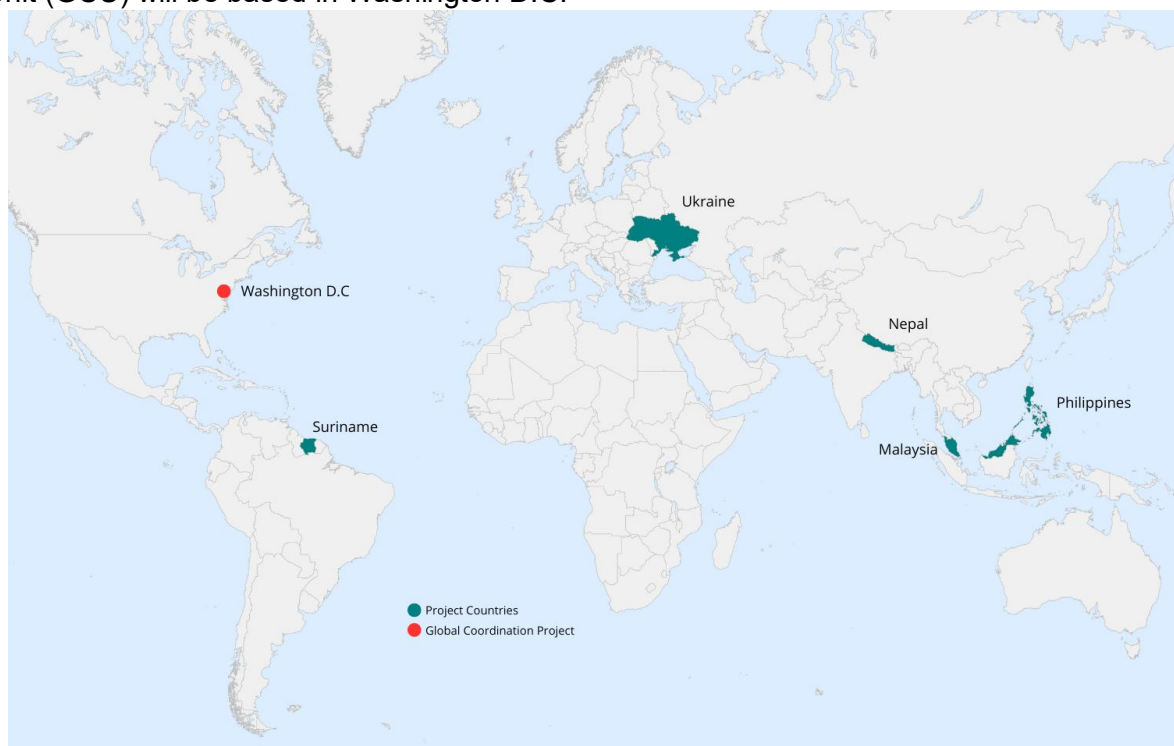
Project Preparation Activities Implemented	GETF/LDCF/SCCF Amount (\$)		
	Budgeted Amount	Amount Spent To date	Amount Committed
Project development, planning, and writing (drafting the CEO Endorsement Request)	156,733	126,729	30,004
Stakeholder engagement (hosting meeting and workshops)	11,440	11,440	0

Development of gender analysis and Action Plan, Stakeholder Engagement Plan, and other plans (results framework and M&E plan, knowledge management strategy)	31,827	31,827	0
Total	200,000	169,996	30,004

ANNEX E: PROJECT MAP AND COORDINATES

Geo Name ID <i>Required field if the location is not an exact site</i>	Location Name <i>Required field</i>	Latitude <i>Required field</i>	Longitude <i>Required field</i>	Location Description <i>Optional text field</i>	Activity Description <i>Optional text field</i>
	WWF Washington, DC	38.905	-77.051	Hosting of the GCU	

The Global Platform works globally and in support of the five CPCs, and its Global Coordination Unit (GCU) will be based in Washington D.C.



ANNEX F: ENVIRONMENTAL AND SOCIAL SAFEGUARDS DOCUMENTS INCLUDING RATING

See Annex 4 for the Safeguards Categorization Memo.

ANNEX G: BUDGET TABLE

See budget table excel (to be uploaded).