

# GEF-8 Program Framework Document (PFD)

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## General Program Information

Program Title	
Greening Transportation Infrastructure Development	
Country(ies)	GEF Program ID
Global, Malaysia, Nepal, Philippines, Suriname, Ukraine	11467
GEF Agency(ies):	GEF Agency ID
WWF-US	G0050
Other GEF Agency(ies):	Submission Date
ADB UNEP	10/18/2023
Type of Trust Fund	
GET	
Anticipated Program Executing Entity(s):	Anticipated Program Executing Partner Type(s):
Ministry of Transport (Malaysia)	Government
Maritime Institute of Malaysia	Government
Ministry of Physical Infrastructure and Transport (MoPIT) (Nepal)	Government
Ministry of Forest and Environment (MOFE) (Nepal)	Government
Department of Public Works and Highways (DPWH) (Philippines)	Government
Ministry of Spatial Planning and Environment (Suriname)	Government
Ministry of Development of Communities, Territories and Infrastructure (Ukraine)	Government
Ministry of Ecology and Natural Resources (Ukraine)	CSO
WWF-Ukraine	
Sector (Only for Programs on CC):	Project Duration (Months):
	72
GEF Focal Area (s)	Program Commitment Deadline:
Multi Focal Area	8/9/2025

### Taxonomy

Focal Areas, Biodiversity, Mainstreaming, Forestry - Including HCVF and REDD+, Fisheries, Infrastructure, Tourism, Certification -National Standards, Extractive Industries, Species, Invasive Alien Species, Threatened Species, Illegal Wildlife Trade, Financial and Accounting, Payment for Ecosystem Services, Protected Areas and Landscapes,

Community Based Natural Resource Mngt, Coastal and Marine Protected Areas, Productive Landscapes, Terrestrial Protected Areas, Productive Seascapes, Biomes, Rivers, Mangroves, Sea Grasses, Grasslands, Tropical Rain Forests, Coral Reefs, Temperate Forests, Wetlands, International Waters, Ship, Mangrove, Seagrasses, Marine Protected Area, Coastal, Climate Change, United Nations Framework Convention on Climate Change, Paris Agreement, Enabling Activities, Nationally Determined Contribution, Climate Change Mitigation, Agriculture, Forestry, and Other Land Use, Climate Change Adaptation, Disaster risk management, Ecosystem-based Adaptation, Sea-level rise, Climate resilience, Private sector, National Adaptation Plan, Community-based adaptation, Forest, Amazon, Land Degradation, Sustainable Land Management, Sustainable Forest, Restoration and Rehabilitation of Degraded Lands, Integrated and Cross-sectoral approach, Ecosystem Approach, Land Degradation Neutrality, Carbon stocks above or below ground, Land Cover and Land cover change, Influencing models, Strengthen institutional capacity and decision-making, Deploy innovative financial instruments, Convene multi-stakeholder alliances, Transform policy and regulatory environments, Demonstrate innovative approach, Stakeholders, Beneficiaries, Type of Engagement, Consultation, Information Dissemination, Participation, Partnership, Private Sector, Financial intermediaries and market facilitators, Large corporations, Capital providers, Communications, Behavior change, Education, Awareness Raising, Strategic Communications, Indigenous Peoples, Local Communities, Civil Society, Academia, Non-Governmental Organization, Trade Unions and Workers Unions, Community Based Organization, Gender Equality, Gender Mainstreaming, Gender-sensitive indicators, Sex-disaggregated indicators, Gender results areas, Capacity Development, Knowledge Generation and Exchange, Participation and leadership, Integrated Programs, Commodity Supply Chains, Adaptive Management, High Conservation Value Forests, Deforestation-free Sourcing, Financial Screening Tools, Food Systems, Land Use and Restoration, Integrated Landscapes, Deforestation-free Sourcing, Landscape Restoration, Comprehensive Land Use Planning, Capacity, Knowledge and Research, Innovation, Learning, Theory of change, Indicators to measure change, Adaptive management, Knowledge Exchange, North-South, Peer-to-Peer, Exhibit, South-South, Field Visit, Twinning, Conference, Knowledge Generation, Professional Development, Training, Master Classes, Course, Seminar, Workshop

GEF Program Financing (a) 23,794,476.00	PPG Amount: (c) 825,300.00
Agency Fee(s): (b) 2,141,402.00	PPG Agency Fee(s): (d) 74,238.00
Total GEF Project Financing: (a+b+c+d) 26,835,416.00	Total Co-financing 408,915,662.00

Project Tags

CBIT: No SGP: No

Program:

Green Transportation Infrastructure

## Program Summary

Provide a brief summary description of the program, including: (i) what is the problem and issues to be addressed? (ii) what are the program objectives, and how will the program promote transformational change? (iii) how will this be achieved (approach to deliver on objectives), and (iv) what are the GEBs and other key expected results. The purpose of the summary is to provide a short, coherent summary for readers. The explanation and justification of the program should be in section B "program description". (max. 250 words, approximately 1/2 page)

Transportation infrastructure, including roads, rail, waterways, and ports, plays a critical role in connecting people to goods and services. Yet, transportation infrastructure is also one of the most impactful drivers of habitat loss, degradation, and fragmentation worldwide, opening access for illegal logging and hunting, disrupting wildlife migration pathways, and generally impacting biodiversity and ecosystem services, including carbon sequestration and resilience. While transportation infrastructure can cause environmental degradation, environmental degradation can also put the infrastructure itself at risk. Hazards such as erosion, flooding, and landslides due to degraded and poorly managed natural landscapes all affect the durability and resilience of transportation infrastructure.

Twenty-five million kilometers of new roads are anticipated by 2050 and port areas are expected to double or even quadruple by 2050.<sup>[1]<sup>1</sup></sup> With such levels of development comes an opportunity for a paradigm shift towards transportation infrastructure that enhances biodiversity and is sustainable in terms of social and environmental impacts and biodiversity restoration<sup>[2]<sup>2</sup></sup>. The Greening Transportation Infrastructure Development Integrated Program (GRID IP) aims to address key barriers to sustainable infrastructure<sup>[3]<sup>3</sup></sup>, and work in the upstream phases of the infrastructure development lifecycle to shift a whole new generation of transportation infrastructure projects towards sustainable outcomes.

The goal of the GRID IP is to enable countries to meet transportation infrastructure needs, including the associated economic and social benefits critical to achieving the SDGs and Paris Agreement goals. The objective is to advance the transition towards sustainable transportation infrastructure that safeguards and enhances key coastal, marine, and terrestrial ecosystems. The program will enhance biodiversity and mitigate and/or eliminate the potential adverse effects associated with the development of transportation infrastructure by focusing on upstream measures (policies and regulations, planning frameworks, capacity, etc.) that will trigger a system change downstream in how infrastructure is built and natural infrastructure maintained.

The IP will be delivered through five country child projects (country projects) and a global child project (Global Platform). The program will address the key levers for system change through the following intervention areas:

- Improving the enabling conditions for decision-making and investing in delivering sustainable, nature-positive transportation infrastructure services. Stronger policy frameworks and other aspects of the enabling environment for sustainable transportation infrastructure will support the creation of a long-term vision incorporating biodiversity considerations and a nature-positive approach.
- Strengthening integrated, multisectoral, and participatory upstream risk assessment, planning, and design standards and practices to maximize nature-based infrastructure services and sustainably engineered approaches at scale. Multi-sectoral and multi-stakeholder collaboration across different jurisdictional scales will drive a more transparent and participatory decision-making process. Accounting for biodiversity gains, establishing costs and benefits of nature-based solutions/natural infrastructure, enhancing communities' relationship with nature, and supporting the integration of

current or new protected areas or other effective area-based conservation measures (OECMs) in transportation planning and design is needed.

- Enhancing financing and de-risking mechanisms for delivery of sustainable, nature-positive approaches to providing transportation infrastructure services. These approaches may include a more widespread use of nature-based solutions (NbS), and a better understanding of the services already provided by natural ecosystems. However, still today 70% of investors believe a lack of available data is a key barrier to making investments that support nature and biodiversity.<sup>[4]</sup>
- Building the technical capacity necessary to facilitate integrated planning and design processes to deliver critically needed transportation infrastructure projects that contribute to, rather than inhibit, sustainability objectives. Key considerations regarding data generation and management, spatial planning, stakeholder engagement and cross-sectoral integration, and cumulative impacts, as examined through tools such as scenario modeling, will be critical components of developing sound integrated planning capabilities.

To address these levers, the program is organized around four components: (1) improved enabling conditions for nature-positive/sustainable transportation infrastructure, (2) integrated and inclusive transportation infrastructure planning, (3) finance and de-risking mechanisms, (4) knowledge management, communications, and project and program-level coordination.

The program expects to contribute to the following global environmental and societal benefits:

- Ecosystems. Avoiding and reducing loss and degradation of forests, wetlands, deltas, rivers, seagrass beds, coral reefs, and other ecosystems caused by poor planning and siting.
- Biodiversity. Conservation of key habitats, maintenance of ecological connectivity, and reduction of negative impacts, including wildlife mortality.
- Climate. Reducing greenhouse gas (GHG) emissions linked to land degradation, deforestation, and unsustainable construction practices. Increasing resilience by planning for and maintaining ecosystem services that reduce climate risks.
- Society. Providing the much-needed transportation services for all—especially in low-income countries—in alignment with nature positive and greening infrastructure principles and through participatory planning processes.

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[1] Laurance, W., Clements, G., Sloan, S. et al. A global strategy for road building. *Nature* 513, 229–232 (2014). <https://doi.org/10.1038/nature13717>

[2] A nature positive approach enriches biodiversity, stores carbon, purifies water, and reduces pandemic risk. In short, a nature-positive approach enhances the resilience of our planet and our societies. WEF. What is ‘nature positive’, and why is it the key to our future? Jun 23, 2021

[3] According to UNEP, sustainable infrastructure (sometimes also called green infrastructure) systems are those that are planned, designed, constructed, operated, and decommissioned in a manner that ensures economic and financial, social, environmental (including climate resilience), and institutional sustainability over the entire infrastructure life cycle. Sustainable infrastructure can include built infrastructure, natural infrastructure or hybrid infrastructure that contains elements of both.

Natural infrastructure (also sometimes called ecological infrastructure, environmental infrastructure or green infrastructure) refers to a “strategically planned and managed network[s] of natural lands, such as forests and wetlands, working landscapes, and other open spaces that conserves or enhances ecosystem values and functions and provides associated benefits to human populations”

Nature-based solutions (NbS) are “actions to protect, conserve, restore, sustainably use and manage natural or modified terrestrial, freshwater, coastal and marine ecosystems which address social, economic and environmental challenges effectively and adaptively, while simultaneously providing human well-being, ecosystem services, resilience and biodiversity benefit”<sup>3</sup>. NbS are not limited to infrastructure but are highly relevant. Nature-based solutions for infrastructure include the use of natural and hybrid infrastructure to meet infrastructure service needs (e.g., protecting a natural watershed to ensure drinking water quality).

