**ANNUAL PROGRESS REPORT[[1]](#footnote-2)**

**YEAR 2020**

1. **BASIC INFORMATION**

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| **Project ID / Output ID** | **106047 / 104536** | **Reporting** **Date**: | **11/30/2020** |
| **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** |
| **3/31/2021** |
| **Total Project Fund**  (and fund revisions, if any)**:** | USD 7,437,333.00 | **Annual Project Fund:**  **AWP Budget (2020)** | USD 1,700,000.00 |
| **Implementing Partner:** | **UNDP** | | |
| **Donor/s:** | **Government of the Philippines thru DILG** | | |
| **Responsible Parties:** | **UNDP** | | |
| **Project Description** | ***Guidance:*** *Provide a brief introduction of the project so that even someone who is not familiar with the project (e.g. staff in donors’ HQs) will get a good sense of what the project is about and what it is trying to change—i.e. results it is trying to produce. [2000 characters max]*  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 12,726 kms 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 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 of local roads, to 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 on Local Road Management (LRM) and Public Financial Management (PFM), among others  In partnership with DILG, the **United Nations Development Programme (UNDP)** has launched the Project “Paving the roads to SDGs through Good Local Governance” (Roads2SDGs) to provide support on the quality assurance and governance reform components of CMGP through the “Roads to SDGs” framework.  The **“Roads to SDGs” operational framework** will inform and enhance the prioritization, planning, design, implementation, and maintenance of road infrastructure projects to the achievement of SDGs, incorporating the elements of partnership building, climate change, 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 the achievement of the SDGs. | | |
| **Target Group** | Government, Civil Society Organizations, Academe, Peoples Organizations, Contractors/Business Sector, Marginalized Groups – Rural Poor, Indigenous Peoples, Children, Youth, Women, Farmers | | |

