

GCF IRMF WEBINAR SERIES – JAN 25, 2022

UPDATED FP TEMPLATES FOR IRMF: CASE STUDY



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BRIEF INTRODUCTION OF CASE STUDY



- This is a **hypothetical** project only for guidance purpose.
- This is a **cross-cutting** project targeting **transport** sector.
- Case project example will cover FP template sections where the most significant IRMF changes are made.
 - **Section B** (Theory of Change)
 - **Section E** (Logframe)
- Based on **PAP** FP template but can be applied to **SAP** template as well.

BRIEF INTRODUCTION OF CASE STUDY



- Project background:

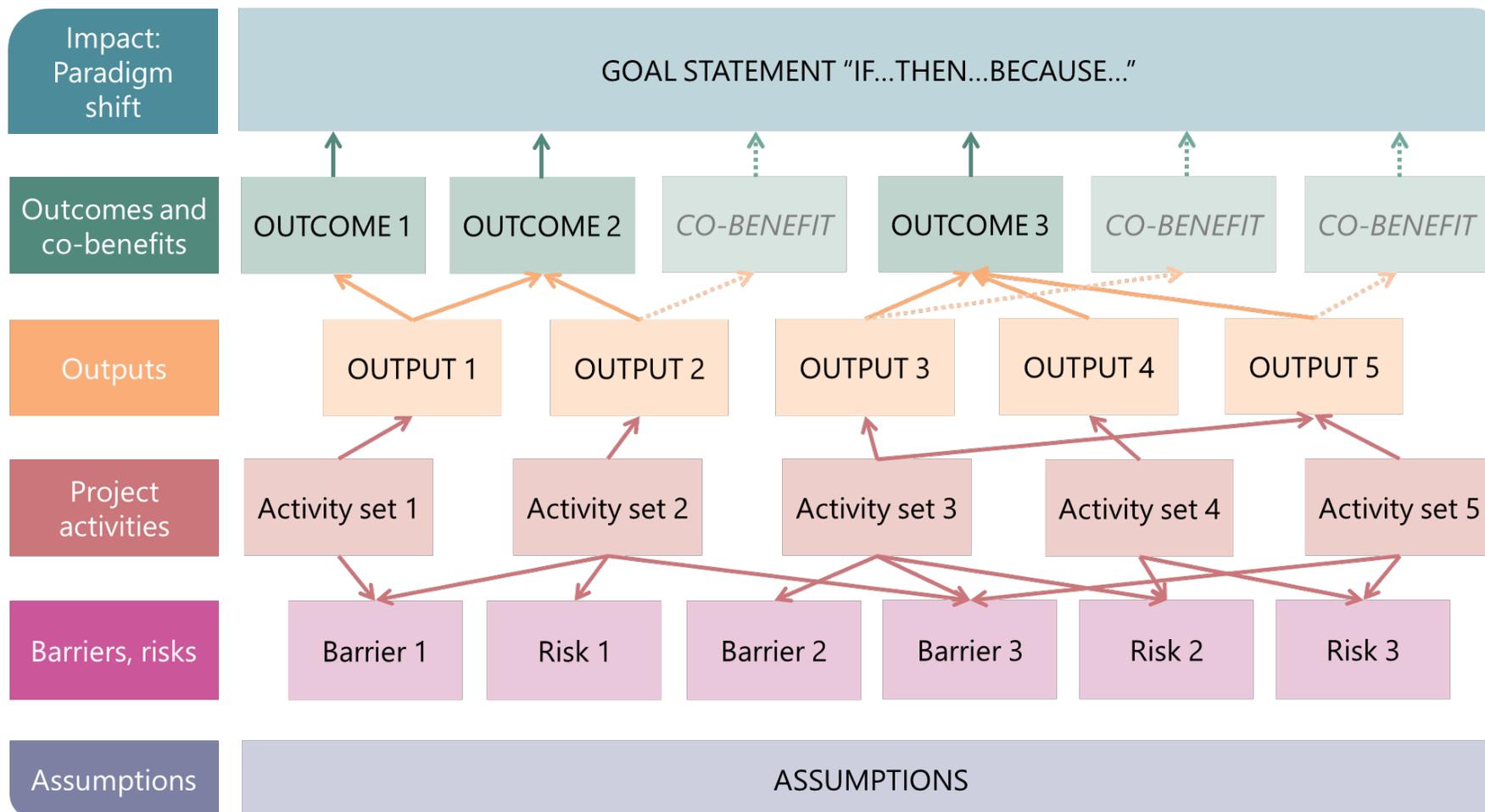
*The project will deliver 30km of fully segregated a **low-emission and climate resilient bus rapid transit (BRT)** infrastructure including cycle lanes, a bike sharing system, last-mile connectivity with e-pedicabs, and improved pedestrian facilities benefitting 1.5 million residents within a city. **Biogas for the project's zero-GHG emission biomethane buses will be produced from cattle waste.** The project includes restructuring of the public transport network, and a fleet scrapping program, including compensation mechanism. It shifts passengers towards public and Non-Motorized Transport (NMT) and implements a BRT system powered completely by biomethane.*

