ANNUAL PROGRESS REPORT[1]
YEAR 2018

A. BASIC INFORMATION

Project ID / Output ID	00106047 / 00104536	**Reporting Date**:	11/29/2018
Full Title:	Paving the Roads to the SDGs Through Good Local Governance		
Start Date:	12/29/2017	**Completion Date** (and approved extension, if any):	6/21/2019
Total Project Fund (and fund revisions, if any):	USD 7,586,868.39	**Annual Project Fund:** **AWP Budget (2018)**	USD 3,590,518.17
Implementing Partner:	Department of Interior and Local Government (DILG)		
Donor/s:	Philippine Government		
Responsible Parties:	UNDP & DILG		
Project Description	Efficient, resilient, and well-planned road networks ensure that no one is left behind in the drive for inclusive growth. This is why roads are considered as an important foundation for the Sustainable Development Goals (SDGs), and a prerequisite for bringing communities together. At present, only 24.6% of all provincial roads in the Philippines are of acceptable quality. Of the 12,726km of provincial core roads, 57.2% are unpaved and in need of upgrading, while 20.2% are in poor condition and in need of rehabilitation. The situation is similarly dire for the 19,098 km of non-core roads, with 67% needing upgrading and 7% in need of rehabilitation. To address this situation, the Department for the Interior and Local Government (DILG) and the Department of Budget and Management (DBM) jointly launched the **Conditional Matching Grant to Provinces (CMGP)** initiative to improve the quality of the local road network across the country, by providing both financial investment for capital outlay, as well as strengthening the governance processes so that provincial governments are themselves able to effectively plan, design, implement and maintain their road networks. The Program addresses the underinvestment in local roads, and improvement of national-local roads connectivity to increase economic activity and improve public access to facilities and services in the provinces. The Program, however, is not only a road engineering intervention. It is also a governance reform program in local roads management (LRM) and public financial management (PFM). Thus, in partnership with DILG, UNDP has launched the project ***"Paving the Roads to SDGs through Good Local Governance (Roads2SDGs)"*** which aims to provide support to the governance reform and quality assurance components of CMGP through the 'Roads to SDGs' framework. This framework will anchor the prioritization, planning, design, implementation, and maintenance of infrastructure projects to the achievement of the SDGs, incorporating the elements of partnership building, climate change and disaster risk reduction, gender mainstreaming, and citizen participation for transparency and accountability. In this manner, the SDGs provide a framework to strengthen the governance of road projects, which in turn, will positively impact on the achievement of the SDGs.

Target Group	Government, Civil Society Organizations, Peoples Organizations, Marginalized Groups – Rural poor, Indigenous Peoples, Youth, Women, …)

B. INDICATIVE/EMERGING RESULTS OF THE PROJECT and LESSONS LEARNED

B.1 CPD Outcome alignment	1: The most marginalized, vulnerable, and at-risk people and groups benefit from inclusive and quality services and live in a supportive environment wherein their nutrition, food security, and health are ensured/protected.
B.2 CPD Output indicator alignment *[Choose between 1-3 applicable indicators]*	1.1.1 Number of UNDP-assisted LGUs with geographically isolated and disadvantaged (GID) communities having development plans and budgets integrating the SDGs [IRRF 1.1.1.1] 1.2.1 Number of UNDP-assisted NGAs and LGUs implementinbg reforms and innovations for delivery and monitoring of services, public finance management, or public procurement. 1.3.1 Number of individuals and institutions engaged in NGAs and LGUs through UNDP-supported civic engagement mechanisms

CPD 1.1.1. **Number of UNDP-assisted LGUs with geographically isolated and disadvantaged (GID) communities having development plans and budgets integrating the SDGs**

- A **Roads2SDGs Framework** for the implementation of CMGP has been developed, asserting the link between the SDGs and roads management – that the SDGs will enhance road governance, and that good roads will facilitate the attainment of the SDGs.

- All the **78 provinces** (effectively covering 99.4 million of the country's population) covered by Roads2SDGs have already formulated their **Provincial Governance Reforms Roadmaps (PGRRs)**, incorporating therein several SDGs and its corresponding indicators. Of the 78, **68 PGRRs** were already adopted by their respective Sangguniang Panlalawigan, 8 PGRRs were already endorsed by their respective Provincial Development Councils (PDCs), and two (2) were awaiting approval by their PDCs. The Project covers **18 out of the top 20 poorest provinces** in the country.

- The PGRR, being a medium-term local plan for provincial road management, has been enhanced to incorporate/mainstream the SDGs in the understanding and framing of roads management. But there is still much room to further enhance the mainstreaming of the SDGs in the PGRRs.

CPD 1.2.1. **Number of UNDP-assisted NGAs and LGUs implementing reforms and innovations for delivery and monitoring of services, public finance management, or public procurement.**

- **78 provinces** have been assisted by UNDP through the deployment to the regions of Governance and Institutional Development Specialists (GIDS). The GIDS mentored and hand-held all the **78 provincial local government units** in their respective areas of assignment – facilitating the conduct of Provincial Assessment Workshops (PAWs) with the Local Road Management Teams (LRMTs), and hand-holding the LRMTs in the formulation of their respective Provincial Governance Reforms Roadmaps (PGRRs).