[4] Credit Suisse (2021). Unearthing investor action on biodiversity. <https://www.credit-suisse.com/media/assets/microsite/docs/responsibleinvesting/unearthing-investor-action-on-biodiversity.pdf>

## Indicative Program Overview

### Program Objective

To advance the transition towards sustainable transportation infrastructure that safeguard and enhance key coastal, marine, and terrestrial ecosystems

### Program Components

#### Component 1: Improved enabling conditions for nature positive/sustainable transportation infrastructure

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing (\$)	Co-financing (\$)
3,001,707.00	13,905,963.00

Program Outcome:

1.1 Biodiversity, land degradation, and climate considerations mainstreamed into policies and legislation for sustainable transportation infrastructure

1.2. New or updated national-level transportation plans that integrate biodiversity, climate resilience, gender equality, and green design principles

1.3 Strengthened institutional frameworks, coordination mechanisms, and capacities to implement sustainable transportation infrastructure policies and plans

## Component 2: Integrated and inclusive transportation infrastructure planning

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing (\$)	Co-financing (\$)
4,657,404.00	22,496,602.00

Program Outcome:

- 2.1 Strengthened multisectoral and participatory planning processes to ensure inclusion of Indigenous peoples, men, women, and youth community members, into transportation infrastructure decision making
- 2.2. Landscape/Seascape plans and strategies integrate ecological and socio-economic needs, reducing transportation infrastructure impacts on ecosystems and protecting biodiversity within the target landscape
- 2.3. Enhanced ecosystem functioning around planned transportation infrastructure, through piloting/demonstration of nature-based solutions, restoration, and green bridges
- 2.4. Improved data collection and monitoring systems against environmental indicators around transportation infrastructure

## Component 3: Finance and de-risking mechanisms

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing (\$)	Co-financing (\$)
4,240,429.00	346,051,064.00

Program Outcome:

- 3.1 Mobilized financial resources and innovative financing mechanisms to support a greening transportation infrastructure portfolio
- 3.2 Procurement standards and procedures shift financing to greening transportation infrastructure projects

## Component 4: Knowledge management, communications, and Project and Program-level Coordination

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing (\$)	Co-financing (\$)
10,114,787.00	16,695,187.00

Program Outcome:

- 4.1. Building capacity and know-how to support up-scaling of project results, including specific gender considerations



4.2. Development of communication strategies and multi-stakeholder dialogues to disseminate GRID results and raise awareness within and beyond the program, inclusive of gender equality considerations

4.3. Coordination achieved within and across country projects and for the program as a whole

## M&E

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing (\$)	Co-financing (\$)
647,281.00	1,155,076.00

Program Outcome:

Effective on-going Monitoring and Evaluation, including advancing GEB targets

## Component Balances

Project Components	GEF Project Financing (\$)	Co-financing (\$)
Component 1: Improved enabling conditions for nature positive/sustainable transportation infrastructure	3,001,707.00	13,905,963.00
Component 2: Integrated and inclusive transportation infrastructure planning	4,657,404.00	22,496,602.00
Component 3: Finance and de-risking mechanisms	4,240,429.00	346,051,064.00
Component 4: Knowledge management, communications, and Project and Program-level Coordination	10,114,787.00	16,695,187.00
M&E	647,281.00	1,155,076.00
<b>Subtotal</b>	<b>22,661,608.00</b>	<b>400,303,892.00</b>
Project Management Cost	1,132,868.00	8,611,770.00
<b>Total Project Cost (\$)</b>	<b>23,794,476.00</b>	<b>408,915,662.00</b>

Please provide Justification

## PROGRAM OUTLINE

### A. PROGRAM RATIONALE

Briefly describe the current situation: the global environmental problems that the program will address, the key elements and underlying drivers of environmental change to be targeted, and the urgency to transform associated systems in line with the GEF-8 Programming Directions document. Describe the overall objective of the program, and the justification for it. (Approximately 3-5 pages) see guidance here

#### **Environmental Threats and Trends in Transportation Infrastructure Development**

Transportation infrastructure, including roads, rail, waterways, and ports, plays a critical role in connecting people with goods and services. It is an accelerator of economic growth by improving market access, which through this connectivity can bring millions out of poverty.

Yet, transportation infrastructure is one of the most impactful drivers of biodiversity and ecosystem loss worldwide. Poorly designed and sited linear infrastructure is often associated with the following environmental threats:

- **Habitat fragmentation and degradation** - transportation infrastructure often intersects otherwise integrated or intact habitats, which can disrupt wildlife migration pathways (both terrestrial and marine). Such linear infrastructure can also open previously inaccessible areas to other forms of degradation (e.g., additional infrastructure development, illegal logging, poaching, etc.). Today just 10% of the world's terrestrial protected areas are connected<sup>[1]<sup>5</sup></sup>. Fragmentation of ecosystems can also exacerbate the damaging impacts associated with climate change.
- **Forest loss** - forests (tropical rain forests, old-growth forests, etc.) and mangroves are often cleared to make way for roads and ports. This impacts both the biodiversity that these ecosystems host as well as the numerous ecosystem services that they provide. Forests, for instance, are important for preventing erosion and protecting watersheds, and as carbon sinks. Forests store more carbon than all the Earth's exploitable oil, gas, and coal, and between 2001 and 2019, forests absorbed 18% of all human-caused carbon emissions<sup>[2]<sup>6</sup></sup>. Mangroves store significant amounts of carbon above and below ground and also play a significant role in protecting coastlines from storms.
- **Wildlife disturbance and biodiversity loss** - as habitats are fragmented and lost, globally significant wildlife species are put at risk, especially those that are vulnerable to habitat degradation and decreasing habitat size, including migratory species that rely on vast connected landscapes. More direct impacts include wildlife mortality based on vehicle or shipping collisions. One additional driver of biodiversity loss includes the introduction of invasive species. The development of transportation corridors can serve as unintended pathways to allow the spread of non-native species into new areas.
- **GHG emissions and other forms of pollution**- in addition to the GHG emissions that come from increased vehicle traffic, forest loss and habitat degradation reduce the carbon sink potential of these habitats and release GHG emissions. Beyond GHGs, vehicles also emit a variety of air pollutants, including nitrogen oxides (NOx), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOCs), and particulate matter (PM) among others, that have detrimental effects on both air quality and the natural environment as well as human health.

- Erosion, run-off - degradation of ecosystems can result in increased erosion. For ports, construction can lead to run-off, creating eutrophication in sensitive coral reef ecosystems and other coastal/marine habitats (seagrasses, etc.).
- Land use change for economic activities - lastly, and at a more macro and territorial scale, the development of transportation infrastructure, in many cases, serves as the trigger for the transformation of natural and pristine areas into zones destined for human settlement and economic productivity.

These represent threats at the global level and are described as key threats to be addressed in the five country projects under the Greening Transportation Infrastructure Development Integrated Program (GRID IP) (see Table 1).

Table 1: Threats to Environment from Transport Sector Identified in Child Projects

	Malaysia	Nepal	Philippines	Suriname	Ukraine
Habitat Fragmentation and degradation	X	X	X	X	X
Forest loss (intact, old growth)		X	X	X	X
Mangrove loss	X	X		X	
Biodiversity loss (endangered species, terrestrial and marine)		X			X
Impacts on Protected Areas		X			X
GHG emissions, and other forms of air pollution	X		X	X	
Erosion and sediment run-off	X				

In addition, it is important to note that while transportation infrastructure can cause environmental degradation, environmental degradation can also put the infrastructure itself at risk. Hazards such as erosion, flooding, and landslides due to degraded and poorly managed natural landscapes all affect the durability and resilience of transportation infrastructure.

This context makes evident the need for a paradigm shift to a new infrastructure development model that finds a better balance between economic and sustainability outcomes, as most future transportation infrastructure expansion will happen in developing nations<sup>[3]<sup>7</sup></sup>. As such, the GRID IP aims to support the transition towards a new paradigm in sustainable transportation infrastructure development (roads, rail, ports, and water-based).

### Barriers

While there is the willingness of countries and governments worldwide to develop more sustainable transportation projects, infrastructure development is complex, and it requires a long-term vision, high-level technical expertise, and large amounts of investment upfront. Some of the main barriers identified include:

- Long-term vision and policies are often not aligned with sustainability outcomes. Integrating sustainability principles at the national level requires leadership and a sound policy framework, where sustainability plays a key role in defining the country's long-term vision. Weak governance structures or infrastructure development that is not rooted in sound policies may result in projects that are not well-aligned with a country's long-term environmental commitments.

- Limited recognition of the potential unintended impacts of transportation infrastructure due to its complexity and scale makes implementing new spatial planning and modeling technologies critical. These and other tools can help identify potential unexpected impacts associated with infrastructure development. Even with increasingly sophisticated technologies on hand, ecological impacts associated with transportation infrastructure projects are poorly understood and negative implications may continue to manifest themselves for decades.
- Absence of the recognition that certain ecological services must be maintained to either i) serve or replace infrastructure functions, such as free flowing rivers that enable multi-modal transport systems, or ii) support engineered infrastructure by reducing risks, such as forested slopes that protect roads from landslides and erosion.
- Lack of coordination or conflicting priorities among transportation infrastructure decision-makers who are often siloed from those responsible for managing natural resources and the environment.
- Outdated decision-making processes do not enable key actors to build sustainability into transportation infrastructure from project inception. Implications for the natural environment are generally considered too late in standard practice, with biodiversity often only addressed through environmental impact assessments. These are usually completed after decisions are generally solidified and difficult to change. Instead, biodiversity should be integrated into the earliest conceptualization and feasibility stages of project design where the possibility to avoid and minimize impacts are greatest.
- Biodiversity and climate are not adequately considered early on in financing decisions: High infrastructure costs often overshadow environmental concerns. Full calculation of costs and benefits over the entire lifespan of a project, including those related to the environment, is rare and therefore not generally factored into procurement and investment decisions. More sustainable options for service delivery, therefore, are often not considered due to a perception of high up-front costs, when in fact overall costs may be lower in the long run.
- Biodiversity assessments are perceived as complex and costly. Carrying out high-quality environmental assessments to ensure sustainability, especially for rail, ports, and roads, can be perceived as too expensive. Decision makers often end up selecting processes, routes, materials, and mitigation measures based on cost-efficiency only or to speed up project development - at the expense of environmental integrity. Procurement policies often do not incorporate environmental considerations early enough in the process to address this challenge.
- Limited know-how and expertise on the integration of biodiversity and sustainability into transportation infrastructure decision-making in both upstream and downstream phases of the development process is leading to negative environmental impacts. It is therefore critical to build staff and institutional capacity to update policies, regulations, and practices. Engineers, planners, and procurement decision makers, for example, must be trained in why and how to implement state-of-the-art environmental standards in project design, construction, and operations and the benefits associated with that approach.

### **Baseline and Key Stakeholders**

The current landscape of investments in greening transportation infrastructure is at a critical juncture. With shrinking carbon budgets and the risk of being locked into climate and ecologically unsustainable technologies due to ongoing business-as-usual investments, there is an urgent need to scale up development of sustainable transportation infrastructure projects. The complexity and long lifecycle of

transportation infrastructure requires the involvement of a wide range of stakeholders to drive sustainability outcomes over the long term. Several are already active in this space, providing a foundation upon which the GRID IP can build.

Government: Government agencies are pivotal in defining a country's long-term investment strategy, determining infrastructure projects, and securing funding. This decision-making process often spans multiple government departments, requiring cross-sectoral coordination to establish an enabling environment and public planning processes that prioritize a nature-positive approach from the outset.

Many government agencies, including those in the five countries participating in the GRID IP, have already established political commitments to sustainable infrastructure, and are advancing those commitments through various policies, guidelines, planning protocols, and investment strategies.