*The BRT detailed design caters for a projected increase in the city temperature and intense heatwaves and events of intense precipitation along the BRT route and **makes the public transport system less vulnerable to climate risks.** It will benefit the city's population through increasing access to climate-resilient, low-carbon, reliable and safe public transport. Other benefits for the population include improved **air quality**, and universal access for women, children, including business opportunities.*

CHANGES TO SECTION B: THEORY OF CHANGE (TOC)

CHANGES TO SECTION B.

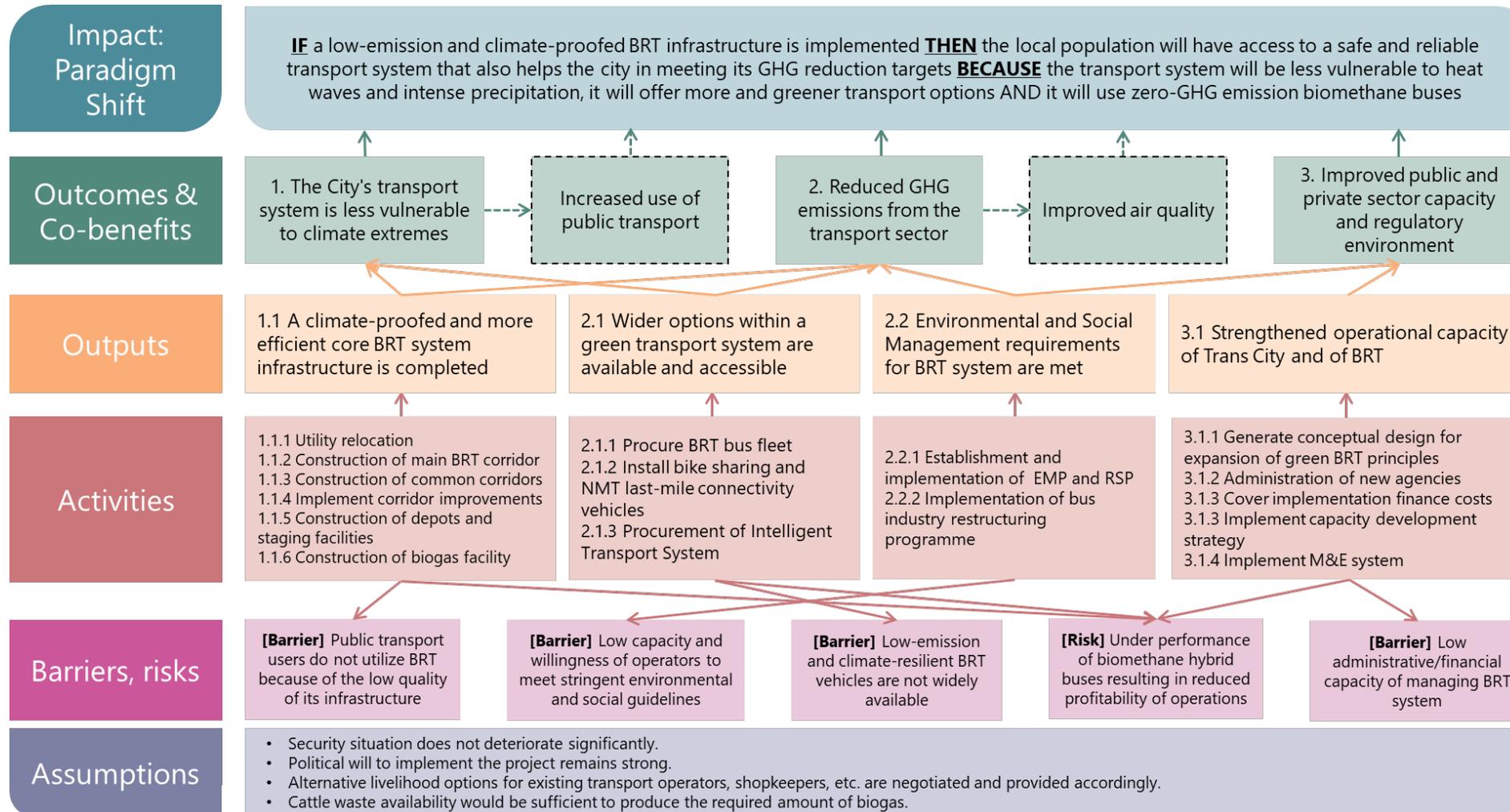
- Updated Theory of Change Diagram



CHANGES TO SECTION B.



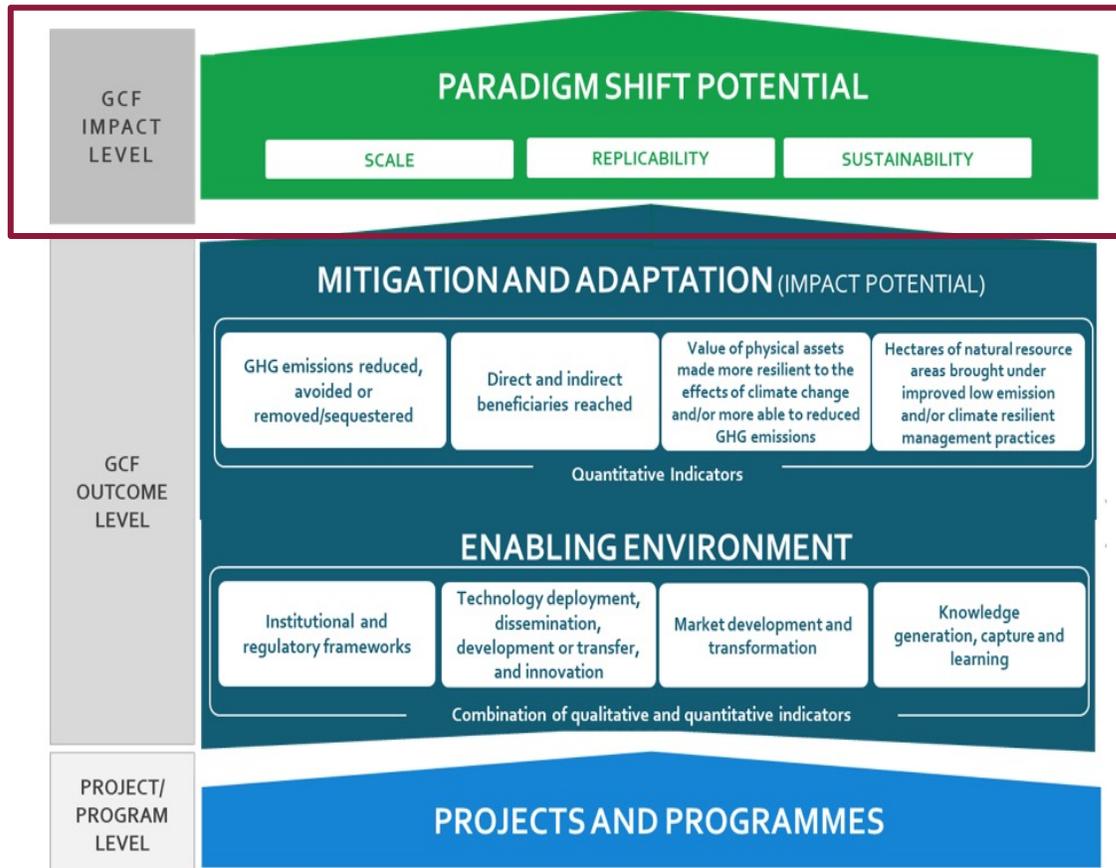
- Theory of Change Diagram of Case Project



CHANGES TO SECTION B.



