



Empowered lives.
Resilient nations.

QUARTER PROGRESS REPORT¹ QUARTER 2 | YEAR 2019

A. BASIC INFORMATION

Project ID / Output ID	106047 / 104536	Reporting Date:	4/10/2019
Full Title:	Paving the Roads to SDGs through Good Local Governance		
Start Date:	12/29/2017	Completion Date (and approved extension, if any):	6/30/2020
Total Project Fund (and fund revisions, if any):	USD 7,437,333	Annual Project Fund: AWP Budget (2019)	USD 3,776,411
Implementing Partner:	UNDP		
Donor/s:	Government of the Philippines thru DILG		
Responsible Parties:	UNDP & DILG		
Project Description	<p>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.</p> <p>As of 2016, 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.</p> <p>To address this situation, the Department of the Interior and Local Government (DILG) and the Department of Budget and Management (DBM) jointly launched the Conditional Matching Grant to Provinces (CMGP). By providing the provinces with financial investment for capital outlay, the Program addresses the under-investment in local roads—improve national local road connectivity, increase economic activity and improve public access to facilities and services in the provinces. Moreover, the Program also supports governance reforms, quality assurance and the strengthening of governance processes, specifically in the aspects of local roads management (LRM) and public financial management (PFM), among others.</p> <p>In partnership with DILG, the United Nations Development Programme (UNDP) has launched Project “Paving the Roads to SDGs through Good Local Governance” (Roads2SDGs) to provide support to quality assurance and the governance reform components of CMGP through the ‘Roads to SDGs’ framework.</p> <p>The Roads2SDGs Framework is anchored on two complementing foundational precepts—the SDGs are potent to inform and enhance road governance; and good roads governance positively ushers in the attainment of SDGs.</p>		

¹ UNDP CO Template for project Annual Progress Reporting; Updated: September 2018.
Deadlines: Draft APR due November 30th and Final APR due January 6th of the following year.

	Eventually, the Roads2SDGs will inform and enhance the prioritization planning, design, implementation, and maintenance of road 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, among others.
Target Group	Government, Civil Society Organizations, Academe, Peoples Organizations, Contractors/Business Sector, Marginalized Groups – Rural poor, Indigenous Peoples, Children, Youth, Women, Farmers

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 <i>[Choose between 1-3 applicable indicators]</i>	<p>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]</p> <p>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.</p> <p>1.3.1 Number of individuals and institutions engaged in NGAs and LGUs through UNDP-supported civic engagement mechanisms</p>
<p>CPD 1.1.1. Number of UNDP-assisted LGUs with geographically isolated and disadvantaged (GID) communities having development plans and budgets integrating the SDGs</p> <ul style="list-style-type: none"> • 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, 76 PGRRs were already adopted by their respective <u>Sangguniang Panlalawigan</u>, 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. • Sixteen (16) provinces are now being piloted for SDG Localization (at least one pilot province per region) – aligning their provincial Results Matrices with the PDP and the 62 provincially disaggregated indicators identified by the NEDA and the PSA, plus the roads-related SDG indicators. 	

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 provincial LGUs** covered by the CMGP 2017 project have been assisted by UNDP in mapping out their reforms and innovations for delivery and monitoring of services, public finance management, or public procurement thru the crafting of their respective Provincial Governance Reform Roadmap (PGRR) for 2018 – 2022.
- **Several NGAs** – the **Department of the Interior and Local Government (DILG)**, the **Commission on Audit (COA)**, the **Department of Budget and Management (DBM)**, the **Department of Public Works and Highways (DPWH)** – were convened and engaged in the formulation of the Local Roads Asset Management Manual (LRAM), together with a few pilot provinces.
- The **Government Procurement Policy Board (GPPB)** has also been engaged to inform and give guidance to DILG-UNDP Partnership on the formulation of the Guidelines for the Roads Procurement Manual for the provinces.
- **Sixteen (16) provinces** are now being piloted for SDG Localization (at least one pilot province per region) – aligning their provincial Results Matrices with the PDP and the 62 provincially disaggregated indicators identified by the NEDA and the PSA, plus the roads-related SDG indicators.

CPD 1.3.1. Number of individuals and institutions engaged in NGAs and LGUs through UNDP-supported mechanisms.

- The Project is closely and constantly engaging with 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 is also heavily engaging 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 is currently engaging a Firm for the development of the **Infrastructure Project Management System (IPMS) for LGUs**, together with the enhancement and integration of DILG's SubayBAYAN into the IPMS.
- Another Consultant is engaged for the enhancement of the **Roads and Bridges Information System (RBIS)**.
- Another Firm is engaged for the **Technical Review of the Provincial Governance Reforms Roadmaps (PGRR)** and their eventual repackaging.
- For the formulation of the **Local Roads Asset Management Manual (LRAM)**, the Project also engaged a Consultant to facilitate the engagement with the Commission on Audit (COA), the Department of Budget and Management (DBM), the Department of Public Works and Highways (DPWH), together with some pilot provinces and the DILG.
- Another Consultant is engaged to formulate an enhanced **Manual for Local road Network Development Planning (LRNDP)** and **Local Road Designing**.