- There are **seven (7) governance reforms areas** that are currently being addressed in the PGRRs –

  - **Local Road Management (LRM)** covers four reform areas:
    - a.) Local Road Information Management,
    - b.) Local Road Network Development Plan,
    - c.) Local road Construction and Maintenance, and
    - d.) Local Road Asset Management;

  - **Public Financial Management (PFM)** covers three reform areas:
    - a.) Internal Audit,
    - b.) Budgeting, Revenue Generation and Expenditure Management, and
    - c.) Procurement.

CPD 1.2.1. Number of individuals and institutions engaged in NGAs and LGUs through UNDP-supported mechanisms.

- The Project has engaged the **Department of the Interior and Local Government (DILG)** through the Office for Project Development Services (OPDS), specifically the CMGP Project Management Office and its regional Project Development and Management Units (PDMUs), Regional Coordinators, and other regional and provincial personnel, especially in setting the directions of and exercising oversight on CMGP-Roads2SDGs.

- The Project also heavily engaged with **78 provincial local government units** and their respective **Local Road Management Teams (LRMTs)** – each LRMT is usually composed of 10-20 provincial functionaries and CSO representatives. Effectively, the Project has engaged **at least a thousand stakeholders at the provincial level**.

- The Project has initially engaged with the **Philippine Association of State Universities and Colleges (PASUC)** to tap their network of engineering professors for the quality assurance of select roads projects in Luzon and the Visayas regions. PASUC in turn tapped 24 state universities and colleges for the said QA undertakings. Eventually, some **65 engineers** from state universities have been engaged through PASUC for the pilot testing of QA Manual and tools from mid-July until end of December 2018.

- The Project also invested much effort to provide enabling environment for the formation of **Governance HUBS (Holistic Undertakings Bridging Solutions for Governance)** in all the 16 regions. The G-HUBS are platforms for consortium between and among non-State actors to assist the local government units within their respective areas of coverage/influence. Three (3) G-HUBS orientation workshops were conducted during the 3rd and 4th Quarters of 2018 – attended by a total of **117 individual participants** – 71 pax from CSOs, 1 from PO, 43 pax from the academe, and 2 pax from the private sector (They came from **102 local institutions** – 66 CSOs, 1 PO, 33 academic institutions, and 2 private sector institutions). These undertakings resulted to the institutionalization of **16 G-HUBS** before end of the year 2018.

- As of the end of December 2018, the **16 G-HUBS have been contracted** to assist the Project in the engagement of citizens to promote integrity of roads projects, and to also augment in the mentoring of provincial governments in the implementation of local governance reforms stipulated in their respective PGRRs.

B.3 SP Output Alignment	*Indicate other applicable SP output indicators outside the CPD. See [link] for full list of indicators.*

B.4 Top three key results achieved in 2018

Key Results:
1. Governance Reforms processes. The Project has ushered in the formulation of **Guidelines for the conduct of Provincial Assessment Workshops (PAWs)** and **Guidelines for the Formulation of Provincial Governance Reforms Roadmaps (PGRRs)**. Subsequently, the Project orchestrated a nation-wide process of prompting and hand-holding provincial local government units (PLGUs) through the deployment of Governance and Institutional Development Specialists (GIDS) in the regions, assisting the provinces in their provincial assessment processes and in the crafting of their respective **Provincial Governance Reforms Roadmaps (PGRRs) for 2019-2022**, which already incorporates at least 11 SDG indicators into the seven reform areas identified in the CMGP processes. An **SDG-Roads2SDGs Handbook** which also features the relationship between the SDGs and Roads2SDGs has been published and disseminated to the participants in the PPGRR processes. As of the end of December 2018, **68 PGRRs** out of the 78 provinces have already been adopted by their respective Sangguniang Panlalawigan, while all the other PGRRs from the 10 remaining provinces are just awaiting the SP adoption by January 2019.

2. Quality Assurance. The Project orchestrated the enhancement/formulation of a **Road Projects Quality Assurance Management Manual** and **QA Tools** for common use for CMGP. With the deployment of UNDP-hired Regional Engineers, the Project successfully **conducted and completed quality assurance inspections to all the 318 projects** (2017 CMGP Appropriation) endorsed to and covered by Roads2SDGs. The Project also **trained 243 engineers** on Quality Assurance – engineers from DILG-CMGP PMO, DILG field engineers, engineer-partners from the Philippine Association of State Universities and Colleges (PASUC), engineers-on-call from Mindanao G-HUBS, and UNDP-hired Regional Engineers.

3. Citizen Engagement. The Project is instrumental in providing the enabling environment for the CSOs, the academe, and the private sector to establish local consortium called **G-HUBS (Holistic Undertakings Bridging Solutions to Governance (G-HUBS)**. A total of **102 local institutions** – 66 CSOs, 1 PO, 33 academic institutions, and two (2) private sector organizations have been given orientation on the G-HUBS as a consortium and platform for jointly engaging with LGUs. By end of December 2018, a total of **16 local consortia** among non-state stakeholders in local governance have been institutionalized as G-HUBS through signed Memoranda of Understanding (MOU) between and among participating local non-state institutions. Some of these institutions already participated in the processes for the formulation of the PGRRs in their respective provinces of influence.