- Theory of Change Diagram: Impact (Paradigm Shift)
 - ✓ The Goal Statement to show how paradigm shift can be achieved at Impact level



Impact: Paradigm shift

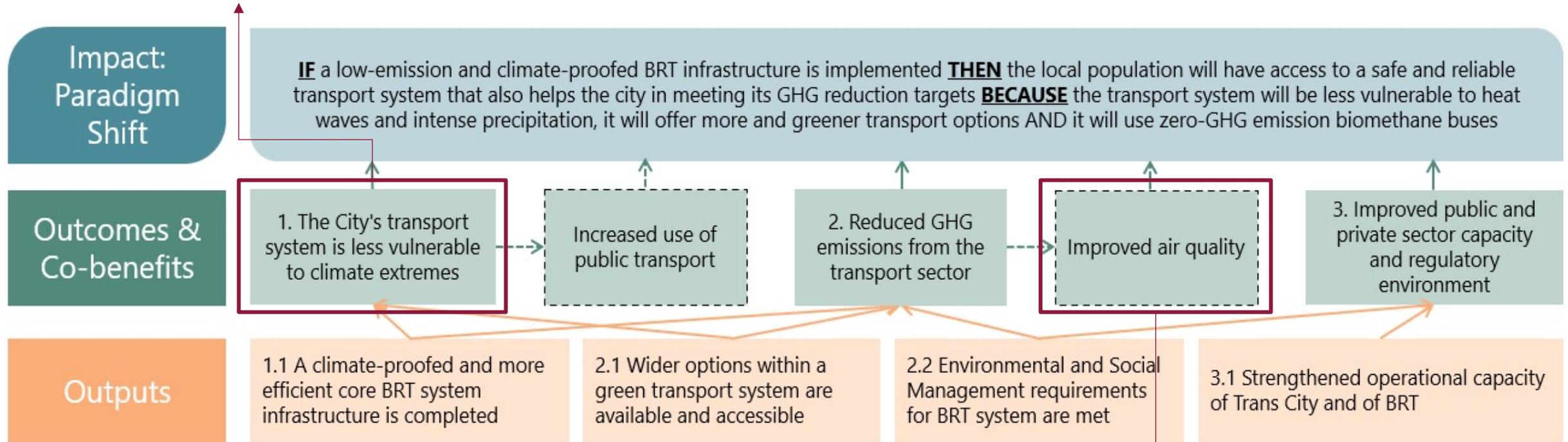
IF a low-emission and climate-proofed BRT infrastructure is implemented **THEN** the local population will have access to a safe and reliable transport system that also helps the city in meeting its GHG reduction targets **BECAUSE** the transport system will be less vulnerable to heat waves and intense precipitation, it will offer more and greener transport options **AND** it will use zero-GHG emission biomethane buses

CHANGES TO SECTION B.



- Theory of Change Diagram: Outcomes (Co-benefits)
 - ✓ Project/programme outcomes to be linked to GCF results areas
 - ✓ Co-benefits can be captured as secondary benefits of mitigation or adaptation activities

Which GCF Results Area?



Can be identified after outcomes are identified

CHANGES TO SECTION B.



- Outcome – results area mapping and co-benefits categorization

OUTCOME	ALIGNMENT WITH RESULTS AREA
1. Transport system is less vulnerable to extreme climate events	Outcome 1 aligns with Adaptation results area ARA 3 – infrastructure and environment. By implementing a climate-proof BRT infrastructure, the project is expected to reduce the vulnerability of the transport system to climate hazards.
2. Reduced GHG emissions from transport sector	Outcome 2 relates to MRA 2 as the reductions are caused by the development of a low-emission transport system.
3. Improved public and private sector capacity and regulatory environment	Outcome 3 focuses on improving institutional and regulatory frameworks required for low-emission and climate resilient transport, so it aligns with both MRA 2 and ARA 3.
1. CO-BENEFIT: Increased use of public transport system for transport and economic activities	Co-benefit 1 can be linked to economic and gender co-benefits, given the project will also contribute to the development of jobs and economic opportunities for stalls in stations including women-led business.
2. CO-BENEFIT: Improved air quality	Co-benefit 2 relates to environmental co-benefit, so the environmental co-benefit box can be ticked.

CHANGES TO SECTION B.