- Another Firm is being engaged for the production of **Roads2SDGs Magazine** and the production of **eight (8) instructional videos** on the various stages of road construction and several AV documentaries on the Project.
- The Project also provided the enabling environment leading to the eventual 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.
- The **16 G-HUBS are currently contracted** to assist the Project in the engagement of citizens, initially for SDG Localization, then 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 (if the needed expertise is present among the G-HUBS).
- 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.

B.3 SP Output Alignment

Indicate other applicable SP output indicators outside the CPD. See [\[link\]](#) for full list of indicators.

The Project Roads2SDGs contributes directly or indirectly to the following SP Outputs:

- **SP Output #1** – Keeping people out of poverty;
 - Roads connect communities and facilitate their access to basic services and economic opportunities;
 - Roads enhance food security by warranting the flow of commodities, improving business climate and markets, enhancing the productivity of farms;
 - Roads facilitate community access to health facilities and services, access to schools and educational services;
 - Roads enhance opportunities for decent work and economic access for all;
- **SP Output # 2** – Strengthen effective, accountable and inclusive governance;
 - Ensuring meaningful citizen participation through strengthened and responsive institutions will increase transparency and mitigate corruption in roads governance;
 - Roads contribute to peace-building;

- **SP Output # 3** – Enhance prevention and recovery for resilient societies; and
 - Roads facilitate and enhance equitable and affordable access to economic development of human well-being for all;
 - Disaster-resilient roads safely connect communities to emergency and basic services at times of crisis.
 - Resiliently-designed roads will better withstand the effects of climate change;

- **SP Output # 6** – Strengthen gender equality.
 - Gender-responsive roads ensure safe pedestrian walkways for women and men;
 - Roads become equalizing factor for constituents to access basic services.

Number of countries with data collection/analysis mechanism providing disaggregated data to monitor progress towards the SDGs: a) conventional data collection methods (LOGOD tool and dashboard); b) administrative reporting systems; c) new data sources (e.g. bigdata)

Inasmuch as SDG Localization is a major component of the Project, the Roads2SDGs has put together a data collection/analysis mechanism dubbed as **Local Diagnostics Toolkit for Governance (LoDiToGo)** to gather governance data and the 62 Tier 1 provincially-disaggregated SDG indicators, aligned with the Philippine Development Plan (PDP) and the provincial Results Matrices (RMs). Complementing this is the development of the **Assessment Tool on the Gender Responsiveness of Road Infrastructures and Related Facilities** and the **Module for Conducting the SDG Laboratory Workshop**.

Number of countries where national and sub-national governments have improved capacities to plan, budget, manage and monitor basic services

The Project Roads2SDGs is a concrete example of a governance reform program that demonstrates how national government is supporting sub-national governments improve the latter’s capacities to plan, budget, manage, implement, and monitor provincial road infrastructure.

Number of countries using frameworks that leverage digital technologies and big data for:

- a) *Delivery and monitoring of services*
- b) *Public engagement*
- c) *Access to and protection of information*
- d) *Legal identity and civil registration*
- e) *Urban development using smart technologies*
- f) *Other critical public services (e.g. public procurement)*

B.4 Lessons learned and ways forward

Guidance: Mention the key lessons learned from project implementation, and how these lessons will guide us in the future. Please mention any “best” practices which UNDP should be aware of. Please be specific. [2,000 characters max.]

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.
 - 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. The attempt to incorporate and eventually mainstream the SDGs into the CMGP 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, vis-à-vis alignment to the Philippine Development Plan (PDP) and the Results Matrices (RMs).
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 Roads2SDGs 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 provided them the enabling environment leading to the eventual establishment of consortia called the G-HUBS (Holistic Undertakings Bridging Solutions for Governance).
5. CMGP/Roads2SDGs has become a catalyst for convergence and synchronization of initiatives between and among several NGAs (e.g. Asset Management – DILG, DBM, COA, DPWH; Procurement Management – DILG and GPPB), and between and among various units in DILG (e.g. integration of SDG Localization in Roads with Results Matrices and localization of the Philippine Development Plan).

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

Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]

Project initially deployed Governance and Institutional Development Specialists (GIDS), Regional and Field Engineers and engaged with PASUC to provide technical support on governance reforms and the QA due to the long gestation period in the formation of G-HUBS consortiums. Currently, 16 Government HUBS have been established and are engaged to provide continuous technical support in the implementation of CMGP-Roads2SDGs. G-HUBS will eventually have greater involvement in the SDG Localization and capacity building activities.