B.5 Lessons learned and ways forward

1. The design of CMGP, in itself, is a bold step in advancing governance reforms:
   a. The downloading of funds to PLGUs for implementing provincial roads is most appropriate and the best alternative to similarly identified funds lodged in "pork barrels" of legislators. It is also a recognition of the insufficiency of PLGU budgets to effectively address the challenges of the existing state of provincial road infrastructure. It also demonstrates the responsiveness of concerned NGAs (DILG and DBM) to the fiscal disparities in the distribution of funds for local road infrastructure.
   b. The setting up of parameters/criteria for allocation of funds based on peculiar needs and PLGU performance, is a good strategy for advancing governance reforms. This incentivization mechanism results to both "push-from-below" and "pull-from-above" drivers for the PLGU reforms.

2. Inasmuch as the seven (7) reform areas are already defined, the attempt for incorporation and eventual mainstreaming of the Sustainable Development goals (SDGs) into the reforms agenda has been very challenging. Many things still need to be done to further enhance the SDG mainstreaming into road governance in general and CMGP programming in particular.

3. The engagement of academe-based engineers was heavily challenged by conflicting schedules in the universities, among others. Yet, the field exposures of academe-based engineers for the quality assurance aspect of the Project became avenues that put to test theoretical concepts and had provided these academe-based engineers more enriching practical lessons from the field.

4. The Project has provided avenues for discussions between and among CSOs/POs, academe, and the private sector, for them to jointly realize their potentials as powerhouses for supporting local government units. The Project was deliberate on not being prescriptive, but merely provided them enabling environment until the involved institutions decided to enlist and join in the G-HUBS consortia in their respective regions. The process may be time-consuming, but necessary for inculcating local and mutual ownership of the processes in the establishment of the consortium.

C. TECHNICAL ACCOMPLISHMENTS

- *Evidence-based reporting – include relevant reports/publications and/or photo-documentation (description, date, location) as an annex.*
- *Quarterly financial performance is reported in the FACE Form. Please ensure consistency of technical accomplishments with the submitted Quarter FACE form and the AWP.*
- *Interim annual financial performance data is reported in the APR.*

EXPECTED OUTPUTS

Output 1. *16 Governance HUBS Strengthened to Provide Continuous Technical Support to Provincial Governments, Citizens, and DILG in the Implementation of CMGP*

OUTPUT NARRATIVE

Orientation of local institutions on GHUBS had been conducted in all regions through the three island clusters orientation-workshops – paving the platform for local non-state actors to enlist and be part of GHUBS. Draft regional action plans were prepared by the participating institutions themselves.

Sixteen (16) GHUBS have taken shape and are institutionalized by and between participating local institutions in the region. Local experts as potential mentors and/or citizen mobilizers have already been initially identified by the GHUBS.

GHUBS engineers in Mindanao and governance mentors from GHUBS (from Luzon, Visayas, and Mindanao) have already been trained on the PGRR processes.

As of end of December 2018, the fund managers of all these 16 non-state local institution consortiums or GHUBS have already been contracted by the Project for its complementation work on citizen engagement, CapDev interventions and governance mentoring, eventually on identified priority reform areas and roads QA.

Project Output Indicator/s[2]	Baseline		Annual Result[3]	Annual Target (Annual)	Cumulative Result (from Start Year) Start year: 2017	Cumulative Target (from Start Year) Start year: 2017	End-of-Project Target End year: 2019
1.1 Extent to which non-state local institutions are able to establish a consortium to provide support to local governments on Roads QA, governance reform, and citizen engagement	2018	No consortiums established	12	12	16	12	16
1.2 Number of provinces provided with technical support from Governance HUBS on Quality Assurance and Governance Reform	2017	0	0 (G-HUBS institutionalization ongoing)	0	0 (G-HUBS institutionalization ongoing)	0	78
1.3 Number of citizens trained by Governance HUBS to conduct citizen monitoring for Roads	2017	0	0 (G-HUBS institutionalization ongoing)	0	0 (G-HUBS institutionalization ongoing)	0	200

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[2] Please ensure consistency with ProDoc and AWP indicators.

[3] Use traffic light to indicate progress vis-à-vis annual output targets in AWP: Green (Completed), Yellow (Ongoing), Red (Delayed/Not started). Data provided can be qualitative or quantitative based on the nature of the output indicator [UNDP PHL CO Data Clean-up Guidelines].

Activity/Sub-Activity Description	Physical Performance			Financial Performance				REMARKS
	Activity Target[4]	Accomplishment for the Year	Status of Activity[5]	Planned Budget	Donor and Budget Code	Expenditure *Expense + commitment + advances*	Delivery Rate *(cumulative expenditure/ planned budget) *100*	• *Explain if expenditure and budget deviation exceeds 10%* • *Mention bottlenecks and plans to address them* • *Explain why activity indicator targets were not met*
Planned Activity 1.1 Preparation and signing of MOA/contract with 16 Governance HUBS to provide technical assistance in regard to capacity building and quality assurance of CMGP	1.1.1 Pre-GHUBS engagement (Orientation-Workshops; Formation of GHUBS)	Orientation-workshops for GHUBS have been conducted in three batches – one per island cluster.	*GREEN: Completed*	$389,360.73	195/30071	$389,360.73	100%	Orientation-workshops for GHUBS have been conducted in three batches – one per island cluster. Inasmuch as the process for negotiating and forging MOAs with G-HUBS had taken substantial time, and in view of DILG's concerns to urgently deploy the QA experts on the ground, UNDP engaged PASUC in select provinces in Luzon and Visasyas areas to provide experts-on-call for quality assurance for roads infrastructure
	1.1.2 Contract with Governance HUBS and UNDP	Contracts with the designated fund managers of the 16 G-HUBS have been signed and issued before the end of December 2018.						Contracts with the designated fund managers of the 16 G-HUBS have been signed and issued before the end of December 2018. Bottlenecks: • The changes of advisories on the modality to use in engaging the GHUBS (from MCGA to RPA to Institutional Contracting) had been confusing and time consuming. • In responding to solicitations for proposals, some GHUBS were not able to submit through e-tendering because of slow internet connections which technologically challenged the CSOs. Thus, solicitations for proposals were re-advertised on several cycles. Mitigation: • Constant follow-ups were made with designated Fund Managers to monitor submissions. • Special arrangements were also made with Procurement to allow email submissions for those Fund Managers having difficulty in navigating the e-tendering sites of UNDP.