1. **INDICATIVE/EMERGING RESULTS OF THE PROJECT and LESSONS LEARNED**

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| |  |  | | --- | --- | | **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**   * All **78 provinces** (covering **99.4 million of the country’s population** and **18 out of the top 20 poorest provinces**) covered by the Project have formulated their **Provincial Governance Reforms Roadmaps (PGRRs),** incorporating therein several SDGs and its corresponding indicators and were **adopted by their respective Sangguniang Panlalawigan.** Out of the 78 provinces covered by the project, 72 provinces have communities identified as geographically isolated and disadvantaged (4,449 GID barangays in 772 Municipalities)[[2]](#footnote-3). PGRR is a medium-term local plan of provincial government that focuses on the achievement of the **seven (7) governance reform areas** on **Local Road Management (LRM)** and **Public Financial Management (PFM)**. * SDG localization has been rolled-out in **30 provinces of Region CAR, I, II, III, IVA, VI, VII, VIII, IX, X, XI, XII, Caraga and BARMM** – aligning their provincial Results Matrices and PGRRs with the 62 provincially-disaggregated indicators identified by the Philippine Statistics Authority (PSA), plus 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**   * **Seventy-eight (78) Provincial Local Government Units (PLGUs)** have been assisted by UNDP in mapping out their initiatives and innovations, including annual targets for the delivery and monitoring of governance reform areas on LRM and PFM through the crafting of their respective PGRRs for 2018-2022. * **National Government Agencies (NGAs)** assisted by UNDP in implementing reforms: * Development of the Local Road Asset Management (LRAM) Manual – DILG, Commission on Audit (COA), DBM, and Department of Public Works and Highways (DPWH), together with a few pilot provinces; * Development of the Procurement Guide for LGUs – DILG and the Government Procurement Policy Board (GPPB); * Development of Road Project Quality Management Manual for LGUs, Infrastructure Project Management System (IPMS), Road Construction Instructional Videos and Capacity Assessment Tool for Construction Management and Supervision – DILG; * Enhancement of the Roads and Bridges Information System (RBIS), Guidelines in Updating the Local Road Network Development Plans (LRNDP), and the Local Road Management Performance Assessment Tool (LRMPAT) – DILG; * Development of CMGP Theory of Change and Results Framework -- DILG; * Development of Monitoring and Evaluation Guide for CMGP/Road Governance for DILG – ongoing initiative; and, * Mid-Term Review of CMGP – ongoing initiative.   **CPD 1.3.1** **Number of individuals and institutions engaged in NGAs and LGUs through UNDP-supported civic engagement mechanisms**   * The Project provided an enabling environment for the formation of **Governance HUBS (Holistic Undertaking Bridging Solutions for Governance)** in 16 regions. The GHUBS is a platform for consortium between and among non-state actors that provides assistance to local government units within their respective areas of convergence and influence. * **Sixteen (16) local consortia have been institutionalized as G-HUBS (with 83 institutions currently participating – 59 CSOs, 21 HEIs, 3 Private Sectors)** assisting the Project in SDG localization, the engagement of citizens in road governance through the LRMTs, promoting integrity of roads project, and to augment in the mentoring of provincial governments in the implementation of local governance reforms. * In support of the governance reforms being implemented by the CMGP Program, individuals and firms were engaged by the Project in the formulation of guidelines, development of systems and in the review and enhancements of existing processes, among others. * Governance and Institutional Development Specialists (GIDS) – engaged and deployed in 16 regions to facilitate provincial assessments and guide Local Road Management Teams (LRMT) in the formulation of PGRRs; * Philippine Institute of Environmental Planners, Inc. (PIEP) – technical review and repackaging of PGRRs; * PointWest – development of IPMS for LGUs, together with the enhancement and integration of DILG’s SubayBAYAN into the IPMS; * Asia Society for Social Improvement and Sustainable Transformation, Inc. (ASSIST) – production of Roads2SDGs Magazines and eight (8) instructional videos on various stages of road construction and several other AV documentaries on the Project; * ICs – Development of Road Project Quality Management Manual for LGUs; LRAM in collaboration with the Commission on Audit (COA), DBM and DPWH, and pilot provinces; Procurement Guide for LGUs in collaboration with GPPB; Enhancement of the Roads and Bridges Information System (RBIS); Enhancement in the LRNDP and LRMPAT Guidelines; Development of CMGP’s Theory of Change and Results Framework; Development of M&E Guide for CMGP/Road Governance; and, the Mid-Term Review of CMGP Program. | | | **B.3 SP Output Alignment** | *Indicate other applicable SP output indicators outside the CPD. See [*[*link*](http://www.undp.org/content/dam/undp/library/corporate/Executive%20Board/2017/Special-session/dp2017-38_Annex%201_IRRF-Final%20Draft.docx)*] for full list of indicators.*  SP Outcome 2: Accelerate structural transformations for sustainable development   * + 1. Use of digital technologies and big data enabled for improved public services and other government functions using frameworks that leverage digital technologies and big data for:   + Delivery and monitoring of services;   + Public engagement;   + Access to and protection of information;   + Urban development using smart technologies; and,   + Other critical public services (e.g. infrastructure services; public procurement). |   **B.4 Top key results achieved in 2020**  ***Guidance:*** *Use the following criteria for selection of key project outcome/output-level results i) results that directly contribute to CPD outputs; ii) results that contribute to gender equality; iii) results that contribute to capacity development or policy making; iv) result in which significant proportion of the annual budget is spent; and v)) any other result that is important for the project for that year.* ***In selecting key results, think about what your team is most proud of achieving during the year****. Disaggregated data (sex, age, social group, etc.) must be used to the extent possible when reporting on beneficiaries. [1,500 characters max. per key result]*  *Key Results:*  To help capacitate the PLGUs on Local Road Management and Public Financial Management and support the achievement of governance reforms the following modules/systems were developed, and capacity building activities were conducted:   * Development of the Infrastructure Project Management System (IPMS) – the system will help PLGUs effectively and efficiently manage their infrastructure projects, including CMGP as it enables computerized progress monitoring, document management and electronic workflow processing. The system was rolled out to 71 provinces with the technical support of UNDP Regional Engineers. * The Road Project Quality Management Manual for LGUs was developed to provide guidance on quality assurance procedures for local roads to ensure that road projects are implemented in accordance with approved engineering design and specifications. Road quality assurance, assessment, coaching, and technical assistance are continuously being provided by UNDP Roads2SDGS Regional Engineers to all provinces. About 85% of (412 out of 487) of road projects (2017 and 2018 CMGP funded) were assessed to be low to moderate in term of risk level and are considered satisfactory in observing the Road Quality Assurance Standards.   The existing Local Road Network Development Plan (LRNDP) was reviewed to enhance the process of road network categorization, prioritization criteria incorporating latest issuances on environmental, social safeguards, articulated SDG indicators in the plan, disaster risk reduction and management and transport/traffic survey analysis. LRNDP is an integrated 5-year development plan for the sustainable development and maintenance of local road networks. It supports efforts of LGUs to improve local competitiveness through adequate and well-maintained road infrastructures and better road connectivity to ease movement of people and goods and spur local economic development. Orientation, training of trainers and pilot-testing have been completed participated by 204 representatives (45% women and 55% men) from DILG National, Regional and Provincial Offices, including the 14 pilot provinces. A memorandum circular was issued to all Regional/Provincial DILG Offices, Provincial Governors, City/Municipal Mayors, Provincial/City/Municipal Engineers and Planning and Development Coordinators on September 5, 2020 regarding the use/adoption of the guidelines on the enhancement of LRNDPs (2021-2025).   * Updating of the Local Road Management Performance Assessment Tool (LRMPAT) which focuses on the alignment of key performance indicators of PLGUs with all the manuals being developed on Local Road Management have been completed, including the Assessors’ Training participated by 93 (53% women and 47% men) representatives from DILG National, Regional and Provincial Offices. * Production/publication of major knowledge products – CMGP National Program Implementation Review Report; the eight (8) instructional videos; the Roads2SDGs Magazines – Editions #2, #3, and #4; the Roads2SDGs video documentaries; the Local Road Asset Management Manual (LRAM).   **B.5 Lessons learned and ways forward**  ***Guidance:*** *Mention the key lessons learned during the implementation of the project during the year, and how these lessons will guide us in the future. Please mention any “best” practices which UNDP should be aware of. Please be specific and focus on the year’s performance. [2,000 characters max.]*   1. **The Project has provided avenues for discussion and engagement between and among CSOs/POs, academe, and private sectors on their potential role in supporting local government units, which led to the establishment of consortia called the G-HUBS.** They have been instrumental in piloting SDG data mapping and localization in select PLGUs and in augmenting the capacities of LGUs in implementing governance reforms. In a recent study commissioned by UNDP on G-HUBS, by giving them institutional identity, organizational form, and legal existence, G-HUBS will acquire the personality to effectively engage regional offices of the national government, local government units, existing networks of state and non-state development actors in long-term development collaborations. Moreover, the Mandanas Ruling will provide opportunities for G-HUBS to work closely with LGUs since this is supposed to increase local governments’ share of national government revenue by shifting more of its function to local level. Thus, the project provided technical support to G-HUBS in coming up with Sustainability Plans that focus on their unique strengths and expertise. The regional aspect of the partnership however needs to be assessed in regions where component provinces are geographically dispersed and separated by bodies of water and where provincial HUBS with regional consolidation might work. 2. **CMGP/Roads2SDGS has become a catalyst for convergence and synchronization of initiatives between and among several NGAs.** Collaboration of efforts and pooling of resources among national government agencies maximizes the country’s resources, it promotes complementation and reduces duplication of projects and initiatives, it ensures that policies/guidelines issued by agencies are consistent and aligned with one another thus, creating bigger impact in development. 3. **Enhancing accountability, transparency and ownership of local government units and other stakeholders through inclusive and participatory processes.** The Project ensures that PLGUs, relevant NGAs, CSOs, and other stakeholders are involved in the review and enhancements of existing processes and development of new systems, towards achievement and sustainability of governance reforms. |