Project Output Indicator/s ²	Baseline		QUARTER Result ³	Annual Target (Annual)	Cumulative Result (from Start Year)	Cumulative Target for the year (from Start Year)	End-of-Project Target	
					Start year: 2018	Start year: 2018	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	Not adequately – no consortiums established	16	16	16	16	16	
1.2 Number of provinces provided with technical support from Governance HUBS on Quality Assurance and Governance Reform	2017	0	78	78	78	78	78	
1.3 Number of citizens trained by Governance HUBS to conduct citizen monitoring for Roads	2017	0	0	200	0	200	200	
	Physical Performance			Financial Performance				
Activity/Sub-Activity Description	Activity Target ⁴	Activity-level Accomplishment for the QUARTER	Status of Activity ⁵	Planned Budget 1\$=Php52.807	Donor and Budget Code	Expenditure Expense + commitment + advances	Delivery Rate (cumulative expenditure / planned budget) *100	REMARKS
Planned Activity 1.1 Preparation and signing of MOA/contract with 16 Governance HUBS to p	1.1.1 Pre GHUBS engagement	Continued technical assistance on QA and governance						<ul style="list-style-type: none"> Explain if expenditure and budget deviation exceeds 10% Mention bottlenecks and plans to address them Explain why activity indicator targets were not met
								<ul style="list-style-type: none"> Consortiums of the 16 GHUBS have been established. Initially, the G-HUBS, in coordination with their regional DILG, are venturing on piloting SDG Localization, while complementing on the CapDev

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].

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.

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

Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]

Project initially deployed Governance and Institutional Development Specialists (GIDS), Regional and Field Engineers and engaged with PASUC to provide technical support on governance reforms and the QA due to the long gestation period in the formation of G-HUBS consortiums. Currently, 16 Government HUBS have been established and are engaged to provide continuous technical support in the implementation of CMGP-Roads2SDGs. G-HUBS will eventually have greater involvement in the SDG Localization and capacity building activities.

Project Output Indicator/s ²	Baseline		QUARTER Result ³	Annual Target (Annual)	Cumulative Result (from Start Year) Start year: 2018	Cumulative Target for the year (from Start Year) Start year: 2018	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	Not adequately – no consortiums established	16	16	16	16	16
1.2 Number of provinces provided with technical support from Governance HUBS on Quality Assurance and Governance Reform	2017	0	78	78	78	78	78	
1.3 Number of citizens trained by Governance HUBS to conduct citizen monitoring for Roads	2017	0	0	200	0	200	200	
	Physical Performance			Financial Performance				
Activity/Sub-Activity Description	Activity Target ⁴	Activity-level Accomplishment for the QUARTER	Status of Activity ⁵	Planned Budget 1\$=Php52.807	Donor and Budget Code	Expenditure <i>Expense + commitment + advances</i>	Delivery Rate <i>(cumulative expenditure / planned budget) *100</i>	REMARKS <ul style="list-style-type: none">● Explain if expenditure and budget deviation exceeds 10%● Mention bottlenecks and plans to address them● Explain why activity indicator targets were not met
Provide technical assistance in regards to capacity building and quality assurance of CMGP	1.1.2 Contract with GHUBS UNDP and DILG	reform to provinces through the FEs and GIDS and later on with GHUBS when contract of the later was finally in place		\$614,000	00195	\$15,438 + \$110,071 = \$125,509	20%	activities needed by the provinces within their respective region of coverage.

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

Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]

Project initially deployed Governance and Institutional Development Specialists (GIDS), Regional and Field Engineers and engaged with PASUC to provide technical support on governance reforms and the QA due to the long gestation period in the formation of G-HUBS consortiums. Currently, 16 Government HUBS have been established and are engaged to provide continuous technical support in the implementation of CMGP-Roads2SDGs. G-HUBS will eventually have greater involvement in the SDG Localization and capacity building activities.

Project Output Indicator/s ²	Baseline		QUARTER Result ³	Annual Target (Annual)	Cumulative Result (from Start Year) Start year: 2018	Cumulative Target for the year (from Start Year) Start year: 2018	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	Not adequately – no consortiums established	16	16	16	16
1.2 Number of provinces provided with technical support from Governance HUBS on Quality Assurance and Governance Reform	2017	0	78	78	78	78	78
1.3 Number of citizens trained by Governance HUBS to conduct citizen monitoring for Roads	2017	0	0	200	0	200	200

Physical Performance				Financial Performance				REMARKS
Activity/Sub-Activity Description	Activity Target ⁴	Activity-level Accomplishment for the QUARTER	Status of Activity ⁵	Planned Budget 1\$=Php52.807	Donor and Budget Code	Expenditure <i>Expense + commitment + advances</i>	Delivery Rate <i>(cumulative expenditure / planned budget) *100</i>	
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 Coaching and mentoring of PLGUs in the PGRR	GHUBS Assessment (both existing and local)						<ul style="list-style-type: none"> • Explain if expenditure and budget deviation exceeds 10% • Mention bottlenecks and plans to address them • Explain why activity indicator targets were not met <ul style="list-style-type: none"> • There are challenges in the appreciation by some stakeholders in some regions on the role of GHUBS. It is proposed that the experience of Regions 12 GHUBS will be shared to the GHUBS of other region to cross-fertilize learnings and address the challenges experienced by other regions.

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

Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]

Project initially deployed Governance and Institutional Development Specialists (GIDS), Regional and Field Engineers and engaged with PASUC to provide technical support on governance reforms and the QA due to the long gestation period in the formation of G-HUBS consortiums. Currently, 16 Government HUBS have been established and are engaged to provide continuous technical support in the implementation of CMGP-Roads2SDGs. G-HUBS will eventually have greater involvement in the SDG Localization and capacity building activities.