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[4] Specify units, e.g., number of trainings, number of participants, number of representations, etc.

[5] Use traffic light to indicate progress vis-à-vis timelines assigned for planned activities.

Planned Activity 1.2 **Orientation for GHUBS and other stakeholders and support the development of professional roster of experts and coordination mechanisms**	1.2.1 Orientation-training-workshops on PGRR, QA & citizen engagement (PGRR training, provincial champions, QA)	Several batches of Orientation-workshops for G-HUBS conducted						This was achieved through the successful conduct of several batches of Orientation-workshops with G-HUBS/CSOs on the PGRR, Quality Assurance, and Citizen Engagement.
Planned Activity 1.3 **Business model developed to establish long term sustainability of the HUBS**	1.3.1 Formulation of framework for the development of business model for GHUBS 1.3.2 GHUBS Orientation workshop on the framework of business model; drafting of individual GHUBS sustainability business plans 1.3.3 Finalization/Institutionalization of individual GHUBS sustainability business plan	This is yet a deliverable identified for early 2019. But TOR for the hiring of an expert to prepare/develop the frameworks for GHUBS sustainability has been prepared.						This is yet a deliverable identified for early 2019. But TOR for the hiring of an expert to prepare/develop the frameworks for GHUBS sustainability has been prepared. Further, it was found more appropriate to conduct this Workshop only after the completion of the on-going G-HUBS Assessment, so that the appropriate sustainability models to be crafted will be responsive to the current situation of the G-HUBS.

EXPECTED OUTPUTS

Output 2. *Capacity of Provincial Governments and DILG Built to Plan, Design, Implement, and Maintain Quality Roads Networks through Effective Governance Processes*

OUTPUT NARRATIVE

The Project was able to facilitate the crafting of **Guidelines for the multi-sectoral Provincial Assessment** and the **Guidelines for the Formulation of the Provincial Governance Reforms Roadmaps (PGRRs)** towards the end of the 2nd quarter. Experienced consultants from PRMF were called in for a workshop and the guidelines were formulated.

Despite the challenges, **provincial assessments in all the 78 provinces** were successfully conducted, with the participation of local civil society organizations, through the deployment of the 15 Governance and Institutional Development Specialists in the regions.

The provincial Local Road Management Teams (LRMs) of all the 78 provinces covered by the Project went through the **PGRR formulation workshops** clustered in **twelve batches**. Before the end of December 2018, **all 78 provinces mustered to formulate their respective PGRRs** – 68 PGRRs out of 78 got officially adopted by their respective Sangguniang Panlalawigan; eight (8) PGRRs of the remaining ten (10) provinces are just awaiting SP adoption upon the resumption of sessions of their Sangguniang Panlalawigan in January 2019; only two (2) are awaiting endorsement by their Provincial Development Councils (PDCs).

The Project also ushered in the enhancement of a **Roads Quality Assurance Manual** by convening a workshop with seasoned roads engineers, roads QA experts, representatives from the academe, and civil society organizations (CSOs). The enhanced Manual was pilot-tested in select provinces and has been used to train **243 QA engineers** from DILG, UNDP, PASUC and the G-HUBS. The experience in the pilot testing informed the further rehashing of the Manual to its current finalized version prior to publication by 1st Quarter 2019.

Project Output Indicator/s[6]		Baseline	Annual Result[7]	Annual Target (Annual)	Cumulative Result (from Start Year)	Cumulative Target (from Start Year)	End-of-Project Target
					Start year: 2017	Start year: 2018	End year: 2019
2.1 Number of Provincial Governance Reforms Roadmaps (PGRR) formulated	2017	0	78 formulated (68 SP-adopted)	50	78 formulated (68 SP-adopted)	50	78
2.2 Percent of 2017 provincial road projects with quality assurance assessments and recommendations	2017	0%	100% 318 projects QA-assessed with recommendations	100%	100% 318 projects QA-assessed with recommendations	100%	100%
2.3 Percent of provincial governments with established QA units	2017	30%	40 %	30%	40 %	30%	80%
2.4 Percent of ROs and PLGUs that utilize electronic systems for quality assurance reporting and governance reform for provincial road projects	2017	0%	0 % (firm to develop electronic systems already contracted)	0	0 % (firm to develop electronic systems already contracted)	0	90%