1. **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* | | | | | | | | | | | | |
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| **OUTPUT NARRATIVE**  *Guidance: Highlight results achieved from outputs below. If the result for output indictors are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]*  The Project is instrumental in providing an enabling environment for the CSOs, the academe, and the private sector to establish local consortium called G-HUBS (Holistic Undertakings Bridging Solutions for Governance). Sixteen (16) local consortia among non-state stakeholders in local governance have been institutionalized with 83 institutions currently participating – 59 CSOs, 21 HEIs, 3 Private Sectors -- assisting the project in piloting SDG data mapping and localization, engaging citizens and promoting integrity of road projects, and to augment in the mentoring of provincial governments in the implementation of local governance reforms.  G-HUBS have been instrumental in localizing SDGs in 30 provinces of Region CAR, I, II, III, IVA, VI, VII, VIII, IX, X, XI, XII, Caraga and BARMM, utilizing the modules on SDG Laboratory Workshop and Local Governance Diagnostic Toolkit (LOGOD). Several G-HUBS were also involved in the review and validation of the Annual Reform Action Plan (ARAP) and prioritization of capacity development activities of PLGUs.  The Project is supporting the institutionalization and sustainability of G-HUBS given their potentials and contributions in augmenting the capacities of LGUs. A Sustainability Workshop conducted in March 2020 provided opportunities for the G-HUBS to pitch their sustainability plans and start conversations of commitments with UNDP, DILG and other government and development agencies, CSOs, private and business foundations on the four (4) dimensions of G-HUBS sustainability: (i) resource generation, (ii) projects, (iii) marketing of expertise and services, and, (iv) organizational capacities; complete and enhance the elements of their sustainability models and prioritize actions for 2020, including actions beyond the Roads2SDGs Project. All G-HUBS have drafted their sustainability plans. Region I, I, II, III, IVA, VI and IX are done finalizing their sustainability plans, other regions are still finalizing their plans. | | | | | | | | | | | | |
| **Project Output Indicator/s[[3]](#footnote-4)** | | | | **Baseline** | | | **Annual**  **Result[[4]](#footnote-5)** | | **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:**  **2021** |
| * 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** | | **Adequately – consortium established** | | **Adequately – consortium established** | **Adequately – consortium established** | **Adequately – consortium established** | **Adequately – consortium established** |
| **1.2 Number of provinces provided with technical support from Governance HUBS on governance reform and SDG localization** | | | | **2017** | **0** | | **78** | | **78** | **78** | **78** | **78** |
| **1.3 Number of Governance HUBS with Sustainability Plans** | | | | **2019** | **0** | | **16[[5]](#footnote-6)** | | **16** | **16** | **16** | **16** |
|  | **Physical Performance** | | | **Financial Performance** | | | | |  | | | |
| **Activity/Sub-Activity Description** | **Activity Target[[6]](#footnote-7)** | **Accomplishment for the Year** | **Status of Activity[[7]](#footnote-8)** | **Planned Budget** | **Donor and Budget Code** | **Expenditure**  *Expense + commitment + advances* | | **Delivery Rate**  *(cumulative expenditure/*  *planned budget) \*100* | **REMARKS**   * *Explain if expenditure and budget deviation exceeds 10%* * *Mention bottlenecks and plans to address them* * *Explain why activity indicator targets were not met* | | | |
| a. G-HUBS Business Modelling and Sustainability | Preparation of Business Plans per G-HUBS | Draft Business Plans completed. |  |  |  |  | |  | * The G-HUBS Sustainability Workshop was conducted in 2 batches, attended by 15 G-HUBS except for Region V due to COVID-19 situation. * All G-HUBs have submitted their draft Sustainability Plans. * Regions I, II, III, IVA, VI and IX are done with their final drafts, other regions are still finalizing their plans. * The challenges posed by COVID-19 pandemic limited the work of G-HUBS. * Contracts of G-HUBS are currently being extended to deliver remaining activities which include finalization of Sustainability Plans and mobilization of citizen monitors for quality assurance of road projects. There were delays in procurement process – submission of requirements of G-HUBS, evaluation, and preparation/review of NTF. * As of November 30, 2020, new contracts have been issued to all G-HUBS. | | | |
| Presentation and Critiquing/ Convener’s Forum | Presentation and critiquing of 15 Business Plans completed. |  |
| Finalization of Business Plans | On-going finalization of Sustainability Plans. |  |
| Institutionalization of G-HUBS |
| b. Capacity Enhancement and Support to G-HUBS | SDG Localization, Integration of LOGOD and DevLIVE+ | SDG localization rolled-out in 30 provinces of Region CAR, I, II, III, IVA, VI, VII, VIII, IX, X, XI, XII, CARAGA and BARMM. |  | * Provincial disaggregated data collected by G-HUBS were already forwarded for the integration of SDG Dashboard in DevLIVE+. | | | |
| Establishment of SDG database and continuing roll-out | SDG data mapping completed in Regions CAR, IVA and XII. |  | * G-HUBS are being encouraged to push through with their data mapping and administration of the other LOGOD tools e.g, citizen perception survey, provincial administration self-assessment questionnaire and budget and expenditure template | | | |