- Outcome – results area mapping and co-benefits categorization
 - ✓ As a cross-cutting project, outcomes are linked to both mitigation and adaptation results areas
 - ✓ Environmental, Economic, and Gender co-benefits are identified

Outcome number	GCF results area							
	MRA 1	MRA 2	MRA 3	MRA 4	ARA 1	ARA 2	ARA 3	ARA 4
	Energy generation and access	Low emission transport	Building, cities, industries, appliances	Forestry and land use	Most vulnerable people and communities	Health, well-being, food, and water security	Infrastructure and built environment	Ecosystems and ecosystem services
Outcome 1: Transport system less vulnerable to extreme climate events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Outcome 2: Reduced GHG emissions from transport sector	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outcome 3: Improved public and private sector capacity and regulatory environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Co-benefit number	Co-benefit					
	Environmental	Social	Economic	Gender	Adaptation	Mitigation
Co-benefit 1: Increased use of public transport system for transport and economic activities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Co-benefit 2: Improved air quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

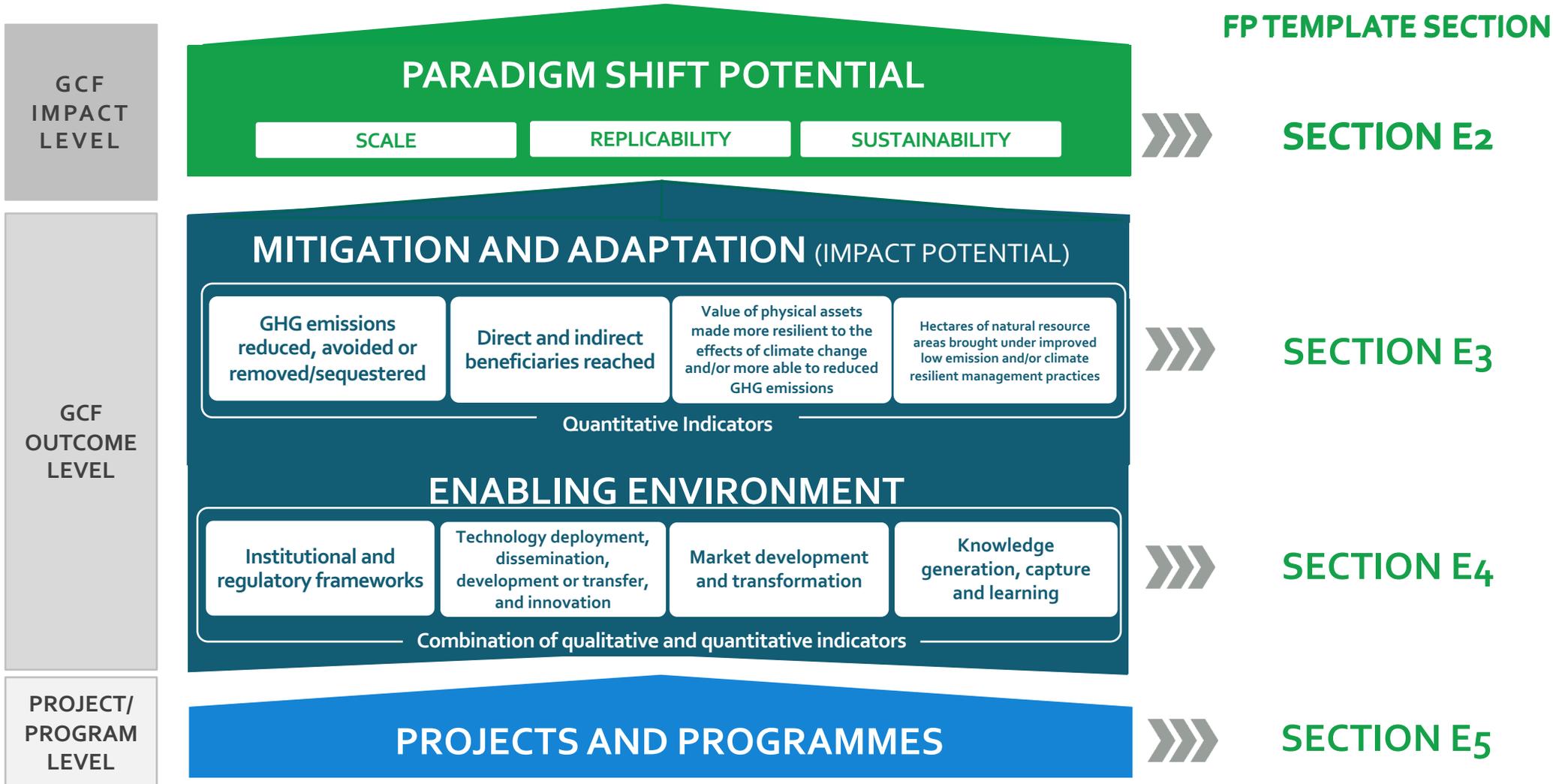
CHANGES TO SECTION E: LOGICAL FRAMEWORK

RECAP: MAJOR CHANGES TO SECTION E



Section	Previous FP template	Updated FP template	Description of the change
Section E1	Paradigm shift objectives	Project /programme focus	Title has changed. AEs will indicate if the proposed project/programme is intending to achieve mitigation or adaptation outcomes.
Section E2	Core indicator targets	GCF impact level: paradigm shift potential	Paradigm shift (qualitative) target and baseline setting has been introduced in line with the IRMF structure.
Section E3	Fund-level impacts	GCF outcome level: reduced emissions and increased resilience	The PMFs indicators including core, Fund-level impacts and Fund-level outcomes indicators have been replaced with IRMF core 1-4 and supplementary indicators.
Section E4	Fund-level outcomes	GCF outcome level: enabling environment	Enabling environment (qualitative) target and baseline setting has been introduced in line with the IRMF structure.
Section E5	Project/programme performance indicators	Project/programme specific indicators	Co-benefits indicators table has been introduced as encouraged by the IRMF.
Section E6	Activities	Project/programme activities and deliverables	No change apart from minor semantic changes.
Section E7	Monitoring, reporting and evaluation arrangements	Monitoring, reporting and evaluation arrangements	No change in the title but a reminder has been added to include 'paradigm shift' and 'enabling environment' scorecards assessments as part of the scope for interim/final evaluations as required by the IRMF.

SECTION E AGAINST THE IRMF RESULT ARCHITECTURE



CHANGES TO SECTION E: E2



DIMENSION	BASELINE CONTEXT	BASELINE SCORE	POTENTIAL PARADIGM SHIFT	HOW THE PROJECT WILL CONTRIBUTE