2.5 Percent of PLGUs and DILG functionaries that received training on modules and systems from GHUBS mentors and UNDP deployed experts	2018	0%	90% on PGRR 90% on QA	0%	90% on PGRR 90% on QA	0%	95% on QA 50% (on 5 new modules to be developed)
2.6 Number of provinces coached and mentored on roads Quality Assurance and governance reforms	2018	0%	78	50	78	50	78
2.7 Percent of PGRRs with Sustainable Development Goals Indicator alignment	2018	0%	70%	50%	70%	50%	90%

Activity/Sub-Activity Description	Physical Performance			Financial Performance				REMARKS
	Activity Target[8]	Accomplishment for the Year	Status of Activity[9]	Planned Budget	Donor and Budget Code	Expenditure *Expense + commitment + advances*	Delivery Rate *(cumulative expenditure/ planned budget) *100*	• *Explain if expenditure and budget deviation exceeds 10%* • *Mention bottlenecks and plans to address them* • *Explain why activity indicator targets were not met*
2.1 Formulation of PGRRs	2.1.1 Governance specialists as mentors to provincial governments in the formulation of the PGRR deployed	Fourteen (14) Governance and Institutional Development Specialists (GIDS) were deployed to 16 regions		$838,921.00	195/30071	$838,921.00	100%	The approval process of PGRRs for some PLGUs are challenged by local political dynamics, as the election season is already in the offing.
	2.1.2 Workshops on the formulation of PGRR conducted	Twelve (12) clustered workshops on the PGRR formulation were conducted						
	2.1.3 PGRRs of 78 provinces approved	78 PGRRs formulated – 68 PGRRs adopted by SP; 8 PGRRs						

		waiting SP action; 2 PGRRs for endorsement by PDCs						
	2.1.4 Multi-stakeholder's conference on PGRR	A PGRR Analytics Workshop is scheduled 1st week of December in lieu of multi-stakeholder's conference						
2.2 Road Quality Assurance Management	2.2.1 QA Manual enhanced	The enhanced QA Manual was pilot-tested, rehashed, finalized, and due for publication by 1st Quarter 2019		$1,175,518.69	195/30071	$1,175,518.69	100%	The enhanced QA Manual has already been finalized and shall be due for publication by 1st Quarter 2019.
	2.2.2 QA Engineers trained	243 QA Engineers trained						
	2.2.3 Actual QA conducted	QA inspections were conducted in 318 projects						
	2.2.4 Capacity of provincial governments in QA enhanced	Enhanced consciousness on QA among PEO functionaries						
2.3 Modules and software development	2.3.1 Project management, procurement, monitoring, reporting platform, and	Institutional contractor for the development of IPMS contracted		$532,287.91	195/30071	$532,287.91	100%	Ongoing (Fund encumbered)

	asset management platform manual enhanced and developed							
2.4 Technology support for effective implementation of road governance processes	2.4.1 Technological capacities of DILG Regional Offices and select PLGUs augmented	Initial technology support for ROs and PLGUs identified		$239,618.42	195/30071	$239,618.42	100%	Ongoing (For Delivery)
2.5 Conduct of TOT for 16 G-HUBS to be able to roll out capacity building activities to provinces, and regional DILG offices	2.5.1 TOT conducted	Initial TOT with identified G-HUBS mentors was conducted in October 2018						Initial TOT with identified G-HUBS mentors was conducted in October 2018.

More TOTs will be conducted in 2019 for identified priority CapDevs and after new modules are developed. |
| **2.6 Continuous coaching and mentoring of 78 provinces on roads Quality Assurance and governance reforms** | 2.6.1 Coaching and mentoring for provincial PLGUs conducted | Coaching/ mentoring of 78 PLGUs on PGRR formulation done | | | | | | The roll out and funding of other CapDev for PLGUs is programmed starting 1st quarter of 2019, after prioritized CapDev interventions have been sorted out. |
| | 2.6.2 Follow-up training for QA Engineers conducted | QA Trainings for 243 QA Engineers (DILG, UNDP, PASUC) conducted | | | | | | Completed in 2018 is the training of DILG PMO, Regional, and Provincial Engineers...

More trainings for QA Engineers are scheduled starting 2nd Quarter 2019 |
| **2.7 Localizing SDGs in governance process** | 2.7.1 Roads2SDGs data laboratory established

2.7.2 Roads2SDGs tool and dashboard established | Discussions on SDG Localization and Baselining Dashboard has been ongoing for the eventual drafting of TOR. | | | | | | TOR has been developed;

Initial discussions with the resource persons for Roads2SDGs localization baseline tool is ongoing. The tool will be presented during the TOT on SDG Localization.

Implementation is deferred to 1st-2nd Quarter of 2019

(2019 Funding) |

2.7.3 TOT for SDG localization conducted				

EXPECTED OUTPUTS

Output 3.   *Citizens Organized to Instill Transparency and Accountability in the Implementation of Road Projects in 78 Provinces*

OUTPUT NARRATIVE

Conduct of the stakeholder mapping is ongoing.

Several discussions to define the parameters of DevLive and related electronic platforms for CMGP-Roads2SDGs were conducted.