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| **EXPECTED OUTPUTS**  **Output 2.** *Capacity of Provincial Governments and DILG enhanced 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 indictors are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]*  ***Formulation of Provincial Governance Reform Roadmaps (PGRRs)***  Seventy-eight (78) Provincial Local Government Units (PLGUs) have been assisted by UNDP in mapping out their initiatives and innovations, including annual targets for the delivery and monitoring of the seven (7) governance reform areas on Local Road Management (LRM) and Public Financial Management (PFM) through the crafting of their respective PGRRs for 2018-2022. In addition, technical review of the PGRRs was provided to guide all provinces in updating and enhancing their PGRRs.  ***Development of Manuals, Modules, and Systems and Capacity Development Activities***  To help capacitate the PLGUs on Local Road Management and Public Financial Management and support the achievement of governance reforms, the following modules/systems were developed, and capacity building activities were conducted:   * Development of the Infrastructure Project Management System (IPMS) – the system will serve as a project management and reporting tool of PLGUs for their CMGP and other infrastructure projects. The system was rolled out to 71 provinces with the assistance of UNDP Regional Engineers. * The Road Project Quality Management Manual for LGUs was developed to provide guidance on quality assurance procedures for local roads to ensure that road projects are implemented in accordance with approved engineering design and specifications. Road quality assurance, assessment, coaching, and technical assistance are continuously being provided by UNDP Roads2SDGS Regional Engineers to all provinces. * The existing Local Road Network Development Plan (LRNDP) was reviewed to enhance the process of road network categorization, prioritization criteria incorporating latest issuances on environmental, social safeguards, articulated SDG indicators in the plan, disaster risk reduction and management and transport/traffic survey analysis. Orientation, training of trainers and pilot-testing to 14 provinces of the enhanced LRNDP guidelines have been completed. Roll-out to all the provinces by DILG is ongoing. * Updating of the Local Road Management Performance Assessment Tool (LRMPAT) which focuses on the alignment of key performance indicators of PLGUs with all the manuals being developed on Local Road Management. * Final refinements on the development of the CMGP Theory of Change and Results Framework; * Ongoing development of CMGP M&E Guide that will ensure systematic tracking of achievements of governance reforms targets, guide program delivery so that it is effective and efficient in the achievement of sustainable results for partners and beneficiaries and provide evidence to stakeholders and decision-makers of the change attributable to CMGP.   In providing support to governance reforms and enhancing the capacities of PLGUs in local road and public financial management (Roads2SDG Regional Engineers deployed in 16 regions), the quality of provincial road networks has improved, thus enhancing connectivity and accessibility of communities to social services and economic opportunities. About 85% of (412 out of 487) of road projects were assessed to be low to moderate in term of risk level and are considered satisfactory in observing the Road Quality Assurance Standards. The practices of Provincial Engineering Offices (PEOs) in construction management and supervision also improved, observing regular conduct of joint QA with contractors and compliance to quality controls and standards. | | | | | | | | | | | | | |
| **Project Output Indicator/s** | | | | **Baseline** | | | | **Annual**  **Result** | | **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:**  **2021** |
| **2.1 Number of Provincial Governance Reform Roadmaps (PGRRs) formulated** | | | | **2017** | **0** | | | **0[[8]](#footnote-9)** | | **0** | **78** | **78** | **78** |
| **2.2 Percent of provincial road projects with quality assurance assessments and recommendations** | | | |  |  | | |  | |  |  |  |  |
| **2.2.1 2017 provincial road projects** | | | | **2017** | **0%** | | | **0%[[9]](#footnote-10)** | | **0** | **100%** | **100%** | **100%** |
| **2.2.2 2018 provincial road projects** | | | | **2018** | **0%** | | | **100%** | | **100%** | **100%** | **100%** | **100%** |
| **2.3 Number of provinces provided with technical support on QA** | | | | **2017** | **0** | | | **78** | | **78** | **78** | **78** | **78** |
| **2.4 Percent of ROs and PLGUs that utilize electronic systems for quality assurance and governance reform for provincial road projects** | | | | **2017** | **0%** | | | **91%[[10]](#footnote-11)** | | **100%** | **97%** | **100%** | **100%** |
| **2.5 Percent of PLGUs and DILG functionaries that received training in modules and systems from G-HUBS mentors and UNDP deployed experts** | | | |  |  | | |  | |  |  |  |  |
| **2.5.1 PLGUs** | | | | **2018** | **0%** | | | **50%[[11]](#footnote-12)** | | **50%** | **62%** | **50%** | **50%** |
| **2.5.2 DILG Regional Focal** | | | | **2018** | **0%** | | | **100%** | | **100%** | **100%** | **100%** | **100%** |
| **2.6 Percent of PGRRs with Sustainable Development Goals indicator alignment** | | | | **2018** | **0%** | | | **0%[[12]](#footnote-13)** | | **0** | **80%** | **80%** | **80%** |
|  | **Physical Performance** | | | **Financial Performance** | | | | | |  | | | |
| **Activity/Sub-Activity Description** | **Activity Target** | **Accomplishment for the Year** | **Status of Activity** | **Planned Budget** | | **Donor and Budget Code** | **Expenditure**  *Expense + commitment + advances* | | **Delivery Rate**  *(cumulative expenditure/*  *planned budget) \*100* | **REMARKS**   * *Explain if expenditure and budget deviation exceed 10%* * *Mention bottlenecks and plans to address them* * *Explain why activity indicator targets were not met* | | | |
| a**.** Multi-stakeholder conference for the Roadmap on Provincial Roads and Good Governance | Technical Assistance on the updating and monitoring of Provincial Government Reform Roadmap (PGRR) | PGRRs subjected to technical review for enhancements and updating. |  |  | |  |  | |  | * Technical reviews of formulated/approved 78 PGRRs completed. | | | |
| b. Manual/Module and System/Software Development | Enhancement of Local Road Network Development Planning (LRNDP) Guidelines | Enhanced LRNDP guidelines finalized.  Re-designed modules for online platforms.  Orientation of Regional RCs and TOT completed  Pilot-testing in 14 provinces completed. |  | * Enhancement of LRNDP Guidelines completed, and already used in the roll-out to all provinces. | | | |
| Updating of Local Road Management Performance Assessment Tool (LRMPAT) | Final draft LRMPAT submitted/ presented to DILG-CMGP; Assessors’ Training completed. |  | * Assessors’ Training completed, informing the ongoing finalization of LRMPAT. Final tool to be submitted before end of December 2020. | | | |
| Enhancement of Local Road Quality Assurance Guidebook; QA Assessment Tool and PEO Capacity Assessment Tool | Enhancements on the Road Project Quality Management Manual and Capacity Assessment Tool completed. |  |  | | | |
| Finalization of Local Road Projects Quality Assurance Guidebook and Capacity Assessment Tool | Road Project Quality Management Manual endorsed/  submitted to DILG-CMGP.  Pilot-testing of the Capacity Assessment Tool on CM/CS completed. |  |  | | | |
| Procurement Monitoring System Development for Local Government Units (LGUs) – RA 9184  Enhancement of the Procurement Guide to include E-procurement | Initial TOR for Systems Development completed |  | * The system will look into the possible integration of the Procurement Monitoring and APCPI reporting. The Terms of Reference (TOR) for the system has been completed in coordination with GPPB-TSO and DILG but there is a need to enhance the TOR in response to the ‘new normal’ working condition due to COVID-19. | | | |
| Infrastructure Project Management System (IPMS) | Original system design completed.  Additional feature enhancements on IPMS completed. |  | * Various changes to further enhance the functionality of the IPMS were identified during the alpha and beta testing and elicitations. | | | |
| Enhancement (Upgrading) of Roads and Bridges Information System (RBIS) to include all local roads. | Final TOR for the 2nd phase of RBIS enhancements completed.  TOR submitted to procurement. |  | * Evaluation of bids for the firm to be engaged in the RBIS Enhancement is ongoing. | | | |
| c. CMGP Monitoring and Evaluation | Finalization of the Theory of Change (TOC) and Results Framework (RF) of CMGP | Review and finalization of TOC and RF completed |  |  | | | |
| Development of CMGP M&E Guidelines | TOR completed and submitted to procurement.  IC engaged; Inception Report submitted and presented to DILG. |  | * The M&E Guidelines is intended to focus on how M&E can support program management and engage stakeholder in understanding progress, learning achievements and issues, and agreeing how to improve strategies and operation. The guide will document and provide all the tool and processes involved in collecting, analyzing and reporting data at all levels of operation. * Completion timeline extended to February 28, 2021 as recommended by DILG-CMGP. | | | |
| Post National Program Implementation Review (NPIR) Assessment | Final report submitted to DILG-CMGP |  | * NPIR Report published. | | | |
| Mid-Term Review of CMGP Program | TOR developed and submitted to procurement |  | * Ongoing procurement process. The post was readvertised since the applicants did not meet minimum qualifications. From the new batch of applicants, two (2) were shortlisted and will undergo further evaluation. | | | |
| d.Capacity Enhancement on Local Road Management | Review and refresher on Local Road Quality Management Guidebook; PEO Capacity Assessment Tool; Local Road Implementation QA Assessment Tool | Road QA Guidebook updated.  Enhanced Contract Management and Construction Supervision (CM/CS) assessment tool completed. |  | * Roll-out of the Capacity Assessment Tool to PLGUs from October to December 2020. * Coaching and mentoring on CM/CS led by UNDP Regional Engineers. | | | |
| Training of Trainers on Local Road Network Development Planning | Orientation of Regional RCs and TOT completed.  Pilot-testing in 14 provinces completed. |  | * Enhancement of LRNDP Guidelines completed, and already used in the roll-out to all provinces. | | | |
| Training Workshops on LRMPAT  (Review and TOT/Pilot/Roll-out) | Assessors’ Training and Pilot completed |  | * Assessors’ Training completed, informing the ongoing finalization of LRMPAT. Final tool to be submitted before end of December 2020. | | | |
| Users’ training workshops on the Infrastructure Project Management System  Training of Trainers (TOT), Users’ Training and Rollout | Overview online sessions conducted for CMGP Focal Persons and UNDP Regional Engineers completed.  TOT on IPMS completed.  Regional/ provincial roll-out completed |  | * Roll-out to PLGUs started in 2nd week of September and still ongoing (several roll-out sessions have been moved/ postponed due to requests from concerned PLGUs due to equally urgent local concerns caused by intermittent pandemic lockdowns and quarantine protocols, recent typhoons, year-end protocols, among others. | | | |