SCALE	The city's mass transit system is almost entirely fossil-fuel dependent. Moreover, the poor quality of mass transit in the city means that private transport is increasingly favoured by the population. This shift away from public transport is resulting in even more GHG emissions from transport.	Low	Paradigm shift would involve a move away from the current reliance on fossil-fuel based mass transit. This may be accompanied by behaviour change on two fronts: higher quality, cleaner public transit could slow or reverse the current shift towards private transportation; and gender-sensitive transportation could greatly increase women's use of public transport.	The intervention is projected to deliver 2.6 MtCO ₂ e over 30 years, even before any replication effects: this would represent a significant step towards paradigm shift on emissions. The project's focus on developing gender-sensitive transportation also has the potential to support a large-scale shift in women's' use of mass transit in the city.
REPLICABILITY	No green alternatives for mass transit have yet been demonstrated within the city, so replication is not yet possible.	Low	If a profitable, sustainable alternative to fossil fuel-based mass transit can be demonstrated, the solution could be replicated across the city, to other cities in the country, and even internationally.	The project's intervention has never been tested before, so lessons learned through this work will directly inform any efforts to replicate the work in other cities or countries.
SUSTAINABILITY	The government's ambition and commitment to exploring and realising improved, greener transportation options is evidenced by the recent establishment and funding of two new institutions. These new institutions provide strong foundations for the ongoing management and development of greener transport and infrastructure. While the institutional baseline is promising, unfortunately there is little uptake or even awareness of green transit solutions amongst public and private transport operators.	Medium	Paradigm shift would see sustainable governmental support for green mass transit accompanied by a profitable, vibrant commercial market where incentives clearly favour the operation of green transport. Behaviour change across the city's population would support this, where customers demonstrate preference for cleaner, safer alternatives.	The project will work closely with the new government institutions to build their capacity for green transport planning, management and maintenance. The project will also work closely with private operators to demonstrate and subsidise the switch towards green alternatives.

- An overview of the relationship between the project and the IRMF's **three paradigm shift dimensions**.
- The **current (baseline) context**, then the **potential paradigm shift**, including **how the project will contribute** to that shift.
- A narrative and baseline scores for each dimension based on the **paradigm shift scorecards**.