Multilateral Development Banks (MDBs) and Financial Institutions: MDBs, including the African Development Bank (AfDB), Asian Development Bank (ADB), Asian Infrastructure Investment Bank, Caribbean Development Bank, European Bank for Reconstruction and Development (EBRD), European Investment Bank, Inter-American Development Bank (IDB), IDB Invest, Islamic Development Bank, and World Bank Group, have committed to mainstreaming nature into their policies. MDBs have historically been instrumental in incorporating environmental and social safeguards into transportation project financing. These safeguards aim to conserve, protect, or rehabilitate biodiversity and natural habitats and to promote the efficient and equitable use of natural resources and ecosystem services. They also ensure meaningful engagement with traditional and Indigenous communities as experts in protecting and managing biodiversity and natural resources while respecting their rights to their lands, culture, and spirituality.<sup>[4]<sup>8</sup></sup> MDBs have committed to mainstreaming nature into their policies by providing technical assistance, economic resources, and know-how for nature-positive transportation infrastructure. They also support pipelines of sustainable infrastructure projects and project preparation facilities in different regions of the world to accelerate the greening of infrastructure development and scale up solutions

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

NGOs, International Environmental Organizations, Academic Institutions, and Think Tanks: These entities play a vital role in ensuring fair and transparent infrastructure development processes. They also focus on strategies to help ensure that infrastructure projects achieve their intended objectives while minimizing social and environmental impacts. Organizations like the United Nations Environment Programme (UNEP) and the World Wildlife Fund (WWF) are actively involved in sustainable infrastructure initiatives, producing guidelines and tools for planning, designing, and developing sustainable infrastructure.

There are several partnerships and coalitions (in addition to those referenced above) that bring together a range of partners to accelerate solutions towards sustainable infrastructure. UNEP leads the GEF-funded Sustainable Infrastructure Partnership (SIP), which produced the International Good Practice Principles

for Sustainable Infrastructure<sup>[5]</sup> recognized by all UN Member States. The Infrastructure and Nature Coalition, coordinated by WWF, includes over 25 organizations ranging from environmental non-profits to MDBs to development agencies to academic institutions, all active in the promotion of sustainable infrastructure. Likewise, Friends of Ecosystem-based Adaptation (FEBA), supports development of ecosystem-based adaptation and nature-based solutions, and the Coalition for Climate-Resilient Investment (CCRI) has mobilized support from key stakeholders, including private companies, investment groups and government agencies, among others, to ensure that climate risk is adequately addressed in existing and new infrastructure.

**Private Sector:** The private sector, including developers and engineers, brings innovation and expertise crucial for greening transportation infrastructure projects. Organizations like the International Federation of Consulting Engineers (FIDIC) promote industry standards and provide training in engineering, including project design and construction practices, for sustainable transportation infrastructure.

**Local and Indigenous Groups:** Involving local communities and Indigenous groups is essential to address the potential adverse effects associated with transportation infrastructure development. Relocation and disturbance of ecologically valuable areas must be managed carefully to ensure that environmental benefits are achieved, and social impacts minimized. Country policies and planning processes related to engagement of local and Indigenous groups vary.

The GRID IP will build upon these existing efforts and partnerships to secure greener, more sustainable outcomes for transportation development.

## Objective

The overall objective of the GRID IP is to advance the transition towards sustainable transportation infrastructure that safeguards and enhances key coastal, marine, and terrestrial ecosystems. The GRID IP will enable the participating countries to develop portfolios of transportation infrastructure projects at national or landscape/seascape levels that build in sustainability from inception. The IP will be delivered through the pillars of (a) improved enabling conditions for nature-positive/sustainable infrastructure, (b) integrated planning and design to incorporate biodiversity, ecosystem services, and climate resilience into transportation infrastructure, (c) mobilizing financing and de-risking mechanisms for sustainable infrastructure, and (d) knowledge management, communications and coordination across the participating country projects and the global project.

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[1] Bezner Kerr, R., Hasegawa, T., Lasco, R., Bhatt, I., Deryng, D., Farrell, A., Gurney-Smith, H., Ju, H., Lluch-Cota, S., Meza, F., Nelson, G., Neufeldt, H. & Thornton, P. (2022). Food, fibre, and other ecosystem products. In: *Climate Change 2022: Impacts, Adaptation, and Vulnerability*. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. <[https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC\\_AR6\\_WGII\\_FinalDraft\\_Chapter05.pdf](https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_FinalDraft_Chapter05.pdf)>

[2] Friedlingstein, P., Jones, M. W., O'Sullivan, M., Andrew, R. M., Bakker, D. C. E., Hauck, J., Le Quéré, C., Peters, G. P., Peters, W., Pongratz, J., Sitch, S., Canadell, J. G., Ciais, P., Jackson, R. B., Alin, S. R., Anthoni, P., Bates, N. R., Becker, M., Bellouin, N., Bopp, L., Chau, T. T. T., Chevallier, F., ... Zeng, J. (2022). Global carbon budget 2021. *Earth System Science Data*, 14(4), 1917–2005. doi. org/10.5194/essd-14-1917-2022

[3] Dulac, J. *Global Land Transport Infrastructure Requirements: Estimating Road and Railway Infrastructure Capacity and Costs to 2050* (International Energy Agency, 2013)

[4] COP26 Joint Statement by the Multilateral Development Banks: Nature, People and Planet, 2021  
<https://thedocs.worldbank.org/en/doc/e523e9386dd95f2ec59613310611e1de-0020012021/mdb-joint-statement-on-nature>

[5] International Good Practice Principles for Sustainable Infrastructure, 2021, UNEP <https://www.unep.org/resources/publication/international-good-practice-principles-sustainable-infrastructure>

## B. PROGRAM DESCRIPTION

This section asks for a theory of change as part of a joined-up description of the program as a whole. The program description is expected to cover the key elements of “good project design” in an integrated way. It is also expected to meet the GEF's policy requirements on gender, stakeholders, private sector, and knowledge management and learning (see section D). This section should be a narrative that reads like a joined-up story and not independent elements that answer the guiding questions contained in the PFD guidance document. (Approximately 10-15 pages) see guidance here

Transportation infrastructure - which in the scope of this IP includes roads and highways, railways, waterways, and ports - can negatively impact marine, coastal, and terrestrial landscapes and biodiversity, including immediate environmental alterations like deforestation, slope erosion and wildlife habitat disruption. It is also one of the leading causes of GHG emissions linked to land degradation, deforestation, and unsustainable construction practices. Secondary effects of transportation infrastructure development include land use change, habitat degradation, disruption of freshwater ecosystems, increased access to areas that may lead to illegal mining, poaching, logging, and agriculture, and decreased ecological resilience to climate change impacts.

Of the five child projects included in the GRID IP, two (Malaysia and Suriname) include a focus on port infrastructure, while Nepal, the Philippines, and Ukraine focus on roads and highways (see Table 2).

Table 2: Child Project Transport Sector Area of Focus

	Malaysia	Nepal	Philippines	Suriname	Ukraine
Roads/Highways		X	X		X
Ports	X			X	

## Theory of Change of the GRID IP

The overall objective of the GRID IP is to advance the transition towards sustainable transportation infrastructure that safeguards and enhances key coastal, marine, and terrestrial ecosystems.

To enhance biodiversity and mitigate and/or eliminate the potential adverse effects associated with the development of transportation infrastructure, the GRID IP is focused on upstream measures in the infrastructure development lifecycle (policies and regulations, planning frameworks, etc.) that will trigger a system change downstream in how infrastructure is built and natural infrastructure maintained.

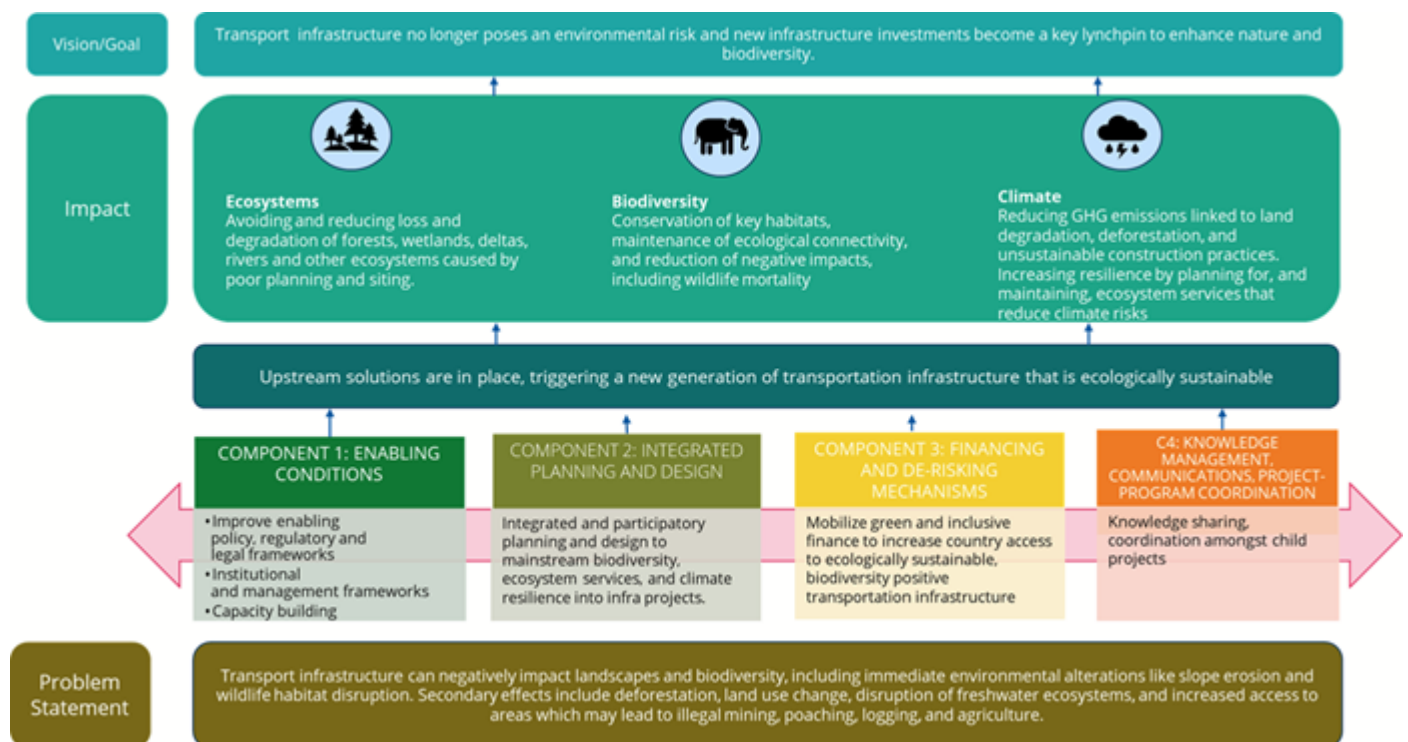
The theory of change of the program is:

**If** country and local governments ensure that biodiversity and environmental standards are integrated into their policies and planning for transportation infrastructure,

**And** if investments are redirected toward low and zero-carbon, efficient, and resilient options that protect and restore biodiversity, and technical capabilities are shifted to support transportation projects that do not harm but instead benefit the natural environment while mitigating climate change,

**Then**, transportation infrastructure development will not harm the environment, and instead enhance biodiversity and resilience in key landscapes and seascapes.

Figure 1: GRID IP Theory of Change Diagram



Some of most influential upstream measures in the infrastructure project lifecycle are represented in the four components of the GRID IP (see Figure 1: Theory of Change). The components are designed to work together to transition infrastructure development onto a more sustainable pathway and include (1) improved enabling conditions for nature-positive/sustainable transportation infrastructure, (2) integrated and inclusive transport infrastructure planning, (3) financing and de-risking mechanisms, and (4) knowledge management, communications, and project and program-level coordination.