Project Output Indicator/s ²	Baseline		QUARTER Result ³	Annual Target (Annual)	Cumulative Result (from Start Year) Start year: 2018	Cumulative Target for the year (from Start Year) Start year: 2018	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	Not adequately – no consortiums established	16	16	16	16
1.2 Number of provinces provided with technical support from Governance HUBS on Quality Assurance and Governance Reform	2017	0	78	78	78	78	78
1.3 Number of citizens trained by Governance HUBS to conduct citizen monitoring for Roads	2017	0	0	200	0	200	200

Physical Performance				Financial Performance				REMARKS
Activity/Sub-Activity Description	Activity Target ⁴	Activity-level Accomplishment for the QUARTER	Status of Activity ⁵	Planned Budget 1\$=Php52.807	Donor and Budget Code	Expenditure <i>Expense + commitment + advances</i>	Delivery Rate <i>(cumulative expenditure / planned budget) *100</i>	
Planned Activity 1.3 Business model developed to establish long term sustainability of the HUBS	- Formulation of framework for the development of business model of GHUBS - GHUBS orientation-workshop I the framework of	Engaged a consultant to conduct and study and usher in the development of business model-cum-sustainability plan for GHUBS						<ul style="list-style-type: none"> • Explain if expenditure and budget deviation exceeds 10% • Mention bottlenecks and plans to address them • Explain why activity indicator targets were not met <ul style="list-style-type: none"> • The project will engage a consultant towards the end of the year to usher in the formulation of business models on the sustainability of G-HUBS after the Project.

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

Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]

Project initially deployed Governance and Institutional Development Specialists (GIDS), Regional and Field Engineers and engaged with PASUC to provide technical support on governance reforms and the QA due to the long gestation period in the formation of G-HUBS consortiums. Currently, 16 Government HUBS have been established and are engaged to provide continuous technical support in the implementation of CMGP-Roads2SDGs. G-HUBS will eventually have greater involvement in the SDG Localization and capacity building activities.

Project Output Indicator/s ²	Baseline		QUARTER Result ³	Annual Target (Annual)	Cumulative Result (from Start Year) Start year: 2018	Cumulative Target for the year (from Start Year) Start year: 2018	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	Not adequately – no consortiums established	16	16	16	16
1.2 Number of provinces provided with technical support from Governance HUBS on Quality Assurance and Governance Reform	2017	0	78	78	78	78	78
1.3 Number of citizens trained by Governance HUBS to conduct citizen monitoring for Roads	2017	0	0	200	0	200	200

Activity/Sub-Activity Description	Physical Performance			Financial Performance				REMARKS
	Activity Target ⁴	Activity-level Accomplishment for the QUARTER	Status of Activity ⁵	Planned Budget 1\$=Php52.807	Donor and Budget Code	Expenditure Expense + commitment + advances	Delivery Rate (cumulative expenditure / planned budget) *100	
business model; drafting of individual GHUBS sustainability business plans								<ul style="list-style-type: none"> ● Explain if expenditure and budget deviation exceeds 10% ● Mention bottlenecks and plans to address them ● Explain why activity indicator targets were not met

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							
Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters PGRRs of 78 provinces were all PDC endorsed to SP and 97% (or 76 out of the 78) were SP approved. Road quality assurance management manual has been finalized and with DILG for clearing before the printing.							
Project Output Indicator/s ⁶		Baseline	QUARTER Result ⁷	Annual Target (Annual)	Cumulative Result (from Start Year)	Cumulative Target for the year (from Start Year)	End-of-Project Target
					Start year: 2018	Start year: 2019	
2.1 Number of Provincial Governance Reform Roadmaps (PGRRs) formulated	2017	0	78	78	78	78	78
2.2 Percent of 2017 provincial road projects with quality assurance assessments and recommendations	2017	0%	100%	100%	100%	100%	100%
2.3 Percent of provincial governments with established QA units	2017	30%	data	80%	data	80%	80%
2.4 Percent of ROs and PLGUs that utilize electronic systems for quality assurance and governance reform for provincial road projects	2017	0%	0%	50%	0%	50%	50%
2.5 Percent of PLGUs and DILG functionaries that received training in modules and systems from GHUBS mentors and UNDP deployed experts	2018	0%	0%	50% (5 modules)	0%	50% (5 modules)	50% (5 modules)
2.6 Number of provinces coached and mentored on roads Quality Assurance and governance reforms	2018	0%	78	78	78	78	78
2.7 Percent of PGRRs with Sustainable Development Goals indicator alignment	2018	0%		80%		80%	80%
Physical Performance			Financial Performance				REMARKS
Activity/Sub-Activity Description	Activity Target ⁸	Activity-level Accomplishment for the QUARTER	Status of Activity ⁹	Planned Budget	Donor and Budget Code	Expenditure <i>Expense + commitment + advances</i>	
<ul style="list-style-type: none"> Explain if expenditure and budget deviation exceeds 10% Mention bottlenecks and plans to address them Explain why activity indicator targets were not met 							

⁶ Please ensure consistency with ProDoc and AWP indicators.

⁷ 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].