CHANGES TO SECTION E: E₂



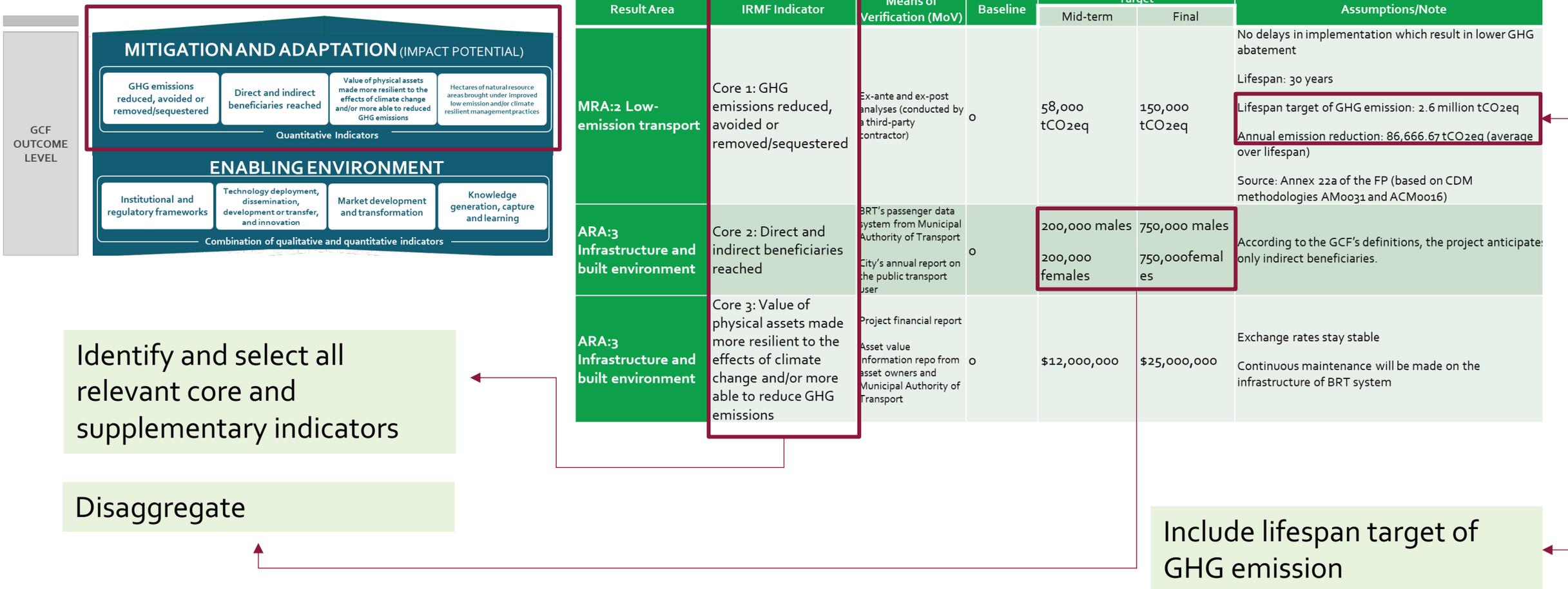
Max 50 words

Clear cut-off point

Cross-reference relevant outcomes in B.2a

DIMENSION	BASELINE CONTEXT	BASELINE SCORE	POTENTIAL PARADIGM SHIFT	HOW THE PROJECT WILL CONTRIBUTE
SCALE	<p>At the time of this Funding Proposal formulation (xxxx-xxxx), the city's mass transit system is almost entirely fossil-fuel dependent. The poor quality of mass transit in the city means that private transport is increasingly favoured by the population. This shift away from public transport is resulting in even more GHG emissions from transport.</p>	Low	<p>Paradigm shift would involve a move away from the current reliance on fossil-fuel based mass transit. This may be accompanied by behaviour change on two fronts: higher quality, cleaner public transit could slow or reverse the current shift towards private transportation; and gender-sensitive transportation could greatly increase women's use of public transport.</p>	<p>The intervention is projected to deliver 2.6 MtCO₂e emissions reduction over 30 years, even before any replication effects: this would represent a significant step towards paradigm shift on emissions. The project's focus on developing gender-sensitive transportation also has the potential to support a large-scale shift in women's' use of mass transit in the city.</p>