| **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 indictors are not met /achieved, please explain the probable reasons behind this result. [1,500 characters]*  As part of the 10-point Economic Agenda for 2016-2022, the Duterte administration targets to spend 5-7% of GDP on infrastructure. In line with this, there are several nationwide infrastructure programs that are currently being implemented to deliver basic services to local communities, including DILG's CMGP program. To ensure that corruption is prevented/mitigated in these initiatives, UNDP has launched the project entitled “Development LIVE: Developing Infrastructure through Local Integrity, Innovation & Citizen Empowerment." DevLive is essentially an online data capture and visualization platform that will allow citizens to upload their monitoring reports and live stream their monitoring activities online for public viewing and allow government personnel to respond to issues raised by the citizen reports to fast-track project implementation, thereby fostering a state-society partnership that is participatory, transparent, and ultimately democratic.  Initial platform of CMGP-Roads2SDGs DevLIVE monitoring application has been completed, feedback loops are being finalized, and survey questions were already translated in Filipino. DILG Regional Orientation were completed, and comments and inputs from participants were gathered to serve as reference in finalizing the feedback loop. Trainings and eventual roll-out to commence in December 2020 up to 1st Quarter of 2021. | | | | | | | | | | | | | |
| **Project Output Indicator/s** | | | | **Baseline** | | | | **Annual**  **Result** | | **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: 2021** |
| **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** | | | **0** | | **780**  **(10 community volunteers per province)** | **0** | **780** | **780** |
| **3.2 Percent of provincial road projects monitored by citizen volunteers 2017 and 2018 road projects)** | | | | **2017** | **0%** | | | **0%** | | **80%** | **0%** | **80%** | **80%** |
|  | **Physical Performance** | | | **Financial Performance** | | | | | |  | | | |
| **Activity/Sub-Activity Description** | **Activity Target** | **Accomplishment for the year** | **Status of Activity** | **Planned Budget** | | **Donor and Budget Code** | **Expenditure**  *Expense + commitment + advances* | | **Delivery Rate**  *(cumulative expenditure/*  *planned budget) \*100* | **REMARKS**   * *Explain if expenditure and budget deviation exceeds 10%* * *Mention bottlenecks and plans to address them* * *Explain why activity indicator targets were not met* | | | |
| a. System Development: DILG OPDS DevLIVE | Software Development for DevLIVE; Citizen Non-Technical and Technical Monitoring and Feedback loop mechanism | On-going completion of the mobile and web application.  Finalized feedback loop and Filipino translation of survey questions. |  |  | |  |  | |  | * Delay is due to protracted discussions to resolve the feedback loop that would be incorporated in the module. There was also failure of initial procurement, as firms offer exceeds available budget; change of TOR from Firm to IC. * Regular coordination meetings conducted with the ICs to discuss the deliverables despite the quarantine period. | | | |
| b. Capacity Building/ Enhancement on Citizen Engagement/Participation, Monitoring through the DevLIVE | Training of Trainers and Pilot of Citizen Monitoring through the DevLIVE | On-going preparation for TOT and Pilot Training |  | * Development of e-learning material for Training of Trainers and Pilot of Citizen Monitoring is on-going * Regional/Provincial DevLive Orientation conducted on November 6, 2020. TOT and roll-out by 3rd Week of December 2020 until 1st Quarter of 2021. * G-HUBS finalizing the participants of the DevLive TOT which will be conducted online. * Roads2SDGs REs will provide technical assistance to DILG Field Offices and Provinces on the trainings and roll-out of the systems. | | | |
| Technical Assistance on the roll-out of DevLIVE |