⁸ Specify units, e.g., number of trainings, number of participants, number of representations, etc.

⁹ Use traffic light to indicate progress vis-à-vis timelines assigned for planned activities.

<p>2.1 Formulation of PGRRs</p>	<p>2.1.1 Governance specialists (GIDS) as mentors to provincial governments in the formulation of the PGRR deployed - PGRRs of 78 provinces approved - Workshops on updating of PGRRs and LRNDP (TOT)</p>	<p>Continuation of GIDS' mentoring to provinces; Approval of PGRRs at the Provincial Development Council (PDC) and Sangguniang Panlalawigan (SP) level</p>						<ul style="list-style-type: none"> The finalization and adoption of the PGRRs by their Sangguniang Panlalawigan were mostly achieved before the end of 2018. But several others were accomplished during the 1st quarter 2019. Engagement with the Philippine Institute of Environmental Planners (PIEP) is ongoing to handle the technical review, editing, and packaging of all the PGRRs.
<p>Planned Activity 2.2 Road Quality Assurance Management</p>	<p>- Publication of RPQMM Manual - RQMM printing - Development of training module on RPQAM & TOT facilitation - Capacity assessment for coaching and mentoring (TOT) - TOT RPQA Manual (2 days) governments in QA enhanced 2.2.2 Transportation, LTAs 2.2.3 Laboratory Testing Centers</p>	<p>Manual content and lay-out finalized for approval of DILG and submission of message of functionaries - continued quality assurance on different provinces</p>		<p>\$1,859,000</p>	<p>00195</p>	<p>\$235,504 + \$674,944 = \$910,448</p>	<p>49%</p>	<ul style="list-style-type: none"> Series of meetings and discussions with DILG-CMGP, GPPB-TSO, DBM, and COA were conducted to ensure on how to proceed with the lined-up quality assurance related trainings and manual development. The recent election greatly affected the schedule of activities, as it has been mutually agreed by both UNDP Roads2SDGs PMO and DILG-CMGP PMO to put on hold the conduct of activities in partnership with the LGUs during the election season, until the newly-elected officials shall have assumed their posts.

	2.2.4 Road Planning and Design, Road Asset Management, procurement						
Planned Activity 2.3 Modules and software development	<ul style="list-style-type: none"> - Capacity building and roll out of IPMS - Road planning and design module development and training (3 batches) - Procurement guide/tools/development/enhancement - electronic procurement management system (ePMS) - road asset management manual, modules & tools 	Consultants drafting the modules (5) for enhancement and printing					<ul style="list-style-type: none"> • Most activities under capacity building would heavily rely on the development of the modules that will be used for the roll-out. Module development is still ongoing. • Pointwest, the contractor hired for the development of the IPMS was able to catch up despite the delays experienced during the elicitation period brought about by challenges internal to the partners.
2.4 Technology support for effective implementation of road governance processes	2.4.1 Technological capacities if DILG Regional Offices and select PLGUs augmented <ul style="list-style-type: none"> - laptops, drones, geotagging device, software/programs, camera 						<ul style="list-style-type: none"> • This was also affected by the election period and the adjustments in the timelines for the development of the systems due to internal challenges within the partner agency.

2.5 Conduct TOT for 16 HUBS to be able to roll-out capacity building activities to provinces and regional DILG offices	TOT conducted							
2.6 Enhancement if DILG CMGP RBIS	2.6.1 Enhancement of RBIS 2.6.2 Capacity building 2.6.3 web-email hosting							<ul style="list-style-type: none"> • The enhancement is ongoing.
2.7 Localizing SDGs in governance process	2.7.1 Roads2SDGs data laboratory established 2.7.2 Roads2SDGs tool and dashboard established 2.7.3 TOT for SDG localization conducted - Research and studies - Training/for a in SDGs and local governance - SDG localization rolled out	Preparatory meetings and workshops for the TOT on SDG localization						<ul style="list-style-type: none"> • TOT of GHUBS on the SDG localization was done for Luzon, Visayas and Mindanao and each of the G-HUBS are currently implementing their action plan on their role in the roll-out activities on how to help the LGUs achieve the SDG localization.
2.8 Consulting services, travels and other administrative cost for field operations	- Project personnel, ICs, PMO and Regional Engineers - Experts on call							

2.9 BASULTA (PGRR)	<ul style="list-style-type: none"> - Formulation of PGRR and LRNDP - Learning cost - Travel 	Posted, for bidding					<ul style="list-style-type: none"> • Engagement of IC for BASULTA is still on hold in view of the ongoing transition from ARMM to BARMM. The Project is awaiting final guidance regarding the UNDP's approach to BARMM.
2.10 Caravan (Roadshow)	Event organizer						<ul style="list-style-type: none"> • Not a target for this year.
2.11 Knowledge products	<ul style="list-style-type: none"> - Development/p ublication - AVPs, magazines, news letters, communication products, etc 						<ul style="list-style-type: none"> • Printing of the 1st edition of Roads2SDGs Magazine is in progress. • First four (4) Instructional videos are at the final production/editing stage. Scripts for all the remaining productions are being deliberated for polishing.
2.12 Development of CMGP website							<ul style="list-style-type: none"> • Final agreement on this concern is not yet settled as there are inter-departmental arrangements that needs to be defined/clarified.
2.14 Incentives and awards							<ul style="list-style-type: none"> • Not a target for this year.