- Component 1: Enabling conditions. Improving enabling policy, regulatory, and legal frameworks to incorporate **social and environmental** sustainability criteria from the earlier stages



of the project lifecycle, strengthening institutional and management frameworks, and building capacity of decision makers and regulators.

- Component 2: Integrated and inclusive planning and design. Advancing integrated and participatory planning and design practices to mainstream biodiversity, ecosystem services, and climate resilience into infrastructure transportation projects. This may include developing methodologies for spatial planning, mapping of ecosystem services, and other interventions relevant to the planning and design stage of projects.
- Component 3: Financing and de-risking mechanisms. Mobilize green and inclusive financing and de-risking mechanisms to increase country access to ecologically sustainable, biodiversity-positive transportation infrastructure. This may include enhancing investment planning for nature-positive, low-carbon, and climate-resilient infrastructure.
- Component 4: Knowledge management, communications, and project-program coordination. Knowledge sharing and coordination amongst child projects. This is described in detail below.

These components will be advanced through a Global Coordination Child Project (hereafter ‘Global Platform’) and five country child projects (see Table 3). The Global Platform will facilitate coordination across all the country projects and act as a lynchpin and driver for critically needed enabling support, knowledge management, and best practice sharing for the country projects. The implementation of the different components of this IP in the five countries, and complemented by the Global Platform, will help identify, develop and implement sustainable upstream solutions, aiming to create a new generation of transportation infrastructure that is ecologically sustainable.

Table 3: Overview of the Child Project Strategies

	Malaysia	Nepal	Philippines	Suriname	Ukraine
Topic Overview	Marine port development	Roads in line with landscape services	Integrating biodiversity (and climate resilience) in transportation infrastructure	Better port and road planning processes	Road transportation
Component 1: Enabling Conditions	Mainstreaming biodiversity and land degradation control strategies into national infrastructure portfolio / port infrastructure policies	New or updated legal, policy, and regulatory frameworks set clear, consistent standards to prioritize investment in nature-positive transportation	Strengthening regulations and policies for climate-resilient and nature-positive infrastructure development	Support an enabling environment (policies, regulations) and coordination mechanisms to support green transportation infrastructure	Advocating for changes in legislation and revisions to the Transport Strategy 2030, eliminating policy and legal barriers.
Component 2: Integrated Planning and Design	Restoration of terrestrial and aquatic habitats to demonstrate the effectiveness	Integrated, participatory planning processes involving key	Incorporating “green” elements into new transportation master plan;	Set-up and implement conditions to protect marine ecosystems	Protects ecological corridors from transport infrastructure

	of natural systems in providing resilience, conserving biodiversity, and deliver recreational services	stakeholders in transport sector; Procurement policies advantage projects that mainstream consideration of biodiversity and climate risk/resilience in planning and design	identify and prioritize go and no-go areas for infrastructure development, based on ecosystem conservation and protection and community priorities, including nature-based solutions for climate resilience	into design and engineering, and high-level marine spatial planning strategy	fragmentation, and promotes integrated procurement procedures
Component 3: Finance and de-risking mechanisms	Mobilize finance for NbS	De-risking and other financial tools and guidance materials for funders and investors, and natural capital assessments integrated into financial analyses	Pipeline of inclusive, climate-smart, nature-positive transportation infrastructure investments developed for at least \$ 5 billion; leverage the Infrastructure Preparation and Investment Facility (IPIF)	Incentive development for ecosystem and biodiversity supporting schemes and designs	N/A
Component 4: Knowledge management and coordination (illustrative)	Learning: Joint capacity building on natural capital valuation, with the Philippines and Nepal through the Global Platform and then locally contextualized  Sharing: Global knowledge product derived from nature-positive port management activities,	Learning: Joint capacity building on natural capital valuation, with Malaysia and Philippines through the Global Platform and then locally contextualized  Sharing: Nexus of knowledge exchange with ADB (together with the Philippines) and South and	Learning: Joint capacity building on natural capital valuation, with Malaysia and Nepal through the Global Platform and then locally contextualized  Sharing: Nexus of knowledge exchange with ADB (together with Nepal) and ASEAN	Learning: Biodiversity-positive port expansion experiences from Malaysia  Sharing: Lessons on port “full area of influence” development (mangroves, riverine, roads, marine)	Learning: Preventing fragmentation through official policy, building from Suriname’s experience  Sharing: Lessons from demonstration of integrated planning of international highway

	targeted exchange with Suriname	Central Asia regional economic cooperation forums			
Location	Port Klang, Bintulu Port, Kuantan Port	Terai Arc Landscape	National and Mindanao Island	National, coastal and terrestrial regions	Carpathian mountain range and Polissiya low-land forests
Agency	UNEP	ADB	ADB/WWF	WWF	UNEP

Due to the multidimensional nature of infrastructure, the positive impacts, both social and environmental, of this IP are also diverse. These include but are not limited to:

- Ecosystems. Avoiding and reducing loss and degradation of forest, wetland, aquatic, marine, and other ecosystems caused by poor planning and siting, and maintaining valuable ecosystem services.
- Biodiversity. Conserving key habitats, maintaining ecological connectivity, restoring habitat integrity, and avoiding and reducing negative impacts on species and their habitats.
- Climate. Reducing GHG emissions linked to land use change, forest degradation, deforestation, and unsustainable construction practices. Increasing resilience by planning for and maintaining ecosystem services that reduce climate risks and mainstreaming NbS.
- Society. According to the UN over 1 billion people worldwide still lack adequate access to an all-weather road. Construction of transportation infrastructure, therefore, is expected to increase in the decades to come. **This transportation infrastructure can have significant social impacts, both positive and negative (e.g. access to resources, resettlement).** Defining key upstream strategies to ensure that the new expected development is nature positive and will benefit society at large, especially populations in low-income countries, **is a key opportunity/expected impact of the GRID IP.**

### Stakeholder engagement

As previously described, infrastructure development has a broad range of key stakeholders, including i) country and local governments, ii) banks and national/international financial institutions, iii) private sector developers and engineers, iv) NGOs, academic institutions, and think tanks, and v) local and Indigenous communities and civil society organizations, among others.

The program will engage with these stakeholders to advance the IP's theory of change. **During PPG, the Global Platform and the national projects will consult with key stakeholders to inform project design and will further elaborate on the stakeholder engagement process in Stakeholder Engagement Plans.**

Government agencies play a key role in the program. Within the child projects, government stakeholders are included as lead executing agencies and partners and play a leading role in policy development and the advancement of planning processes (**components 1 and 2**). Given the nature of the program, intergovernmental collaboration in countries, both amongst ministries and agencies of transport, environment, finance, and spatial planning, and at the national, provincial, city, and municipality levels, is key to ensuring policy coherence. Strong political will is needed to ensure sustainable transportation is prioritized in upstream

phases, and that this is monitored and accounted for in the actual development of transportation infrastructure projects. Government agencies will also be key stakeholders in defining procurement policies that will help mobilize green and inclusive finance, enabling therefore the achievement of component 3. Lastly, government agencies and country representatives will be central to the coordination and exchange of good practices across child projects through the global coordination platform (component 4).

The Multilateral Development Banks (MDBs) and international financial institutions have played a key role in designing the IP. They have traditionally provided knowledge, technical assistance, and funding to countries worldwide for developing infrastructure projects and maintain strong learning practices to advance sustainability knowledge, practices, and awareness. As such, they are uniquely positioned to ensure that the GRID IP is aligned with the best practices currently in implementation and can add significant value to scaling up potential solutions as well as mobilizing finances and de-risking mechanisms (component 3).

The MDBs are expected to be key partners in the Global Platform and to work together on levers to influence practices and shift financing at global and regional levels towards sustainable transportation infrastructure projects.

NGOs, academic institutions, and think tanks encompass a wide field of work that includes environmental protection and biodiversity conservation, climate change resilience, adaptation, and mitigation, standardization of sustainable infrastructure methodologies, public policy reform, and engineering and technical capacity and knowledge building. These stakeholders will be engaged in various workstreams within the child projects. At the Global Platform level, they will collaborate through webinars, knowledge partnerships, and conferences, according to their expertise, becoming not just knowledge creators but also users of the information that will be developed and distributed through the knowledge platform. NGOs, academic institutions, and think tanks will also play the critical role of being a sounding board for some of the solutions developed.

Private sector stakeholders will be engaged in several workstreams of the program. Within the country projects, engineering and construction firms and associations are key stakeholders that can ensure that the upstream measures being designed through the GRID IP are practical and can be implemented downstream. International private sector stakeholder groups, such as FIDIC, will also be engaged in the Global Platform through activities such as advisory committees, webinars, technical assistance, and capacity building services. As such, the private sector will be engaged mainly in components 2, 3, and 4, considering their role as designers of infrastructure projects, investors (in the case of private projects, or Public-Private- Partnerships), and innovators of new solutions for more sustainable projects.

Local and Indigenous communities and community groups are key stakeholders in the child projects, as they will need to be consulted for their views on planning and policy processes, as well as upcoming transportation infrastructure projects, to ensure that they benefit (via better links to markets, etc.), their well-being, values, and livelihoods are not harmed, and the ecosystem services they depend upon remain intact. Indigenous peoples and local communities (IPLCs), will also be involved at the global platform level, ensuring that the local solutions identified in the different country level child projects are scaled up and made available at the global level as well. This engagement may take place specifically during various events, conferences, and webinars organized as part of the global platform, however other focus groups, and round- tables may be developed specifically with IP&LCs based on need.

Gender mainstreaming is integral to the GRID IP strategy. It will be a vital component of child project engagement with local and national stakeholder groups. Mainstreaming gender in transportation development and its connection with biodiversity protection and climate change resilience and mitigation

is crucial for creating sustainable and equitable societies. Gender considerations will be integrated across all components of the GRID IP:

- In the upstream phases of transportation infrastructure development ([Component 1](#)), governments and organizations increasingly recognize the importance of gender equality in relation to biodiversity conservation. Aligning transportation policies with these priorities can lead to more comprehensive, integrated, and effective strategies for sustainable development. Simultaneously, it is important to ensure diversity across all the decision makers, to guarantee a 360° view of potential considerations to be incorporated in upstream phases (including the procurement process).
- Integrating gender perspectives in transportation infrastructure planning ([Component 2](#)) leads to more inclusive and accessible transport systems. This benefits not only women but also people with disabilities, youth, disadvantaged minorities, and other groups, improving their access to essential services, education, and employment opportunities. Gender-inclusive planning can lead to more comprehensive assessments of these impacts and potentially result in transportation designs that minimize harm to ecosystems while improving social well-being.
- Finance and de-risk mechanisms ([Component 3](#)) to unlock resources for sustainable infrastructure projects is more than ever connected to the existence of sound gender requirements, as numerous international institutions and financial groups require gender considerations in the project.
- Lastly, in alignment with [Component 4](#) on knowledge management, communications, and project-program coordination, gender lenses will also be incorporated in all processes with a special focus on capacity building. Providing training and capacity-building programs for stakeholders involved in infrastructure development will ensure gender mainstreaming. Some key stakeholders to target for capacity building include government officials, engineers, and contractors, to enhance their understanding of gender considerations.