| **EXPECTED OUTPUTS**  **Output 4.** *Effective Project Management* | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Physical Performance** | | | **Financial Performance** | | | |  |
| **Activity/Sub-Activity Description** | **Activity Target** | **Accomplishment for the Year** | **Status of Activity** | **Planned Budget** | **Donor and Budget Code** | **Expenditure**  *Expense + commitment + advances* | **Delivery Rate**  *(cumulative expenditure/*  *planned budget) \*100* | **REMARKS**   * *Explain if expenditure and budget deviation exceeds 10%* * *Mention bottlenecks and plans to address them* * *Explain why activity indicator targets were not met* |
| a. Project Management/ Operations | Personnel, Administrative, travels, supplies, Office rentals and incidentals | SC contracts renewed |  |  |  |  |  |  |
| Joint CMGP and Roads to SDGs planning | Joint assessment and planning workshop for 2020 completed |  |  |
| Year-End Assessment and Planning for 2021 |  | * Completed; final draft AWP formulated for submission to I&P and RQT. |
| Project Management Meetings | Regular meetings conducted |  | * Monthly meetings conducted. |
| Project Board Meeting | PB Meeting for project extension conducted |  | * The PB meeting was conducted on June 22, 2020 to discuss the current situation of the project – way forward, challenges, project extension and other opportunities. |
| PB Meeting – approval of 2021 AWP |  | * PB Meeting scheduled on December 17, 2020. |
| Terminal Evaluation | TOR for the terminal evaluation completed and submitted to procurement.  Consultant on-board. |  | * Inception meeting conducted last November 05, 2020. * Draft Inception report submitted; review is ongoing. |
| Final Project Report (Prep Work – Meetings) |  |  | * Preparatory work ongoing; meeting/workshop among PMO staff and Programme Focal by 2nd week of December 2020. |
| **Total Commitments (Activity 1 to 4)** | | | | | |  |  |  |

1. **PARTNERSHIPS**

| **Name of Partner** | **Type** | **Description of partnership and how it has contributed to project results or sustainability** |
| --- | --- | --- |
| G-HUBS consortiums in the 16 regions | Other | Roads2SDGs engages the academe and CSO on the ground as G-HUBS or a consortium rather than dealing with the organizations individually. This approach is aimed at institutionalizing citizens’ participation and ensuring sustainability of citizen monitoring through G-HUBS.  See link below for the list of G-HUBS per region: <https://drive.google.com/drive/folders/1KztUTQDrFGe8lfEybAdBw6HH5LNAhq-L> |
| Provincial Local Government Units (78 provinces) | Local Government Unit | Partner-clients. PLGUs are participant-beneficiaries in Capacity Development activities and at the same time partners in formulating their PGRRs and in the eventual roll-out of governance reform interventions under the project.  See link below for the list of provinces covered by Roads2SDGs: <https://drive.google.com/drive/folders/1K_sA6wiT0pryuFIYqgvF2G0z_CF8fREr> |
| DILG, COA, DBM, DPWH and GPPB | National Government Agencies | UNDP and DILG coordinated with various National Government Agencies in the formulation of the Local Road Asset Management (LRAM) Manual and Guidelines for the Roads Procurement Manual for the Provinces, initiatives that will enhance capacities and support governance reforms at the Provincial level. |
| UNDP Seoul Policy Center (USPC) and the Seoul Metropolitan Government (SMG) | Regional development/government agencies | USPC provided UNDP-Philippines minimal funds for a South-South partnership under its **Development Solutions Partnership (DSP)**, for USPC to share Korea’s CCS and innovative, tested, and proven policy tools through UNDP’s global network, in tandem with the Seoul Metropolitan Government (SMG). This prompted DILG and UNDP to jointly develop hybrid systems through the Project Roads2SDGs – the development of **LGU Infrastructure Project Management System (IPMS)** and the **CMGP Module for the Development LIVE (DevLIVE)** as a citizen feedbacking application. |

|  |  |
| --- | --- |
| **Was South-South and Triangular Cooperation promoted and utilized through the project?** | **Yes**  **No** |
| **If yes, briefly explain how. List down countries engaged.** | The CMGP-Roads2SDGs Project has been enlisted to have demonstrated its Infrastructure Project Management System (IPMS) as an advance replication of Seoul’s Clean Construction System (CCC) promoted by UNDP’s Seoul Policy Centre (USPC) and the City Government of Seoul, Korea. In recognition of this, several Asian countries have already signified interest for a learning tour in the Philippines, in anticipation of the eventual roll-out of IPMS. |

1. **INFORMATION, COMMUNICATION, EDUCATION, AND KNOWLEDGE MANAGEMENT**

| **IEC/Knowledge Product Produced** | **Type** | **Date Published/Produced** | **Target audience** | **Link** (if available) |
| --- | --- | --- | --- | --- |
| Guidelines on the Enhancement of the Local Network Development Plan (LRNDP) | Handbook | 20 May 2020 | All Local Chief Executive (LCEs), Members of the Local Road Management Team, City Planning and Development Coordinators and other concerned offices of the LGU | <https://docs.google.com/document/d/16gsSWdmwMUIEfFjqYNp9TpYRaQzo6uvi/edit> |
| Capacity Assessment of LGU Engineering Offices on Contract Management and Construction Supervision | Other | 15 May 2020 | Provincial Engineering Offices | <https://drive.google.com/drive/folders/1ikRIB3oDFFBqY-nuOePYJrWkJtINQH3z> |
| Roads2SDGs Magazine - Paving the Way to Good Governance, 2nd Issue | Publication | September 2020 | PLGUs, DILG, NGAs, Congress and Citizens/Communities | <https://2eac940d-8e9f-440b-a100-8f9b8c7e2253.filesusr.com/ugd/57d565_5d99745a430f4aaa92e3c6e274a3bb73.pdf> |
| Roads2SDGs Magazine - Paving the Way to Good Governance, 3rd Issue | Publication | September 2020 | PLGUs, DILG, NGAs, Congress and Citizens/Communities | <https://2eac940d-8e9f-440b-a100-8f9b8c7e2253.filesusr.com/ugd/57d565_b7b572860be54cf88c5a2e54ae13d196.pdf> |
| Roads2SDGs Magazine - Paving the Way to Good Governance, 4th Issue | Publication | Awaiting clearance | PLGUs, DILG, NGAs, Congress and Citizens/Communities | N/A |