EXPECTED OUTPUTS								
Output 3. Citizens organized to Instill Transparency and Accountability in the Implementation of Road Projects in 78 Provinces								
OUTPUT NARRATIVE								
Guidance: Highlight results achieved from outputs below. If the result for output indicators are not met /achieved, please explain the probable reasons behind this result. [1,500 characters] DevLive writeshop have commenced wherein the outputs will be incorporated in the DevLive system.								
Project Output Indicator/s ¹⁰	Baseline		QUARTER Result ¹¹	Annual Target (Annual)	Cumulative Result (from Start Year)	Cumulative Target for the year (from Start Year)	End-of-Project Target	
								Start year: YYYY
3.1 Number of citizen volunteers using the ROADS module of DevLive (citizen feedback platform) to monitor the implementation of provincial road projects	2017	0	data	data	data	data	data	
3.2 Percent of provincial road projects monitored by citizen volunteers	2017	0%	data	data	data	data	data	
Physical Performance			Financial Performance				REMARKS	
Activity/Sub-Activity Description	Activity Target ¹²	Activity-level Accomplishment for the QUARTER	Status of Activity ¹³	Planned Budget	Donor and Budget Code	Expenditure <i>Expense + commitment + advances</i>		Delivery Rate <i>(cumulative expenditure / planned budget) *100</i>
Planned Activity 3.1 Development of CMGP module for DevLive (citizen feedback platform)	3.1.1 CMGP module for DevLive developed - TOT on DevLive			\$550,000	00195	\$14,279 + \$46,957 = \$61,136	11%	<ul style="list-style-type: none"> Several writeshops and workshops were conducted on how to design the DevLive for Roads2SDGs. Concerned Citizens for Abra for Good Government was invited to share their extensive and long experience on the citizens monitoring. Feedbacks from the participants were gathered and noted by the developer involved in designing the system. Will commence once the beta version of DevLive for Roads2SDGs is released.
Planned Activity 3.2 Roll-out of DevLive for CMGP	3.2.1 Training of citizens for use of DevLive for							

¹⁰ Please ensure consistency with ProDoc and AWP indicators.

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 Partner	Type	Description of partnership and how it has contributed to project results or sustainability
G-HUBS consortia in the 16 regions	Other	Roads2SDGs engages the academe and CSOs on the ground as G-HUBS or as consortium rather than dealing with the organizations individually. This approach is aimed at institutionalizing citizens' participation and ensuring sustainability of citizens monitoring through the GHUBS.
Provincial Local Government Units (78 provinces)	Local Government Unit	Partner-clients. PLGUs are participant-beneficiaries in 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.

E. INFORMATION, COMMUNICATION, EDUCATION, AND KNOWLEDGE MANAGEMENT

IEC/Knowledge Product Produced	Type	Date Published/Produced	Target audience	Link (if available)
Enhanced Manual for Roads Quality Management for LGUs	Handbook	Waiting for message from DILG then printing	Engineers LGU	
Quality Assurance Audit Tools	Evaluation report	For printing	Engineers	
Guidelines for the conduct of Provincial Assessment Workshops to define current state of the province	Other	July 2018	PLGUs DILG Mentors/Coaches	
Guidelines for the conduct of workshop for the formulation of the Provincial Governance Reform Roadmap (PGRR)	Other	June 2018	PLGUs DILG Mentors/Coaches	
The Sustainable Development Goals (SDGs) and the Roads2SDGs Handbook	Handbook	August 2018	Government (NGAs/LGUs) Civil Society Organizations Citizens/Communities	
Provincial Assessment Reports of 78 provinces	Evaluation report	August 2018	PLGUs DILG Citizens/Communities	
Matrix on the Complementation of the SDGs and Road Governance	Other	November 2018	Government (NGAs/LGUs) Civil Society Organizations Citizens/Communities	
SP-approved/PDC endorsed Provincial Governance Reforms Roadmaps (PGRRs) of 76 provinces	Other	December 2018	PLGUs DILG Citizens/Communities	

1 st Issue Roads2SDGs Magazine	Publication	June 2019	PLGUs DILG Other NGAs Congress Communities	
Local Diagnostics Toolkit for Governance (LoDiToGo)	Training module	June 2019	LGUs DILG G-HUBS, communities	
Conducting the SDG Data Laboratory Workshop	Training module	June 2019	LGUs DILG G-HUBS, communities	
Assessment Tool on the Gender Responsiveness of Road Infrastructure and Related Facilities	Training module	June 2019	DILG Other NGAs LGUs G-HUBS, communities	
Instructional Videos for the various stages of roads construction	Video	June 2019	PLGUs DILG Other NGAs G-HUBS, Communities	