Project Output Indicator/s[10]	Baseline		Annual Result[11]	Annual Target (Annual)	Cumulative Result (from Start Year) Start year: 2017	Cumulative Target (from Start Year) Start year: 2017	End-of-Project Target End year: 2019
3.1 Number of citizen volunteers using ROADS module of DevLive (citizen feedback platform) to monitor the implementation of provincial road projects	2017	0	0	0	0	0	200
3.2 Percent of provincial road projects monitored by citizen volunteers	2017	0%	0%	50%	0%	50%	100%

	Physical Performance			Financial Performance				REMARKS
Activity/Sub-Activity Description	Activity Target[12]	Accomplishment for the Year	Status of Activity[13]	Planned Budget	Donor and Budget Code	Expenditure *Expense + commitment + advances*	Delivery Rate *(cumulative expenditure / planned budget) *100*	• *Explain if expenditure and budget deviation exceeds 10%* • *Mention bottlenecks and plans to address them* • *Explain why activity indicator targets were not met*
3.1 Development of CMGP module for DevLive (citizen feedback platform)	3.1.1 CMGP module for DevLive developed 3.1.2 TOT on DevLive	The generic module for DevLive is already up and running and could be used for gathering initial feedback from citizens						On-going until 1st Quarter 2019 (2019 Funding)

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[10] Please ensure consistency with ProDoc and AWP indicators.

3.2 Roll-out of DevLive for CMGP capacity building modules developed and design citizen feedback platform	3.2.1 Training of citizens for use of DevLive for CMGP conducted 3.2.2 DevLive for CMGP rolled-out						Scheduled to latter part of 1st Quarter 2019 (2019 Funding)
3.3 Mentoring of citizens organisations	3.3.1 Citizens organizations trained by GHUBS						Targeted for 2019
3.4 Monitoring activities carried out	3.3.1 Monitoring reports from citizens generated						Targeted for 2019
3.5 Feedback and policy forums	3.4.1 Citizens engagement forum conducted 3.4.2 Policy forums conducted						Targeted for 2019

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[11] Use traffic light to indicate progress vis-à-vis annual output targets in AWP: Green (Completed), Yellow (Ongoing), Red (Delayed/Not started). Data provided can be qualitative or quantitative based on the nature of the output indicator [UNDP PHL CO Data Clean-up Guidelines].

[12] Specify units, e.g., number of trainings, number of participants, number of representations, etc.

[13] Use traffic light to indicate progress vis-à-vis timelines assigned for planned activities.

D. PARTNERSHIPS

Name of Partners	Type	Description of partnership and how it has contributed to project results or sustainability
Department of the Interior and Local Government (DILG)	Government agency	Partner and fund source, covered by a GCS Agreement. DILG is also a partner/co-implementer on the ground, as all activities and interventions with PLGUs are coursed through DILG regional PDMUs/RCs. Several DILG functionaries and field personnel are also participant-recipients of trainings/workshops conducted under the Project.
Provincial Local Government Units (78 provinces)	Local Government Unit	Partner-clients. PLGUs are participant-beneficiaries of CapDev trainings and at the same time partners in the crafting of their PGRRs and in the eventual roll-out of governance reform interventions under the Project.
Philippine Association of State Universities and Colleges, Inc. (PASUC)	Civil Society Organization	Engaged through an MCGA. Pilot-tested Roads QA Manual and QA Tools in selected 20 provinces in Luzon and Visayas. Some experience of PASUC on the ground were considered to inform subsequent implementation strategies for CMGP/Roads2SDGs
16 G-HUBS – consortia of CSOs/POs, academe, and the private sector	Other	Engaged through institutional contracting. The G-HUBS as a consortium is in itself a design to ensure sustainability of involving non-state actors, initially in the Project and road governance, and eventually in institutionalizing support of non-state actors in other LGU undertakings.

Was South-South and Triangular Cooperation promoted and utilized through the project?	☒ Yes ☐ No
If yes, briefly explain how. List down countries engaged.	[The partnership between the DILG and Seoul Metropolitan Government (facilitated by UNDP-Philippines and Seoul Policy Center) on Clean Construction System boosted DILG's resolve to push for the development of online IPMS in the CMGP-Roads2SDGs. Follow through South-South cooperation undertakings is being considered for 3rd Quarter 2019.]

E. INFORMATION, COMMUNICATION, EDUCATION, AND KNOWLEDGE MANAGEMENT

IEC/Knowledge Product Produced in 2018	Type	Date Published/Produced	Target audience	Link (if available)
Enhanced Manual for Roads Quality Management for LGUs – finalized, but not yet published	Handbook	**Developed/finalized in 2018; for printing in 1st Q 2019**	Engineers	For printing – 1st Quarter 2019 *(e-copy to be uploaded through shared drive)*
Quality Assurance Audit Tools – finalized, but not yet published	Evaluation report	**Developed/finalized in 2018; for printing in 1st Q 2019**	Engineers	*(e-copy to be uploaded through shared drive)*
Guidelines for the conduct of Provincial Assessment Workshops to define current state of the province – finalized, but not yet published	Other Guidelines	**July 2018**	Governance Mentors/Coaches PLGUs DILG Functionaries	*(e-copy to be uploaded through shared drive)*
Guidelines for the conduct of workshops for the Formulation of the Provincial	Other Guidelines	**July 2018**	Governance Mentors/Coaches PLGUs	*(e-copy to be uploaded through shared drive)*