During PPG, the Child Projects will, in line with the GEF Policy on Gender Equality (2017), develop a Gender Policy and Action Plan to ensure gender mainstreaming is integrated throughout the project-level strategies. The Global Platform will provide support and guidance, and will also ensure gender mainstreaming at a programmatic level. Some examples of gender mainstreaming in transportation projects that could be implemented at the child project level may include, but are not limited to, i) gender disaggregated data - collecting and analyzing gender-disaggregated data to understand the specific needs, challenges, and opportunities of different genders in the context of transportation infrastructure development; ii) gender-responsive project design - incorporating gender considerations into the design of infrastructure projects to ensure that they address the specific needs and priorities of different genders; iii) inclusive decision-making - promoting the active participation of women and other marginalized genders in the decision-making processes related to infrastructure investments, as well as establishing mechanisms for meaningful consultation and engagement, including in project planning, design, and monitoring; and lastly iv) gender-responsible procurement, which can encourage the inclusion of women-owned businesses and enterprises to ensure fair and equal opportunities for all.

## Knowledge Management and Learning

The GRID IP knowledge management approach is based on the GEF's [knowledge management and learning strategy](#) as well as materials from the STAP and [IEO](#) on best practices for GEF knowledge platforms. Knowledge management and learning support along with general program coordination will be the two core functions of the GRID IP Global Platform. The Global Platform team will finalize a full knowledge

management (KM) plan for the GRID IP in the project preparation staged based on consultations with country child projects, key stakeholders and the GEF knowledge management community, including other GEF IPs.

As currently proposed, the Global Platform knowledge management and learning approach includes the following elements (organized according to [STAP recommendations](#)).

### Overall Approach

The GRID IP knowledge management and learning architecture has three main components:

1. **Global Platform coordination and knowledge management staffing/resources for:**
  - a. IP overall coordination,
  - b. General monitoring and reporting rollup to the GEF Secretariat,
  - c. Reviewing existing best practices and lessons,
  - d. Coordinating with child projects to produce new lessons,
  - e. Coordinating with knowledge partners to produce guidance and knowledge products, and
  - f. Organizing training, technical assistance, and annual conferences.
  
2. **Country child project staffing/resources responsible for:**
  - a. Coordinating with the Global Platform team on learning and sharing,
  - b. Participating in knowledge-sharing events, annual conferences, and South-South exchanges, and
  - c. Monitoring and reporting to Global Platform management.
  
3. **A Global Platform GRID website (or “knowledge hub”) supporting countries and as a public, global good for:**
  - d. Knowledge products (case studies, lessons learned, guidance notes, tools),
  - e. Exchanges (webinars, broader trainings), and
  - f. Technical assistance (targeted training programs).

These components form a unified structure supported by the Global Platform team. The GRID IP ambition is that the synergy between these three high-level elements will ensure that:

knowledge management and exchanges are integrated, embedded, and resourced in all GRID IP child projects,

programmatic reporting and other administrative activities actively contribute to knowledge management, and

results will be documented and shared with the broader community for upscaling.

Gender equality considerations will be considered throughout these elements, both in the development of knowledge products (e.g. documenting lessons learned, highlighting gender mainstreaming approaches and results), and in dissemination and communication approaches.

At the core of the GRID knowledge community is the GRID IP Consortium, a group of GEF Agencies that came together to submit a collaborative proposal to lead the GRID IP. The consortium consists of the AfDB, ADB, EBRD, IDB, and UNEP coordinated by the GRID IP lead agency, WWF. As core ‘knowledge partners’, they provide a solid foundation of deep experience in both infrastructure development and biodiversity conservation and environmental management to the Global Platform.

To expand the GRID IP knowledge community as needed to meet country demand and advance global knowledge and awareness, the Global Platform will engage with other coalitions, organizations, academics, and private sector actors working on sustainable transportation infrastructure. It will create linkages that can range from simple hyperlinks on the knowledge hub to potential dual-branded events, cross-posting of resources, and joint knowledge exchanges. The GRID IP knowledge community (or community of communities) will collaborate on thought leadership, knowledge product development, information sharing, tool development, identifying and sharing of global best-in-class models, and delivery of technical assistance and capacity building. Together they will both support the child project countries and help redefine the global state of the art in nature-positive/sustainable transportation infrastructure planning, design, and development.

### Capturing Existing Knowledge

One of the first activities the GRID Global Platform will undertake is to mine knowledge from other investments and initiatives in sustainable infrastructure.

Knowledge products from other projects and knowledge partners will be incorporated into an internal resource list, with the most relevant to specific child projects and/or GRID’s specific niche in the sustainable infrastructure field shared through the Global Platform. This will provide some initial useful content to kick off knowledge sharing on the hub, and it will help establish a baseline for additional knowledge needs as the child projects develop.

On knowledge exchange more broadly, models and good practices from other GEF IPs will be examined to ensure a well-thought-out design of the website/knowledge hub, and good methods for wider knowledge sharing and partnerships.

### Learning from Results

The country child projects are the primary beneficiaries of the knowledge generated by the GRID KM program and will also be essential partners developing that knowledge. The Global Platform will support country project implementers and knowledge partners to “learn by doing”, evaluate their work, co-produce knowledge, and disseminate lessons. The Global Platform will also encourage, and help facilitate, in-country exchanges among the KM staff of country projects.

Knowledge exchange activities will respond to child project-identified priorities and prominently feature child project-produced knowledge and experience, including on the knowledge hub. [South-South exchange](#) for knowledge sharing and learning will be a key priority. At the same time, the global project will leverage

external knowledge and expertise, especially where that external expertise can serve the child project demand. This will be provided by the knowledge partners (see above), leveraging the various sustainable infrastructure expert networks and platforms.

### Sharing Learning: The Knowledge Hub

The Global Platform will develop effective and efficient partnerships with existing sustainable infrastructure platforms, especially those in which GRID partners already substantively participate, respecting their autonomy and proprietary boundaries for data and information sharing. At the same time, the GRID web-based knowledge hub will fill an identified gap among existing infrastructure knowledge platforms. This will be one of GRID's key global contributions to biodiversity; especially as it publishes global public-good knowledge products derived from child project experience and thought leadership.

Specific design and elements of the knowledge hub will be finalized with stakeholders, but some initial parameters include:

GRID will prioritize opportunities for child projects and implementing partners to both exchange knowledge [across their work and include participation](#) from [regional and global external partners](#). Events, including GRID annual conferences and any regional events, may be co-hosted with GRID GEF Agencies and countries. Country projects will be encouraged and supported to participate in, benefit from, and contribute to existing sustainable infrastructure communities of practice.

These knowledge and experience exchange events will showcase the progress and achievements of the GRID child projects and will be designed in such a way as to clearly contribute to the “finance and de-risking” component of the GRID IP. They will include opportunities to collaborate with private sector actors and encourage financing to flow towards more sustainable infrastructure. Depending on partner interest and resource availability, the Global Platform will explore ways to leverage the events to directly contribute to both de-risking future environmentally-friendly transportation investments in countries participating in GRID, as well as encouraging non-participating countries to incorporate the knowledge and best practices GRID generates into their transportation infrastructure upstream processes.

Finally, through the relationships built during the “Capturing Existing Knowledge” activities described above, GRID will collaborate closely with the GEF partnership and broader community. GRID intends to both contribute to and ideally benefit from the activities undertaken in the Strategic Directions of the [GEF Strategy for KM&L](#), especially Strategic Directions 1 and 4.

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[1] The Green Climate Fund (GCF) is the financial mechanism established under the United Nations Framework Convention on Climate Change (UNFCCC) to support projects seeking mitigating and adapting to climate change.

### Knowledge Management Stakeholders and Knowledge Partners

The Global Platform KM approach will prioritize topics to explore based on those identified by country child projects as their greatest needs and interests. To address those topics, the Global Platform KM team will reach out to a wide range of specialist platforms and organizations to create a collaborative knowledge sharing community.



maintaining simplicity and navigability;

actively “serving up” knowledge to users to facilitate their uptake and application of guidance, as publication in a repository alone is [insufficient for maximum uptake](#);

possible [E-learning functionality](#) to maximize South-South exchange; and

metrics for monitoring and evaluation that prioritize uptake over quantity (e.g., downloads of documents versus number of documents published).

### Sharing Learning: Knowledge Exchange Events and Country Showcases

## Monitoring and Evaluation

Describe the approach to program-level Monitoring and Evaluation, including ways to ensure coherence across Child Projects and to allow for adapting to changing conditions, consistent with GEF policies. In addition, please list results indicators that will track the Program Objective, beyond Core Indicators. (Max 1-2 pages).

As the lead GEF Agency, WWF, through the Global Platform, will ensure an effective approach to Monitoring and Evaluation. The IP M&E strategy consists of three levels: 1) individual country projects M&E, (2) Global Platform M&E, and (3) program-level M&E.

A program-level monitoring and evaluation plan will be developed in coordination with the child projects. The M&E plan will be instrumental in ensuring program-wide coherence by providing a structured framework for tracking, assessing, and improving the performance and impact of various program components.

Each child project will develop their own Results Framework. To ensure results and impact can be tracked at the program-level, child projects will be expected to report on relevant core indicators and additional program-level indicators (to be identified during the project development stage in consultation with the child projects). Such standardized metrics will be key to both knowledge capture and generation and communications. Indicators will be sex-disaggregated as appropriate.

In addition to a project-level Results Framework, child projects will produce regular reporting, consistent with GEF policies, including Project Implementation Reports and midterm and terminal evaluations. The GRID Coordination project will analyze these documents to ensure knowledge and results are documented and support adaptive management measures where necessary.

The program's results framework and impact tracking will be aligned with KM plans to maximize efficiency and learning outcomes, and support upscaling.

## Coordination and cooperation with Ongoing Initiatives and Programs.

Is the GEF Agency being asked to play an execution role on this program? Yes

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

WWF, as selected lead agency for the GRID IP, will serve as the GEF Agency as well as executing agency for the Global Platform.

WWF will also be the GEF Agency for the Suriname country project and will serve as co-implementing GEF Agency for the Philippines country project.

WWF-Ukraine (distinct from WWF-US as the accredited GEF Agency) will provide execution support to the Government agencies in the Ukraine country project (under UNEP).

The GRID IP Global Platform will be managed by a Project Management Unit hosted in the WWF-US Forest Team, which is the functional host for the cross-team Sustainable Infrastructure Initiative. Dedicated staff will be recruited for key positions in the PMU.

WWF-US has a Sustainable Infrastructure Initiative that is integrated across the WWF goal teams and made up of staff from the Forest, Freshwater, Climate, Wildlife and Oceans teams. The staff and expertise that coordinate into the Sustainable Infrastructure Initiative will be shared with the Global Platform, including: VP Sustainable Infrastructure Initiative (Forests team), Senior Infrastructure Scientist (Forests team), Senior Program Officer for Sustainable Infrastructure (Forests team), Senior Director Sustainable Infrastructure and Finance (Freshwater team), Director Climate Resilience and Risk Management (Climate team), Manager Asian Species Conservation (Wildlife team), and Manager Oceans Markets (Oceans team).

Additionally, the GRID IP will coordinate with ongoing sustainable infrastructure work across the WWF network of offices, under the umbrella of the WWF Sustainable Infrastructure area of collective action.