|  |  |
| --- | --- |
| **Was the project cited/quoted/featured in media reports/articles?**  *If yes, please provide link to article/video.* | * Featured in the KALSADA Page of the Department of the Interior and Local Government – https://www.facebook.com/CMGPProgram/ * Featured in the SDG Portal of the National Economic and Development Authority (NEDA) – http://sdg.neda.gov.ph/road2sdgs/ * Cited in several articles published in some newspaper and local publications – https://www.facebook/Roads2SDGsPH/ * Featured in the Roads and Traffic Expo Philippines 2019 website – <https://www.terrapinn.com/exhibition/roads-traffic-philippines/index.stm> * Lessons learned in implementing CMGP-Roads2SDGs were featured recently in the virtual Local Governance Forum organized by the Local Government Academy and held last 08 October 2020, where knowledge products developed/published by the partnership were also launched –   <https://www.facebook.com/lgaphilippines/photos/a.1676113205942871/2693313980889450/>  <https://www.facebook.com/lgaphilippines/videos/372310174148620> |

1. **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 |  |  |  |

1. **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**  *(What actions have been taken/will be taken to counter this risk)* |
| --- | --- | --- | --- | --- | --- |
| 1 | Limited capacity of Provincial Engineering Office (PEOs) on QA planning and execution | During the Road QA assessment in 2018 and 2019 | OPERATIONAL: Capacity Development of each partner | Reducing | Finalization and publication of Local Road QA Guidebook and QA tools; Capacity Enhancements of PEO Personnel on road QA |
| 2 | Confusion and need clarification of roles delineation among UNDP Roads to SDGs Regional Engineers and CMGP Field Engineers | **2019** | STRATEGIC: Roles and responsibilities among partners | Reducing | Technical sessions and levelling-off between UNDP and DILG CMGP for clarifications and delineation of roles |
| 3 | Limited compliance to environmental and social safeguards | During QA assessment and DED review in 2018 | ENVIRONMENTAL: Community Health and Safety | Reducing | Strengthened the environmental and social safeguards in the enhancement of Local Road Network Development Planning (LRNDP) Guidelines |
| 4 | Additional scope requested by DILG through the CMGP PMO without fund transfer yet | **December 2019** | POLITICAL: Government Commitment | Reducing | Project Board meeting conducted; both DILG and UNDP Roads2SDGs agreed to prioritize activities and remaining commitments for delivery within the year 2020. |
| 5 | Limited Capacities of G-HUBS to provide Technical Assistance to DILG and PLGUs | **2019** | STRATEGIC: Capacities of Partners | Reducing | Capacity Building/ Enhancement and strengthening partnership with relevant institutions by the G-HUBS.  Business Model and Sustainability Planning conducted among G-HUBS to identify strategies. |
| 6 | Delay in the implementation due to the suspension of activities as affected by the COVID-19 pandemic | **March 2020** | OPERATIONAL | Reducing | Revised implementation schedules, activity designs, coordination with partner stakeholders. Adjusted timelines and priority activities jointly discussed and agreed with DILG. |
| 7 | Difficulty to organize PB meetings with senior officials as designed in the Project Document | **2020** | POLITICAL: Government Commitment | Resolved | PB Meeting in June 2020 was also undertaken in the absence of DILG Senior Officials.  Next PB Meeting – ensure that availability of DILG Senior Officials are requested as early as October 2020. PB scheduled on December 17, 2020. |

1. **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).* | $ 6,500 | **Total spent on Decentralized Evaluations in Reporting Year**  **(Mid Term / Final)**  ***Guidance:*** *Costs associated in designing, implementing and disseminating evaluations for specific projects* | $ 35,000 |
| 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** |

1. **QUALITY OF RESULTS**

*Please answer when applicable to the project of concern.*

|  |  |
| --- | --- |
| **Sustainability:** *Do the benefits of the achieved results have potential to last? What does the project plan to do to ensure sustainability?* | **[500 characters max]**  Project interventions are institutionalized by being translated into modules, electronic systems, knowledge products, among others, and have been conveyed to DILG and PLGU functionaries through series of capacity development trainings and mentoring/coaching. Corresponding policy issuances are also being issued by DILG to institutionalize these tools/modules, systems.  Also, as delivery mechanism of the Project, G-HUBS were formed and engaged to mobilize communities to participate in the project, facilitate/assist in SDG localization and augment in mentoring provincial governments in the implementation of local governance reforms. The project is supporting the institutionalization and sustainability of G-HUBS given their contributions in augmenting the capacities of LGUs, largely in crafting feasibility studies, engineering designs and community organizing. |
| **National Capacity:** *Did the project help strengthen national institutions?* Yes | **[500 characters max]**  The Project enhanced capacities of PLGUs and DILG counterparts on Local Road Management and Public Financial Management through a consultative and participatory approach in the development of the following manuals/modules/systems and conduct of capacity building activities on Road Project Quality Management Manual and Quality Assessment Tool, Capacity Assessment Tool on Construction Management and Supervision, Guidelines on the Enhancement of the Local Road Network Development Plan, Local Road Asset Management Manual, Infrastructure Project Management System, Enhanced Roads and Bridge Information System, Instructional videos on road construction and implementation that will provide clear demonstrations and instructions on how to properly perform the construction methodologies for various road works, and Procurement Guide for LGUs. |
| **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 |

1. **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)  **\*to be rolled out in 2020** |

1. **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](http://www.undp.org/content/dam/somalia/docs/Project_Documents/Womens_Empowerment/Gender%20Mainstreaming%20Made%20Easy_Handbook%20for%20Programme%20Staff1.pdf)] | GEN2 |

1. **Classification of Gender responsiveness[[13]](#footnote-14)**

|  |  |  |
| --- | --- | --- |
| **Classification of gender-responsiveness:**  **Project Implementation, Management, Monitoring and Evaluation (PIMME)**   * + **B:** Project is 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) |