Governance Reforms Roadmaps (PGRRs) – finalized, but not yet published			DILG Functionaries	
The Sustainable Development Goals (SDGs) and the Roads2SDGs Handbook – published in July 2018; 2nd Edition in December 2018	Handbook Guidelines	**July 2018**	Government (NGAs/LGUs) Civil Society Organizations Citizens/Communities	*(e-copy to be uploaded through shared drive)*
Provincial Assessment Reports of 78 provinces	Evaluation report	**August 2018**	Provincial LGU stakeholders DILG Functionaries Communities	*78 PAW reports (to be linked through shared drive)*
SP-approved/PDC-endorsed PGRRs of 78 provinces	Other Plan	**December 2018**	Provincial LGU stakeholders DILG Functionaries Communities	*78 PGRRs (to be linked through shared drive)*

Was the project cited/quoted/featured in media reports/articles? *If yes, please provide link to article/video.*	

F. ACTIONS TAKEN REGARDING AUDIT AND/OR SPOT CHECK FINDINGS

Audit/Spot Check Recommendation/s	Action Taken	Responsible Person	Implementation Date
No audit/spot check conducted yet			*Click here to enter date.*
			Click here to enter date.

G. RISK LOG UPDATE

No.	Description	Date Identified	Type	Status	Countermeasures/Management Response *(What actions have been taken/will be taken to counter this risk)*
1	Mindanao State University (MSU) in Marawi City volunteered to be the fund manager for the G-HUBS in ARMM. But it came out from deliberations that it won't be an ideal set up due to the complexities of internal processes and the situation in area.	August 2018	Organizational	Resolved	A series of consultations/dialogues were conducted with both MARADECA and MSU (only MSU and Maradeca initially enlisted for the GHUBS in ARMM).
2	There were challenges to the QA services rendered by the PASUC due to limited time to properly conduct the QA activities as most of the engineers they deployed are university professors, and	August 2018	Operational	Resolved	Feedback have been conveyed to PASUC for appropriate action. The Project hired and deployed more experienced QA Filed Engineers (ICs) for the remaining road projects that need QA.

	as some of them do not have the actual experience in roads construction.				
3	Delay in the formal engagement with GHUBS due to several shifts in the advised modality for the engagement – from MCGA to RPA to Institutional Contracting	July-October 2018	Operational	Resolved	Proceeded with Institutional Contracting wherein guidelines and templates were shared to the target CSO partners to facilitate faster submission of requirements

H. MONITORING & EVALUATION

Total Spent on Monitoring in Reporting Year *Guidance: Costs associated with UNDP/project staff, consultants, project partners, supporting national statistical systems in designing project specific data collection methodologies (qualitative and quantitative), monitoring methods including stakeholder surveys and other qualitative methods, collection of data, analysis and dissemination of the findings to inform a project, either with project partners or to fulfill specific UNDP/project requirements (preferably the former).*	*Enter amount*	Total spent on Decentralized Evaluations in Reporting Year (Mid Term / Final) *Guidance: Costs associated in designing, implementing and disseminating evaluations for specific projects*	*Enter amount*
Is the project's M&E Plan being adequately implemented? Are progress data against indicators in the project's RRF being reported regularly using credible data sources and collected according to the frequency stated in the M&E Plan?		☐ Yes ☒ No	

I. QUALITY OF RESULTS

Sustainability: *Do the benefits of the achieved results have potential to last? What does the project plan to do to ensure sustainability?*	[The strategy of prodding the SP adoption of the PGRRs ensures the institutionalization and sustainability of roadmaps. Partnership with several institutions and the establishment of G-HUBS are among sustainability mechanisms for the Project. Development of systems (mostly electronic and web-based) is ongoing. Publication of several manuals already developed and other knowledge products is ongoing.]
National Capacity: *Did the project help strengthen national institutions?*	[The Project has helped the DILG in tapping experts to review, enhance, and finalize the Quality Assurance Manual for Local Roads Construction Management. The Project also produced Guidelines for the conduct of Provincial Assessment and Guidelines for the Formulation of Provincial Governance Reforms Roadmaps (PGRRs).

	Further, the Project facilitated the deployment of experts and mentors for the hand-holding of PLGUs and LRMTs in the crafting of their PGRRs, and for the conduct of quality assurance inspections in the field.]
Civic Engagement: *Please select the type of civic engagement promoted* [*Select all applicable*]	☒ Civic engagement in policy and legislative processes ☒ Civic engagement to promote accountability of state institutions ☒ Civic engagement for service delivery ☒ Civic engagement for advocacy and/or to raise awareness and promote social norm/behaviour change
Youth Opportunities: *How did the project support youth in contributing to sustainable human development and peace?* [*Select all applicable*]	☐ Supported youth civic engagement and political participation ☐ Supported youth economic empowerment ☐ Supported youth as agents for community resilience and peacebuilding ☒ Supported the involvement of young people as partners in SDG implementation, monitoring and accountability *(upcoming for 2019)*

J. INNOVATION

Were innovation initiatives implemented in the project?