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

## Table On Core Indicators

### Indicator 1 Terrestrial protected areas created or under improved management

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
259469	0	0	0

### Indicator 1.1 Terrestrial Protected Areas Newly created

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
0	0	0	0

Name of the Protected Area	WDPA ID	IUCN Category	Total Ha (Expected at PIF)	Total Ha (Expected at CEO Endorsement)	Total Ha (Achieved at MTR)	Total Ha (Achieved at TE)
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### Indicator 1.2 Terrestrial Protected Areas Under improved Management effectiveness

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Total Ha (Achieved at MTR)	Total Ha (Achieved at TE)
259469	0	0	0

Name of the Protected Area	WDPA ID	IUCN Category	Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Total Ha (Achieved at MTR)	Total Ha (Achieved at TE)	METT score (Baseline at CEO)	METT score (Achieved at MTR)	METT score (Achieved at TE)
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							Endorsement)		
Chitwan Buffer Zone	303694	Protected area with sustainable use of natural resources	75,000.00						
Chitwan National Park	805	National Park	93,200.00						
Parsa Buffer Zone	555569937	Protected area with sustainable use of natural resources	28,530.00						
Parsa Wildlife Reserve	10089	National Park	62,739.00						

### Indicator 3 Area of land and ecosystems under restoration

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
2137	0	0	0

### Indicator 3.1 Area of degraded agricultural lands under restoration

Disaggregation Type	Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
Cropland	960.00			

### Indicator 3.2 Area of forest and forest land under restoration

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
940.00			

### Indicator 3.3 Area of natural grass and woodland under restoration

Disaggregation Type	Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
Natural grass	37.00			

### Indicator 3.4 Area of wetlands (including estuaries, mangroves) under restoration

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
200.00			

### Indicator 4 Area of landscapes under improved practices (hectares; excluding protected areas)

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
582500	0	0	0

**Indicator 4.1 Area of landscapes under improved management to benefit biodiversity (hectares, qualitative assessment, non-certified)**

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
582,500.00			

**Indicator 4.2 Area of landscapes under third-party certification incorporating biodiversity considerations**

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)

**Type/Name of Third Party Certification**

**Indicator 4.3 Area of landscapes under sustainable land management in production systems**

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)

**Indicator 4.4 Area of High Conservation Value or other forest loss avoided**

Disaggregation Type	Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)

**Indicator 4.5 Terrestrial OECMs supported**

Name of the OECMs	WDPA-ID	Total Ha (Expected at PIF)	Total Ha (Expected at CEO Endorsement)	Total Ha (Achieved at MTR)	Total Ha (Achieved at TE)

**Documents (Document(s) that justifies the HCVF)**

Title

**Indicator 5 Area of marine habitat under improved practices to benefit biodiversity (excluding protected areas)**

Ha (Expected at PIF)	Ha (Expected at CEO Endorsement)	Ha (Achieved at MTR)	Ha (Achieved at TE)
71,976.00			

**Indicator 5.1 Fisheries under third-party certification incorporating biodiversity considerations**

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

**Type/name of the third-party certification**

**Indicator 5.2 Large Marine Ecosystems with reduced pollution and hypoxia**

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
LME at PIF	LME at CEO Endorsement	LME at MTR	LME at TE

### Indicator 5.3 Marine OECMs supported

Name of the OECMs	WDPA-ID	Total Ha (Expected at PIF)	Total Ha (Expected at CEO Endorsement)	Total Ha (Achieved at MTR)	Total Ha (Achieved at TE)
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### Indicator 6 Greenhouse Gas Emissions Mitigated

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
<b>Expected metric tons of CO<sub>2</sub>e (direct)</b>	109897	0	0	0
<b>Expected metric tons of CO<sub>2</sub>e (indirect)</b>	8005120	0	0	0

### Indicator 6.1 Carbon Sequestered or Emissions Avoided in the AFOLU (Agriculture, Forestry and Other Land Use) sector

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
<b>Expected metric tons of CO<sub>2</sub>e (direct)</b>	109,897			
<b>Expected metric tons of CO<sub>2</sub>e (indirect)</b>	8,005,120			
<b>Anticipated start year of accounting</b>	2025			
<b>Duration of accounting</b>	24			

### Indicator 6.2 Emissions Avoided Outside AFOLU (Agriculture, Forestry and Other Land Use) Sector

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
<b>Expected metric tons of CO<sub>2</sub>e (direct)</b>				
<b>Expected metric tons of CO<sub>2</sub>e (indirect)</b>				
<b>Anticipated start year of accounting</b>				
<b>Duration of accounting</b>				

### Indicator 6.3 Energy Saved (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)

Total Target Benefit	Energy (MJ) (At PIF)	Energy (MJ) (At CEO Endorsement)	Energy (MJ) (Achieved at MTR)	Energy (MJ) (Achieved at TE)
<b>Target Energy Saved (MJ)</b>				

### Indicator 6.4 Increase in Installed Renewable Energy Capacity per Technology (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)

Technology	Capacity (MW) (Expected at PIF)	Capacity (MW) (Expected at CEO Endorsement)	Capacity (MW) (Achieved at MTR)	Capacity (MW) (Achieved at TE)
------------	---------------------------------	---	---------------------------------	--------------------------------

### Indicator 11 People benefiting from GEF-financed investments

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
<b>Female</b>	143,101			
<b>Male</b>	124,757			
<b>Total</b>	<b>267,858</b>		<b>0</b>	<b>0</b>

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

The table above shows aggregated target numbers for core indicators from the five country child projects and the Global Platform child project. The methodology to arrive at each target per indicator per country is provided in each concept note (in Annex H). The targets are indicative at this initial stage based on best estimates for each country project and the Global Platform and will be re-assessed in more detail during project development.

Generally, the following methodologies were used to determine the targets:

Core Indicator 1: Sub-indicator 1.2 (improved management effectiveness) is accessed for the Nepal project. The total hectares are estimated based on the total area of each protected area in the project targeted area, for which the project will overall improve protection and management by avoidance of infrastructure impact or improved planning for land or improved cooperation among neighboring land use sectors.

Core Indicator 3: Malaysia and Nepal provided hectare estimates based on the area along the right of way of a highway where restoration will be undertaken (Nepal) and restoration of lands adjacent to 3 pilot ports (Malaysia).

Core Indicator 4: Nepal, Philippines, Suriname and Ukraine estimated hectares of land under improved management for biodiversity, outside of protected areas, as sub-indicator 4.1. In project development this will be further assessed, and projects will qualitatively describe the benefit provided to biodiversity through a change in management.

Core Indicator 5: Malaysia and Suriname provided a target for marine areas outside of MPAs under improved practices. For example, the Malaysia project estimated that the project interventions would deliver improved practices affecting a third of the area under corals, sixth of the area under mangroves, and a third of the area under sea grass beds within the broader seascapes included in the project.

Core Indicator 6: Malaysia, Suriname, and Ukraine have provided estimated carbon emission reductions for the AFOLU sector, using the FAO EXACT tool. For Nepal, an estimate is provided calculated based on GHG emissions reductions expected from improved traffic flow and management in comparison to baseline conditions. For Philippines, an estimate has been calculated using ADB guidelines. Targets will be further assessed and validated during PPG.

Core Indicator 11: All country projects and the Global Platform provided targets here, based on estimated number of people that will benefit directly from the project, for example through engagement in pilots or in trainings and workshops.

## Risks to Achieving Program Outcomes

Summarize program-level risks that might emerge from preparation and implementation phases of child projects under the program, and what are the mitigation strategies the child project preparation process will undertake to address these (e.g. what alternatives may be considered during child project preparation-such as in terms of consultations, role and choice of counterparts, delivery mechanisms, locations in country, flexible design elements, etc.). Identify any of the risks listed below that would call in question the viability of the child project during its implementation. Please describe any possible mitigation measures needed.

The risk rating should reflect the overall risk to program outcomes considering the global context and ambition of the program. The rating scale is: High, Substantial, Moderate, Low.

Risk Categories	Rating	Comments
Climate	Moderate	Climate change is a fast-moving target considering the potential different impacts and vulnerabilities across geographies. However, today most infrastructure projects around the world do not consider climate change, in the planning and design phases, and in the cases that it does, the information used is historical data. Lack of accurate and up to date information may represent a risk for the program since it would have a lower positive impact than the desired one. A number of the country projects include integration of climate resilience in the planning and design process of either their projects or the project baseline (e.g. the IPIF in Philippines). This could be an area for further focus and TA To country projects from the global platform, if prioritized by the country projects. To minimize this potential risk, it is important that each country project makes use of up-to-date information and that feedback loops exist to incorporate the updated information into the different components of each country project.
Environment and Social	Moderate	All country projects completed an environmental and social safeguards pre-screen. Country projects were Category B or C, so collectively the GRID IP is currently considered medium risk or category B. Although each country project is primarily

		<p>concerned with technical assistance and policy development, there are on-the-ground activities in at least two of the five participating countries. Collectively, the projects face the potential for social conflicts because the relationship between transport infrastructure and biodiversity conservation is complex. At the same time, a range of potential impacts were identified, primarily concerning natural habitats and community health, safety and security, as some of the project entail some on-the-ground work, such as restoration activities and pilot developments, which pose a series of environmental and social risks. Beyond that, each country project should ensure that special attention is paid to equitable provision of technical assistance. Each project will further assess and address these potential impacts, following GEF Policy and Agency specific process during project development.</p>
Political and Governance	Substantial	<p>Infrastructure development is very closely connected with the development agenda of the parties in power. As such there is a potential risk that the national strategies of the Child Projects will change, either within the project period or post-close. Political and governance risks will vary among the participating country projects. Delivery of proposed outcomes, especially under Component 1 on Enabling Conditions, may be at risk in some countries, depending on the current situation and potential changes in government during the project delivery period. One participating country is currently on the World Bank's FY24 Fragile and Conflict-affected Situations list, for active</p>



		<p>conflict, and this may affect opportunity for delivery of the full project strategy. To minimize this risk, it is important to align each country project and the Global Platform with the current commitments agreed both nationally and at the international scale (eg. SDGs, Paris Agreement, and current requirements used by MDBs and others) to reduce the possibility of potentially changing the priorities of the government around green transportation infrastructure. During project development stage, country projects will be encouraged to identify potential political risks, engage a range of ministries, engage technical levels of government (for continuity) and design project interventions to foster ownership across government.</p>
Macro-economic	Moderate	<p>Infrastructure development requires large amounts of capital. Therefore, macro-economic event, such as high inflation, high exchange rates fluctuation, geopolitical events or changes in fiscal policy may potentially have an impact in the budget allocated for transport infrastructure and therefore in the implementation of the program. To minimize this risk, it is important to ensure that the policy framework and governance structures of the country have mainstreamed sustainability into the process. As such, in case of a macro-economic event, the work developed can persist in the long term.</p>
Strategies and Policies	Moderate	<p>A supportive policy environment is needed in each country to ensure uptake of the work developed in the projects. There is a risk that environmental mainstreaming policy</p>

		<p>improvements developed in the country projects could be undermined without sufficient support. This has already been mitigated by a number of the country projects engaging both the environment and transport sector in the project. Creation of cross sectoral project steering committees will also help with policy coherence.</p>
<p>Technical design of project or program</p>	<p>Moderate</p>	<p>The GRID IP has been designed with an upstream approach, and aims to advance biodiversity mainstreaming in a typically non-environmental sector. Sustainable infrastructure is still a new area for countries to be working in, so comes with design risks. This risk is mitigated to an extent by provision of technical assistance from the Global Coordination Project on key topics and to address common barriers that the country projects may face.</p>
<p>Institutional capacity for implementation and sustainability</p>	<p>Substantial</p>	<p>With the inclusion of FCV and an LDC participating countries, there is the potential for institutional capacity gaps and implementation issues. There is also a risk of coordination issues in the country projects if there has not already been a period of collaboration between the cross sectoral project partners (generally both the Environment and the Transport ministries are co-executing the country projects). Comprehensive design in PPG phase, co-developed with the executing agencies, will be important to establish both a collaborative approach and buy-in from the sectoral partners. During the implementation of the program, additional efforts can be devoted to capacity-building and knowledge-sharing by the Global Coordination Project.</p>

Fiduciary: Financial Management and Procurement	Moderate	The GEF Agencies are experienced in working with the cohort of countries in the GRID IP, and during project development and appraisal will undertake the process of assessing executing agency capacities and building in mitigations and capacity needs into the project design and governance
Stakeholder Engagement	Moderate	Infrastructure development requires a significant number of stakeholders, from the earliest stages of planning and design all the way downstream. In order to ensure a comprehensive stakeholder engagement, where all the different parties (including minority groups and gender mainstreaming are considered) a long-term stakeholder engagement plan will be developed for each country project.
Other		
Financial Risks for NGI projects		
Overall Risk Rating	Moderate	

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

Describe how the proposed interventions are aligned with GEF- 8 programming strategies and country and regional priorities, including how these country strategies and plans relate to the multilateral environmental agreements.