<p>Was the project cited/quoted/featured in media reports/articles? If yes, please provide link to article/video.</p>	<ul style="list-style-type: none"> • The Roads2SDGs has its own social media accounts where information on Project activities are posted: <ul style="list-style-type: none"> ○ Facebook – Roads2SDGs Project PH -- https://www.facebook.com/Roads2SDGsPH/ ○ Twitter – Roads2SDGsPH ○ Instagram – roads2sdgsph ○ YouTube Channel -- https://www.youtube.com/channel/UCkidEgpliT3dH8ZtFXWIPGQ/?fbclid=IwAR29nA4m9rS-VIA2BXgEEAv1eZTJHHibxqNU8QFK79dpxnILQNAZ7bbBftY • The Project produced the following videos/video documentations: <ul style="list-style-type: none"> ○ On SDG Localization TOT -- https://www.facebook.com/Roads2SDGsPH/videos/292538661663317/ ○ On Local Road Asset Management -- https://www.facebook.com/watch/?v=291007561780365 ○ Training-Workshop on Capacity Assessment -- https://www.facebook.com/Roads2SDGsPH/videos/425310498270153/ ○ Roads2SDGs Project Board Meeting -- https://www.facebook.com/Roads2SDGsPH/videos/453038615263067/
--	---

	<ul style="list-style-type: none"> • The Project is also among the few projects featured in the SDG Portal of the National Economic and Development Authority (NEDA) -- http://sdg.neda.gov.ph/road2sdgs/ • The Project was also cited in several articles published in some newspapers and local publications. https://www.facebook.com/Roads2SDGsPH/
--	---

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

Describe actions taken to address the findings from the audit/spot check as applicable.

Audit/Spot Check Recommendation/s	Action Taken	Responsible Person	Implementation Date
Not yet audited			<i>Click here to enter date.</i>
			<i>Click here to enter date.</i>

G. RISK LOG UPDATE

- *Assess identified risks and record new risks that may affect project implementation.*
- *Include risks identified in the Project's Social and Environmental Screening, if any.*

No.	Description	Date Identified	Type	Status	Countermeasures/Management Response <i>(What actions have been taken/will be taken to counter this risk)</i>
	For the integration of SubayBAYAN to IPMS for convergence of existing systems, there were internal protocols for the release of source codes and several administrative challenges	3/19/2019	Operational	Resolved	TOR was amended so that Pointwest, the contractor, could deliver what is at hand, but the concern regarding SubayBAYAN and IPMS was also settled.
	No monitoring and evaluation	2018	Operational	Resolved	M&E officer was hired and on board as of June 2019.
	GHUBS may not be able to manage well the funds that were downloaded to them by UNDP for their mobilization activities	4th quarter 2018	Operational	Ongoing	Although funds shall be managed by fund managers, work and financial plans were discussed together and agreed upon by all G-HUBS partners. UNDP has also regularly asked for simple financial reports from each Fund Manager before subsequent fund downloads. UNDP-Roads2SDGs PMO staff is also closely monitoring the activities of G-HUBS.

Limited capacity of Provincial Engineering Office (PEO) on QA planning and execution	July 2018	Strategic	Ongoing	Conducted capacity building activities as part of the capacity development program strategic to QA and technical assistance provision with continuing mentoring and coaching on the ground.
Limited competence of GHUBS on road governance, monitoring and SDG localization	Since project start	Operational Strategic	Ongoing	Pushed for the conduct of TOT on SDG localization/integration into road governance, however, GHUBS should be capacitated on the other competencies to undertake their role as governance reform mentors and citizen monitors/mobilizers; and sharing of reading materials.

H. MONITORING & EVALUATION

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?	<input type="checkbox"/> Yes <input type="checkbox"/> No
---	---

I. 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
---	------

1. Classification of Gender responsiveness¹⁴

Classification of gender-responsiveness: Project Implementation, Management, Monitoring and Evaluation (PIMME) B -- Gender-sensitive	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

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](#)).

<p>In Governance Mechanisms</p> <p><i>Guidance: participation in project board, including representation of PCW, TWGs, experts' group and other governance mechanisms set up by the project, e.g. national multi-sectoral committees)</i></p> <ul style="list-style-type: none"> • There has been relatively a balance between women and men in terms of the profile of the Management of the Project: <ul style="list-style-type: none"> ○ At the Senior Management Level – the DILG Undersecretary exercising oversight to the Project is a female; the UNDP Resident Representative is a male. ○ At the Middle Management Level – the DILG-OPDS Director is a female; the UNDP-DG Team Leader is a male; ○ At the Project Management Level – the DILG-CMGP Program Manager is a female; the UNDP-Roads2SDGs Project Manager is male.
<p>In Capacity Building and Policy, Planning and Programming</p> <ul style="list-style-type: none"> • There is also a relative balance between women and men among those specialists and experts engaged by the Project – among the Governance and Institutional Development Specialists (GIDS), the Regional Engineers and Field Engineers; workshop facilitators/documenters, among others. • There is also relatively balanced representation between women and men in the Local Road Management Teams of each of the 78 provinces. • Balanced representation between women and men is also notable among the key personnel from the CSOs and academic institutions making up the G-HUBS.
<p>Women's Empowerment Key Results</p> <p><i>Guidance: Describe results achieved by the project in promoting gender equality and women's empowerment. Please highlight gender results achieved which have brought about changes in men's and women's lives, gender relations, gender roles and division of labor, status of inequality and exclusion of specific groups, etc.. Please provide quantitative data wherever possible. Include qualitative case studies and success stories to illustrate the most significant changes brought about by your project's contributions.</i></p> <ul style="list-style-type: none"> • There is now better understanding and appreciation about the gender impact of roads and to the imperative why roads infrastructure must be gender-responsive – that roads designs must seriously consider the welfare of women and children, PWDs and other vulnerable constituents. • Women are prominent among the policy-makers and management of the Project. • More women are also emboldened to take more pro-active role in road governance – especially among PLGU functionaries, DILG-CMGP PMO, DILG-regional PDMUs, RCs, and field personnel, and also among members of the G-HUBS.