What innovative methods were applied or tested?	☐ Alternative Finance (including Social Impact Investment/Pay for Success) ☐ Behavioural Insights ☐ Blockchain ☐ Challenge Prizes ☐ Crowdsourcing ☐ Crowdfunding ☒ **Foresight** ☐ Games for Social Good ☐ Hackathon ☐ Human-Centered Design	☐ Innovation Camp ☐ Innovation Lab ☐ Micronarratives ☒ **Mobile-Based Feedback Mechanism** ☐ Positive Deviance ☐ New and Emerging Data (including Big Data) ☐ Randomized Controlled-Trial/Parallel Testing ☒ **Real-Time Monitoring** ☐ Remote Sensing/Unmanned Aerial Vehicles (UAVs) ☐ Other (please specify)

K. MAINSTREAMING GENDER EQUALITY

Incorporation of gender perspectives in various outputs and activities by giving emphasis on gender-sensitive concerns especially in leadership roles, decision-making processes, capacity-building and protection of women, including the children and elderly

UNDP Gender Marker [link]	GEN2

ANNEX

L. SAMPLE RISK LOG UPDATE

#	Issue Log	Risk Category	Likelihood	Impact	Proposed Mitigation Measure	Proposed Risk Response
1.	(list/cluster)	(choose from list)	(1-5)	(1-5, comment)	(list)	(terminate, transfer, mitigate, tolerate)
2.						

M. Reference: Types of Risks[15]

Environmental	Financial	Organizational	Political	Operational	Regulatory	Strategic	Other
Natural Disasters: storms, flooding, earthquakes	EXTERNAL economic factors: interest rates, exchange rate fluctuation, inflation	Institutional Arrangements	Corruption	Complex Design (size: larger/multi-country project; technical complexity; innovativeness, multiple funding sources)	New unexpected regulations, policies	Partnerships failing to deliver	Other risks that do not fit in any of the other categories
Pollution incidents	INTERNAL:	Institutional/ Execution Capacity	Government Commitment	Project Management	Critical policies or legislation fails to pass or progress in the legislative process	Strategic Vision, Planning and Communication	Might refer to socioeconomic factors such as: population pressures; encroachment – illegal invasions; poaching/illegal hunting or fishing
Social and Cultural	Co-financing difficulties	Implementation arrangements	Political Will	Human Error/Incompetence		Leadership and Management	
Security/Safety	Use of financing mechanisms	Country Office Capacity (specific elements limiting CO capacity)	Political Instability	Infrastructure Failure		Programme Alignment	
Economic	Funding (Financial Resources)	Governance	Change in Government	Safety being compromised		Competition	

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[15] UNDP Programme and Operations Policies and Procedures (POPP)

1. **Classification of Gender responsiveness**[14]

Classification of gender-responsiveness: **B** Project Implementation, Management, Monitoring and Evaluation (PIMME)	**A:** Project is **gender-responsive** (15.0-20.0)
	B: Project is gender-sensitive (8.0-14.9)
	C: Project has **promising** GAD prospects (4.0-7.9)
	D: Gender and development (GAD) is **invisible** in the proposed project (0-3.9)

2. **Qualitative description**

- **In Governance Mechanisms**
  - While there is relatively balanced representation in the composition of the Technical Working Group for the DILG-UNDP Partnership, the DILG-OPDS-CMGP is notably led by empowered women – i.e., the Director of OPDS, the PM for CMGP, the CMGP Head for Governance Team, among others.

- **In Capacity Building and Policy, Planning and Programming**
  - Ten out of fourteen (10 of 14) Governance and Institutional Development Specialists (GIDS) deployed by UNDP to mentor and hand-hold PLGUs and the LRMTs are women. This is, however, offset by the number QA experts to the regions – only one among the sixteen Regional Engineers deployed by UNDP is a woman.
  - Majority of the members of the Local Road Management Teams (LRMTs) across the 78 provinces being covered by the Project are women.

- **Women's Empowerment Key Results**
  There is increasing appreciation on the value of gender sensitivity in road governance, especially on the impact of the design of roads and pedestrian sidewalks, among others, to women, children and marginalized sectors.

3. **Gender issues**

No	Gender issues identified	How the project is addressing identified gender issues
1		
2		

4. **Disaggregation of data of Beneficiaries/Participants of Activities conducted under the Project**

Project Activities	Number of beneficiaries/participants	Gender disaggregation	Remarks (if any)
Trainings/Consultations/Workshops/ Surveys			

Submitted by: **CLETO BRAVO GALES JR.**   Date: _____
                          Project Manager, Roads2SDGs

Noted by: **EMMANUEL E. BUENDIA, D.P.A.**   Date: _____
                  Team Leader, UNDP-DG

[14] Scoring based on Box 16 and 17 of the Harmonized Gender and Development Guidelines on Project Development, Implementation, Monitoring, and Evaluation, 2nd ed. (download here).

	Reserve Adequacy	Culture, Code of Conduct and Ethics	Armed Conflict and Instability	Poor monitoring and evaluation		Stakeholder Relations	
	Currency	Accountability and Compensation	Adverse Public opinion/media intervention	Delivery		Reputation	
	Receivables	Succession Planning and Talent Management		Programme Management		UN Coordination	
	Accounting/Financial Reporting	Human resources Processes and Procedures		Process Efficiency		UN Reform	
	Budget Allocation and Management			Internal Controls			
	Cash Management/Reconciliation			Internal and External Fraud			
	Pricing/Cost Recovery			Compliance and Legal			
				Procurement			
				Technology			
				Physical Assets			

Roads2SDGs Project Implementation Photos

Road Quality Assessment (Coring Test)

Review of technical documents at Pampanga

GHUBS Orientation at Clark

Presidents of State Universities during the MOU signing

Participants during the QA training for PASUC

Participants participating in an exercise for monitoring and evaluation during the PGRR formulation workshop