Confirm that any country policies that might contradict with intended outcomes of the project have been identified. (approximately 2-3 pages)

Poorly planned and sited transportation infrastructure can lead to significant impacts on the environment. Once a road, port, or waterway is in place, it often becomes an irreversible part of the landscape. Transportation infrastructure development is only expected to accelerate. There is a strong need and opportunity to influence the planning process now, so that as new infrastructure projects are funded and built they are done so in a way that does not cause significant and irreversible damage to the landscapes and seascapes in which they are placed.

The GRID IP is aligned with several GEF-8 programming strategies. It is aligned to the Biodiversity Focal Area, as it supports conservation of key habitats, maintenance of ecological connectivity, and reduction of negative impacts, including wildlife mortality from transportation infrastructure. In addition, the GRID IP is linked to the Climate Change Mitigation focal area, as it expects to reduce GHG emissions linked to land degradation and deforestation and unsustainable building materials and practices.

The IP reinforces and underlies a significant amount of GEF programming and financing to key landscapes (e.g. to protected areas that may become more vulnerable by badly placed transportation infrastructure).

### **Child Project Selection Criteria**

The following criteria was used to evaluate and select countries for inclusion in the GRID IP:

High potential to generate global environmental benefits

Strong demonstration of political will and vision for transforming national transportation infrastructure development towards more sustainable outcomes

Demonstrates that the country/landscape/seascape includes important habitats/ecosystems and significant transportation infrastructure development is planned (e.g. the need for upstream planning to ensure maintained ecological functioning and biodiversity preservation)

Advancement against the GRID IP Theory of Change, e.g. the country addresses key barriers and puts in place the key enabling frameworks so that destruction of globally significant biodiversity from poorly planned transportation infrastructure is avoided.

Clear description of an incremental and innovative approach that would lead to a systems change, going beyond baseline ESG requirements and towards transformational impacts.

A balanced geographical representation and involvement of SIDS and LDCs was also considered.

## **D. POLICY REQUIREMENTS**

### **Gender Equality and Women's Empowerment**

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

Yes

### **Stakeholder Engagement**

We confirm that key stakeholders were consulted during PFD development as required per GEF policy, their relevant roles to program outcomes and plan to develop a Stakeholder Engagement Plan in the Coordination Child Project before CEO endorsement has been clearly articulated in the Program Description (Section B).

Yes

### **Were the following stakeholders consulted during PFD preparation phase:**

Indigenous Peoples and Local Communities:

Civil Society Organizations : Yes

Private Sector :

Provide a brief summary and list of names and dates of consultations

Date	Meeting title	Participants
28 July 2022	GRID IP Workshop 1 (for lead agency proposal)	EBRD, IADB, UNEP, WWF
8-9 Aug. 2022	GRID IP Workshop 2 (for lead agency proposal)	EBRD, IDB, ADB, UNEP, WWF
14 Dec 2022	GRID IP Development Strategic Meeting (Montreal)	ADB, IADB, UNEP, WCMC, WWF US, Sinfranova (consultant)
12 Jan. 2023	Inter-Agency Meeting to discuss GRID	AfDB, UNDP, UNEP, IDB, EBRD, DBSA, ADB, GEF Sec, WWF
6-7 Feb. 2023	GRID Overview and EOI Guidance Webinar (English, French, Spanish)	All OFPs and GEF Agencies invited
22 March 2023	Inter-Agency Meeting to discuss GRID updates	ADB, UNEP, IUCN, EBRD, CAF, DBSA, WWF
29 Sept. 2023	Inter-Agency Meeting (with participating Agencies)	EBRD, UNEP, ADB, WWF

A number of bilateral meetings were held to discuss GRID, including with: Global Infrastructure Facility, World Bank, BISON, and various national government representatives.

(Please upload to the portal documents tab any stakeholder engagement plan or assessments that have been done during the PFD preparation phase)

#### Private Sector

Will there be private sector engagement in the program?

Yes

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

Yes

#### Environmental and Social Safeguards

We confirm that we have provided indicative information regarding Environmental and Social risks associated with the proposed program and any measures to address such risks and impacts (this information should be presented in Annex D).

Yes

#### Overall Project/Program Risk Classification

PIF	CEO Endorsement/Approval	MTR	TE
Medium/Moderate			
Medium/Moderate			

## E. OTHER REQUIREMENTS

Knowledge management

We confirm that an approach to Knowledge Management and Learning has been clearly described in the Program Description (Section B)

Yes

## ANNEX A: FINANCING TABLES

### GEF Financing Table

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

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	GEF Program Financing (\$)	Agency Fee(\$)	Total GEF Financing (\$)
UNEP	GET	Ukraine	Biodiversity	BD STAR Allocation: IPs	1,759,863.00	158,387.00	1,918,250.00
UNEP	GET	Ukraine	Biodiversity	BD IP Matching Incentives	586,615.00	52,795.00	639,410.00
UNEP	GET	Malaysia	Biodiversity	BD STAR Allocation: IPs	2,196,595.00	197,694.00	2,394,289.00
UNEP	GET	Malaysia	Land Degradation	LD STAR Allocation: IPs	351,455.00	31,631.00	383,086.00
UNEP	GET	Malaysia	Biodiversity	BD IP Matching Incentives	732,198.00	65,898.00	798,096.00
UNEP	GET	Malaysia	Land Degradation	LD IP Matching Incentives	117,151.00	10,543.00	127,694.00
ADB	GET	Nepal	Biodiversity	BD STAR Allocation: IPs	2,673,437.00	240,609.00	2,914,046.00
ADB	GET	Nepal	Biodiversity	BD IP Matching Incentives	891,145.00	80,203.00	971,348.00
ADB	GET	Philippines	Biodiversity	BD STAR Allocation: IPs	2,649,150.00	238,350.00	2,887,500.00
WWF- US	GET	Philippines	Biodiversity	BD IP Matching Incentives	883,050.00	79,450.00	962,500.00
WWF- US	GET	Suriname	Biodiversity	BD STAR Allocation: IPs	1,231,904.00	110,871.00	1,342,775.00
WWF- US	GET	Suriname	Climate Change	CC STAR Allocation: IPs	527,959.00	47,516.00	575,475.00

WWF-US	GET	Suriname	Biodiversity	BD IP Matching Incentives	410,630.00	36,957.00	447,587.00
WWF-US	GET	Suriname	Climate Change	CC IP Matching Incentives	175,985.00	15,838.00	191,823.00
WWF-US	GET	Global	Biodiversity	BD IP Global Platforms	1,691,928.00	152,273.00	1,844,201.00
WWF-US	GET	Global	Climate Change	CC IP Global Platforms	1,075.00	97.00	1,172.00
WWF-US	GET	Global	Land Degradation	LD IP Global Platforms	5,460,588.00	491,453.00	5,952,041.00
WWF-US	GET	Global	Chemicals and Waste	CW IP Global Platforms	1,453,748.00	130,837.00	1,584,585.00
<b>Total GEF Resources (\$)</b>						<b>2,141,402.00</b>	<b>25,935,878.00</b>

### Project Preparation Grant (PPG)

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	PPG(\$)	Agency Fee(\$)	Total PPG Funding(\$)
UNEP	GET	Ukraine	Biodiversity	BD STAR Allocation: IPs	75,000.00	6,750.00	81,750.00
UNEP	GET	Ukraine	Biodiversity	BD IP Matching Incentives	25,000.00	2,250.00	27,250.00
UNEP	GET	Malaysia	Biodiversity	BD STAR Allocation: IPs	96,983.00	8,728.00	105,711.00
UNEP	GET	Malaysia	Land Degradation	LD STAR Allocation: IPs	15,517.00	1,397.00	16,914.00
UNEP	GET	Malaysia	Biodiversity	BD IP Matching Incentives	32,328.00	2,909.00	35,237.00
UNEP	GET	Malaysia	Land Degradation	LD IP Matching Incentives	5,172.00	466.00	5,638.00
ADB	GET	Nepal	Biodiversity	BD STAR Allocation: IPs	103,238.00	9,292.00	112,530.00

ADB	GET	Nepal	Biodiversity	BD IP Matching Incentives	34,412.00	3,097.00	37,509.00
ADB	GET	Philippines	Biodiversity	BD STAR Allocation: IPs	103,238.00	9,262.00	112,500.00
WWF-US	GET	Philippines	Biodiversity	BD IP Matching Incentives	34,412.00	3,088.00	37,500.00
WWF-US	GET	Suriname	Biodiversity	BD STAR Allocation: IPs	52,500.00	4,725.00	57,225.00
WWF-US	GET	Suriname	Climate Change	CC STAR Allocation: IPs	22,500.00	2,025.00	24,525.00
WWF-US	GET	Suriname	Biodiversity	BD IP Matching Incentives	17,500.00	1,575.00	19,075.00
WWF-US	GET	Suriname	Climate Change	CC IP Matching Incentives	7,500.00	675.00	8,175.00
WWF-US	GET	Global	Biodiversity	BD IP Global Platforms	39,314.00	3,538.00	42,852.00
WWF-US	GET	Global	Climate Change	CC IP Global Platforms	25.00	2.00	27.00
WWF-US	GET	Global	Land Degradation	LD IP Global Platforms	126,882.00	11,419.00	138,301.00
WWF-US	GET	Global	Chemicals and Waste	CW IP Global Platforms	33,779.00	3,040.00	36,819.00
<b>Total PPG Amount (\$)</b>					<b>825,300.00</b>	<b>74,238.00</b>	<b>899,538.00</b>

### Sources of Funds for Country Star Allocation

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Sources of Funds	Total(\$)
UNEP	GET	Ukraine	Biodiversity	BD STAR Allocation	2,000,000.00
UNEP	GET	Malaysia	Biodiversity	BD STAR Allocation	2,500,000.00
UNEP	GET	Malaysia	Land Degradation	LD STAR Allocation	400,000.00
ADB	GET	Nepal	Biodiversity	BD STAR Allocation	393,458.00
ADB	GET	Nepal	Climate Change	CC STAR Allocation	1,500,000.00



ADB	GET	Nepal	Land Degradation	LD STAR Allocation	1,133,118.00
ADB	GET	Philippines	Biodiversity	BD STAR Allocation	3,000,000.00
WWF-US	GET	Suriname	Biodiversity	BD STAR Allocation	1,400,000.00
WWF-US	GET	Suriname	Climate Change	CC STAR Allocation	600,000.00
<b>Total GEF Resources</b>					<b>12,926,576.00</b>