3. Gender issues

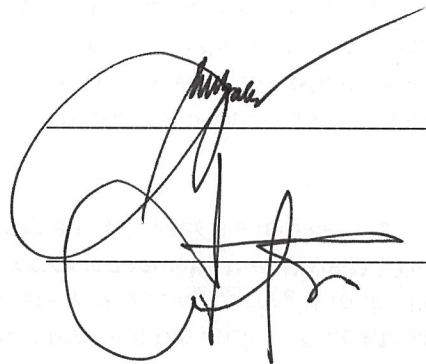
No	Gender issues identified	How the project is addressing identified gender issues
1	<ul style="list-style-type: none"> • Roads were previously considered as gender-neutral. 	<ul style="list-style-type: none"> • Advanced the discourse on the importance of roads from the gender lens; • Formulated the Assessment Tool on the Gender Responsiveness of Road Infrastructures and Related Facilities; • Integration of Gender and Development in the Local Roads Network Development Planning (LRNDP) processes; • Enhanced the quality assurance standards to incorporate gender-sensitivity in the evaluation of designs and implementation of road projects; • Engaged more women in the Project – either as personnel in the Project Management Office, as expert-consultants, as partners in the CSOs or the academe, as PLGU partners or NGA partners
2	<ul style="list-style-type: none"> • Sensitivity to gender issues were previously not considered in roads planning, construction, and monitoring. 	

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

Project Activities	Number of beneficiaries/participants	Gender disaggregation	Remarks (if any)
<i>Trainings/Consultations/Workshops/ Surveys</i>			
Fund Managers Meeting	48 pax	F - 30 M - 18	
Planning Meeting on SDG Localization	25 pax	F - 14 M - 11	
TOT on SDG Localization Batch 1	61	F - 38 M - 23	
DevLive Writeshop	28	F - 12 M - 16	
Pre-production/Ocular inspection and actual video shoot for Instructional videos (Misamis Oriental and Bukidnon)	113	F - 47 M - 66	UNDP, DILG-CMGP, PEO, ASSIST, contractors, Brgy Officials, community volunteers, construction workers
Project Board Meeting (June 18, 2019)	25	F - 17 M - 8	
Needs Assessment cum TOT Manual (May 14-18, 2019)	65	F - 25 M - 40	
Measuring the ROI of Training and Performance Improvement Programs (June 12-14, 2019)	35	F - 14 M - 21	

Prepared by: **CLETO BRAVO GALES JR.**
Project Manager, Roads2SDGs

Signature:

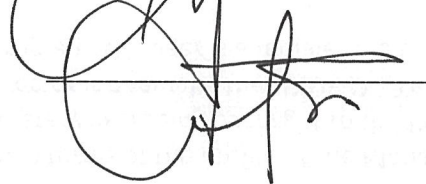


Date:

10 July 2019

Noted by: **EMMANUEL E. BUENDIA, D.P.A.**
Programme Team Leader
UNDP

Signature:



Date:

10 July 2019

ANNEX

J. 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.						

K. Reference: Types of Risks¹⁵

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	

¹⁵ UNDP Programme and Operations Policies and Procedures (POPP)

	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			

Annexes

Project Board Meeting

UNDP, together with DILG and NEDA, convene the Roads2SDGs Project Board in a meeting showcasing the Project's milestones, accomplishments, and the 2019 - 2020 work plan along with the signing of the Amendment to the Project Document.



Capacity Assessment

UNDP - Roads2SDGs spearheads a three-day training - workshop on Capacity Assessment of PLGUs on Construction Management & Supervision and Training of Trainers on the Roll-out of Road Projects Quality Management Manual for UNDP and DILG Personnel of the UNDP-DILG Roads2SDGs CMGP Project in Tagaytay, starting May 15 - 17, 2019



Data Mapping

In cooperation with DILG, the G-HUBS (Holistic Undertakings Bridging Solutions for Governance) Region 12 conducts a workshop on SDG Localization – Data Mapping in Koronadal City on June 27, 2019 attended by 4 Provincial Local Government Units (PLGUs) of Sultan Kudarat, Saranggani, and South & North Cotabato.



LRAM Test Run

Roads2SDGs started the 3-day test run of the Local Road Asset Management (LRAM) Manual with key stakeholders which include DILG, COA, DBM, DPWH and selected LGUs, Nueva Vizcaya, Surigao Del Norte and Northern Samar, April 23-25.