1. **Qualitative description**

|  |
| --- |
| * + - **In Governance Mechanisms**   *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)*   * More women are taking leadership role in Project Management o Senior Management Level – DILG Undersecretary exercising oversight to the project is a female; UNDP Resident Representative is a male.   o Middle Management Level – DILG-OPDS Director is a female; UNDP-ISP Team Leader is a female; o Project Management Level – DILG-CMGP Program Manager is a female; UNDP-Roads2SDGs Project Manager is male. |
| * + - **In Capacity Building and Policy, Planning and Programming** * Relatively, there is a balance between women and men among specialist 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. * Balanced representation between women and men in the Local Road Management Team of each of the 78 provinces. * Balanced representation between women and men is notable among key personnel from the CSOs and academic institutions making up the G-HUBS. * Roads2SDGs has developed an “Assessment Tool on the Gender Responsiveness of Road Infrastructure and Related Facilities” |
| * + - **Women’s Empowerment Key Results**   *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.*  Documented success stories on women empowerment   * + - The trainings/capacity development activities conducted through Community-Based Road Maintenance Contracting provided the members of the Los Amigos Group of Women and Farmers Association based in Sto. Tomas, Davao del Norte to upgrade their skills and to be more financially capable for their family and to explore new opportunities such as record-keeping and administrative work for local or overseas employment.     - Opportunities arise for women in Bukidnon. The improvement of their road inspired women of Dagumabaan, Maramag in Bukidnon to organize themselves and create their source of livelihood. The women sew pillows and sell them to their neighborhood to earn and augment the income of their farming husbands. Aside from its main agricultural industry, women-led entrepreneurial endeavors are strengthened primarily through access and infrastructure, providing opportunities for provinces to become business-friendly and competitive.     - In Leyte, housewives from Brgy. Templanza, Matalom can now augment their husband’s income by weaving abaca to produce “sinamay” fabric which they can easily deliver to downtown retailers because of the rehabilitated road. |

1. **Gender issues**

|  |  |  |
| --- | --- | --- |
| **No** | **Gender issues identified** | **How the project is addressing identified gender issues** |
| 1 | Roads were previously considered as gender-neutral | * Advanced the discourse on the importance of roads from 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) process. * 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 PMO, as experts- consultants, as partners in the CSOs or the academe, as PLGU or NGPA partners |
| 2 | Sensitivity to gender issues were previously not considered in roads planning, construction, and monitoring. |

1. **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* |  |  |  |
| Joint UNDP Roads2SDGs and DILG-CMGP Year-End Assessment and Planning Workshop | 25 | F-16; M-9 | UNDP and DILG-CMGP |
| G-HUBS Sustainability Workshop | 51 | F-24; M-27 | UNDP, DILG-CMGP and G-HUBS Members |
| Training of Trainers (ToT) Local Road Network Development Planning (LRNDP) | 49 | F-27; M-22 | UNDP, DILG-CMGP PMO and DILG Regional Representative |
| GHUBS Convenors Meeting (Luzon, Visayas and Mindanao) | 20 | F-13; M-7 | G-HUBS Members and UNDP |
| Project Board Meeting | 24 | F-16; M-8 | DILG Officials, DILG-CMGP, and UNDP |
| Theory of Change/Results Framework Review Session & Finalization | 20 | F-11; M-9 | DILG-CMGP and UNDP |
| IPMS Training of Trainers Batch 1 – CAR, I, II, III, and CALABARZON | 59 | F-18; M-41 | UNDP, DILG-CMGP, DILG Regional Representatives/Project Focal |
| IPMS Training of Trainers Batch 2 – MIMAROPA, V, VI, VII, VIII | 61 | F-18; M-43 | UNDP, DILG-CMGP, DILG Regional Representatives/Project Focal |
| IPMS Training of Trainers Batch 2 – IX, X, XI, XII, CARAGA, | 54 | F-24; M-30 | UNDP, DILG-CMGP, DILG Regional Representatives/Project Focal |
| Orientation on the Conduct of Updating the LRNDP | 155 | F-64; M-91 | UNDP, DILG-CMGP, DILG Regional and Provincial Representatives/Project Focal |
| Training on Updating the LRNDP for Pilot Provinces | 292 | F-128; M-164 | UNDP, DILG-CMGP, DILG Regional and Provincial Representatives/Projects Focal and PLGUs |
| Training-Workshop on the Updating of the Local Road Management Performance Assessment Tool | 93 | F-49; M-44 | UNDP, DILG-CMGP, DILG Regional and Provincial Representative/Project Focal and PLGUs |
| Orientation on the roll-out of DevLive for CMGP Program | 180 | F-76; M-104 | UNDP, DILG-CMGP, DILG Regional and Provincial Representative/Project Focal |

Prepared by: **CLETO BRAVO GALES JR.** Signature: Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Project Manager, Roads2SDGs

UNDP Philippines

Noted by: **MARIA LUISA ISABEL LIM-JOLONGBAYAN** Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Team Leader, Institutions and Partnerships

UNDP Philippines

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. [↑](#footnote-ref-2)
2. Source: Geographically Isolated and Disadvantaged Area Mapping, Regional Centers for Health Development, Department of Health, June 2010 [↑](#footnote-ref-3)
3. Please ensure consistency with ProDoc and AWP indicators. [↑](#footnote-ref-4)
4. 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]. [↑](#footnote-ref-5)
5. All GHUBS have submitted draft Sustainability Plans. [↑](#footnote-ref-6)
6. Specify units, e.g., number of trainings, number of participants, number of representations, etc. [↑](#footnote-ref-7)
7. Use traffic light to indicate progress vis-à-vis timelines assigned for planned activities. [↑](#footnote-ref-8)
8. No additional target for the year; as agreed upon by both DILG and UNDP, Maguindanao and Lanao del Sur will be provided technical assistance in updating their LRNDP instead of PGRR. [↑](#footnote-ref-9)
9. No additional target for the year; QA assessments for all 2017 road projects were completed last year (2019). [↑](#footnote-ref-10)
10. Orientation/training on IPMS conducted in all provinces, except for Region 5. [↑](#footnote-ref-11)
11. Modules include LRNDP, LRMPAT, IPMS and CM/CS. [↑](#footnote-ref-12)
12. No additional target for the year; all PGRRs were formulated/completed last year (2019). [↑](#footnote-ref-13)
13. 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](http://pcw.gov.ph/sites/default/files/documents/resources/harmonized-gad-guidelines-2nd_ed_0.pdf)). [↑](#footnote-ref-14)