### Indicative Focal Area Elements

Programming Directions	Trust Fund	GEF Project Financing(\$)	Co-financing(\$)
Infrastructure IP	GET	2,346,478.00	11,130,000.00
Infrastructure IP	GET	3,397,399.00	27,066,662.00
Infrastructure IP	GET	3,564,582.00	100,500,000.00
Infrastructure IP	GET	3,532,200.00	254,125,000.00
Infrastructure IP	GET	2,346,478.00	6,570,000.00
Infrastructure IP	GET	8,607,339.00	9,524,000.00
<b>Total Project Cost</b>		<b>23,794,476.00</b>	<b>408,915,662.00</b>

### Indicative Co-financing

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount(\$)
Donor Agency	SIDA	In-kind	Recurrent expenditures	1,000,000.00
Civil Society Organization	WWF Ukraine	In-kind	Recurrent expenditures	30,000.00
GEF Agency	UNEP	In-kind	Recurrent expenditures	100,000.00
Recipient Country Government	Ukraine Facility of the EU	Other	Investment mobilized	10,000,000.00

Recipient Country Government	Ministry of Transport	In-kind	Recurrent expenditures	1,000,000.00
Recipient Country Government	Marine Department Malaysia	In-kind	Recurrent expenditures	1,000,000.00
Recipient Country Government	Bintulu Port Authority	In-kind	Recurrent expenditures	1,000,000.00
Recipient Country Government	Bintulu Port Authority	Public Investment	Investment mobilized	2,000,000.00
Private Sector	Bintulu Port	In-kind	Recurrent expenditures	1,000,000.00
Private Sector	Bintulu Port	Other	Investment mobilized	1,000,000.00
Recipient Country Government	Klang Port Authority	In-kind	Recurrent expenditures	2,000,000.00
Recipient Country Government	Klang Port Authority	Public Investment	Investment mobilized	2,000,000.00
Private Sector	West Port (Klang Port)	In-kind	Recurrent expenditures	1,000,000.00
Private Sector	West Port (Klang Port)	Other	Investment mobilized	1,000,000.00
Private Sector	North Port (Klang Port)	In-kind	Recurrent expenditures	1,000,000.00
Private Sector	North Port (Klang Port)	Other	Investment mobilized	1,000,000.00
Recipient Country Government	Kuantan Port Authority	In-kind	Recurrent expenditures	1,000,000.00
Recipient Country Government	Kuantan Port Authority	Public Investment	Investment mobilized	1,000,000.00
Private Sector	Kuantan Port	In-kind	Recurrent expenditures	1,000,000.00
Private Sector	Kuantan Port	Other	Investment mobilized	1,000,000.00
Private Sector	Malaysia Shipowners Association (MASA)	In-kind	Recurrent expenditures	500,000.00

Recipient Country Government	Department of Environment	In-kind	Recurrent expenditures	1,500,000.00
Recipient Country Government	Department of Fisheries	In-kind	Recurrent expenditures	1,000,000.00
Recipient Country Government	Ministry of Natural Resources, Environment and Climate Change	In-kind	Recurrent expenditures	1,500,000.00
Recipient Country Government	State Government	In-kind	Recurrent expenditures	1,000,000.00
Private Sector	Sarawak and Sabah Shipowners Association (SSSA)	In-kind	Recurrent expenditures	500,000.00
Others	Maritime Institute of Malaysia (MIMA)	In-kind	Recurrent expenditures	2,066,662.00
GEF Agency	Asian Development Bank (ADB)	Loans	Investment mobilized	100,500,000.00
Recipient Country Government	Department of Finance	In-kind	Recurrent expenditures	54,000,000.00
GEF Agency	Asian Development Bank (ADB)	Loans	Investment mobilized	200,000,000.00
GEF Agency	World Wildlife Fund (WWF)	In-kind	Recurrent expenditures	125,000.00
Recipient Country Government	Ministry of Spatial Planning and Environment	In-kind	Recurrent expenditures	2,500,000.00
Recipient Country Government	Ministry of Public Works	In-kind	Recurrent expenditures	1,750,000.00
Recipient Country Government	Planning Office	In-kind	Recurrent expenditures	2,000,000.00
GEF Agency	World Wildlife Fund (WWF)	In-kind	Recurrent expenditures	320,000.00
GEF Agency	WWF-US	In-kind	Recurrent expenditures	7,240,600.00
GEF Agency	WWF-US	Grant	Investment mobilized	2,000,000.00
GEF Agency	UNEP	In-kind	Recurrent expenditures	283,400.00

<b>Total Co-financing</b>				<b>408,915,662.00</b>
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## ANNEX B: ENDORSEMENTS

### GEF Agency(ies) Certification

GEF Agency Type	Name	Date	Project Contact Person	phone	Email
GEF Agency Coordinator	Renaë Stenhouse	10/18/2023	Renaë Stenhouse		Renaë.Stenhouse@wwfus.org
Project Coordinator	Rachel Kaplan	10/18/2023	Rachel Kaplan		rachel.kaplan@wwfus.org

### Record of Endorsement of GEF Operational Focal Point (s) on Behalf of the Government(s):

Name	Position	Ministry	Date (MM/DD/YYYY)
Dato Mohamed Razif Bin Haji Abd Mubin	Deputy Secretary General (Energy & Environment)	Ministry of Natural Resources, Environment & Climate Change (Malaysia)	10/5/2023
Evgenii Fedorenko	Deputy Minister for European Integration/ GEF Operational Focal Point	Ministry of Environmental Protection and Natural Resources of Ukraine	8/31/2023
Vanuessa Gefferie	Permanent Secretary for General and Financial Affairs	Ministry of Spatial Planning and Environment (Suriname)	10/12/2023
Analiza Rebuelta-Teh	Undersecretary Finance, Information Systems, and Climate Change and GEF Operational Focal Point	Department of Environment and Natural Resources	10/16/2023
Shreekrishna Nepal	Joint Secretary and GEF Operational Focal point	Ministry of Finance (Nepal)	11/1/2023

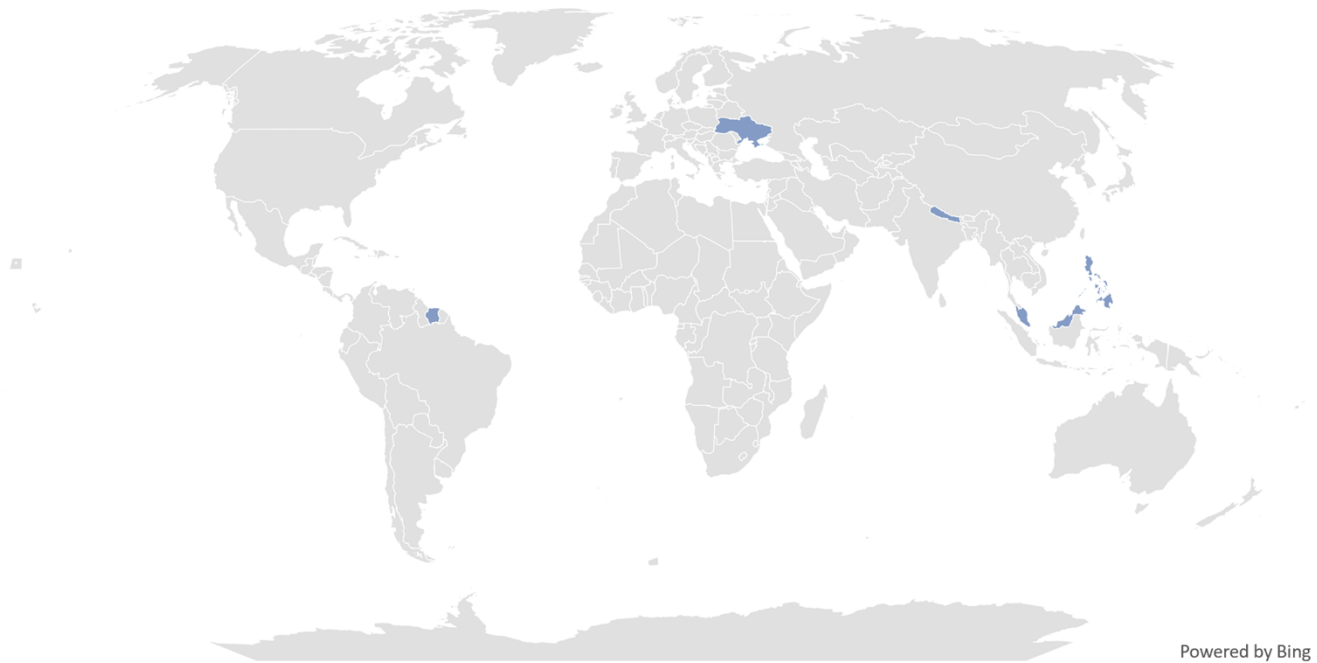
## ANNEX C: PROGRAM LOCATION

Please provide geo-referenced information and map where the project interventions will take place

Child Projects in this program are located in:

Malaysia, Nepal, Philippines, Suriname, Ukraine

## Child Projects under GRID IP



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### ANNEX D: ENVIRONMENTAL AND SOCIAL SAFEGUARDS SCREEN AND RATING

(Program level) Attach agency safeguard screen form including rating of risk types and overall risk rating.

Title

ANNEX D Environmental and Social Safeguards Screen and Rating

### ANNEX E: RIO MARKERS

Climate Change Mitigation	Climate Change Adaptation	Biodiversity	Decertification
Significant Objective 1	Significant Objective 1	Principal Objective 2	Significant Objective 1

### ANNEX F: TAXONOMY WORKSHEET

See Taxonomy selected in the first section of the submission

## ANNEX H : CHILD PROJECT INFORMATION

Title

Annex H\_9 Nov 23\_Submission 2\_Child Project Concept Notes

GRID IP\_Annex H\_Child Project Concept Notes Submission 18October\_FINAL

Annex H\_GEF GRID IP Child Project Concept Notes Submission 18October

### Child Projects under the Program

Country	Project Title	GEF Agency	GEF Amount (\$) PROJECT FINANCING	Agency Fees(\$)	Total(\$)
	<b>FSPs</b>				
Ukraine	Integrating Biodiversity Conservation into Upstream Planning of Linear Transport Infrastructure in Ukraine	UNEP	2,346,478.00	211,182.00	2,557,660.00
Malaysia	Transforming Malaysia's Port Infrastructure Development through a Nature-Centric Approach for Biodiversity Conservation and Land Degradation Control	UNEP	3,397,399.00	305,766.00	3,703,165.00
Nepal	Greening Transportation Infrastructure Development in Nepal: Terai Arc Landscape Case	ADB	3,564,582.00	320,812.00	3,885,394.00
Philippines	Greening Transportation Infrastructure Development in the Philippines (GRID-PHI)	ADB	3,532,200.00	317,800.00	3,850,000.00
Suriname	Preserving Suriname's Immense Marine and Coastal Biodiversity through Greening Infrastructure Development	WWF-US	2,346,478.00	211,182.00	2,557,660.00

Global	Greening Transportation Infrastructure Development: Global Platform	WWF-US	8,607,339.00	774,660.00	9,381,999.00
	<b>Subtotal (\$)</b>		23,794,476.00	2,141,402.00	25,935,878.00
	<b>MSPs</b>				
	<b>Subtotal (\$)</b>		0.00	0.00	0.00
	<b>Grant Total (\$)</b>		23,794,476.00	2,141,402.00	25,935,878.00