CHANGES TO SECTION E: E₃



Identify and select all relevant core and supplementary indicators

Disaggregate

Include lifespan target of GHG emission

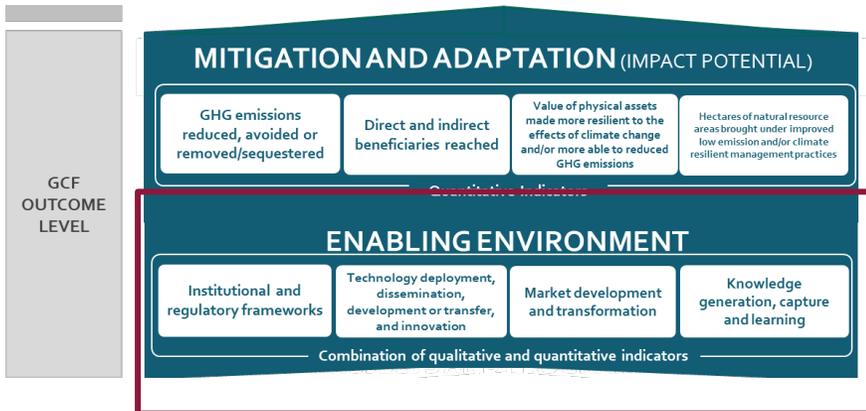
CHANGES TO SECTION E: E₃



- ✓ **Core indicator 1** (emission reductions) and **Core indicator 2** (beneficiaries) are required for mitigation and adaptation projects/programmes respectively.

Result Area	IRMF Indicator	Means of Verification (MoV)	Baseline	Target		Assumptions/Note
				Mid-term	Final	
MRA:2 Low-emission transport	Core 1: GHG emissions reduced, avoided or removed/sequestered	Ex-ante and ex-post analyses (conducted by a third-party contractor)	0	58,000 tCO ₂ eq	150,000 tCO ₂ eq	<p>No delays in implementation which result in lower GHG abatement</p> <p>Lifespan: 30 years</p> <p>Lifespan target of GHG emission: 2.6 million tCO₂eq</p> <p>Annual emission reduction: 86,666.67 tCO₂eq (average over lifespan)</p> <p>Source: Annex 22a of the FP (based on CDM methodologies AM0031 and ACM0016)</p>
ARA:3 Infrastructure and built environment	Core 2: Direct and indirect beneficiaries reached	<p>BRT's passenger data system from Municipal Authority of Transport</p> <p>City's annual report on the public transport user</p>	0	<p>200,000 males</p> <p>200,000 females</p>	<p>750,000 males</p> <p>750,000 females</p>	<p>According to the GCF's definitions, the project anticipates only indirect beneficiaries.</p>

CHANGES TO SECTION E: E4



Core Indicator 5	Degree to which GCF investments contribute to strengthening institutional and regulatory frameworks for low-emission climate-resilient development pathways in a country-driven manner
Core Indicator 6	Degree to which GCF investments contribute to technology deployment, dissemination, development or transfer and innovation
Core Indicator 7	Degree to which GCF investments contribute to market development / transformation at the sectoral, local or national level
Core Indicator 8	Degree to which GCF investments contribute to effective knowledge generation and learning processes, and use of good practices, methodologies and standards

CHANGES TO SECTION E: E4



Core Indicator	Baseline context (description)	Rating for current state (baseline)	Target scenario (description)	How the project will contribute	Coverage
Core 5 (Institutions)	The government has recently established and funded two new institutions, with a core responsibility of these new institutions being to oversee the rollout of the BRT system and infrastructure. While that institutional foundation is in place, the BRT represents a completely new approach, requiring new regulatory powers and institutional capacities.	Medium	A regulatory framework is in place that incentivises the shifting of public transport fleets to greener alternatives. Two new institutions have permanent institutional capacity in place for the effective development, procurement, oversight and management of green public mass transit in the city.	One of the four project components is dedicated to supporting institutional development for the two new bodies. Project outputs will include development and implementation of a capacity development strategy, and the development and implementation of a comprehensive performance and monitoring system.	National level (one country)
Core 6 (Technology)	Public transit is dominated by an ageing fleet of diesel-based vehicles with virtually no green alternatives and – due partly to safety issues – very low levels of NMT use.	Low	A biogas-based BRT fleet is operating sustainably, supported by an equally sustainable biogas supply chain. Consumers have adopted and routinely use NMT options such as cycles and e-pedicabs.	The project will finance the procurement of the first biogas-based BRT fleet, a fleet of NMT vehicles (bikes, e-pedicabs), and the necessary climate resilient infrastructure (segregated bus and bike lanes, transit stops, pedestrianisation).	Single sub-national area within a country
Core 7 (Markets)	Weakly regulated private sector operating almost exclusively fossil fuel-based transport fleets. Declining demand for public transport as population shifts to private (personal) transport. Very low usage of public transport by women due to poor safety.	Low	A vibrant commercial market sees multiple private sector operators shifting to greener, cleaner and safer transport fleets, increasing demand for public transport from consumers (particularly women), and reversing the trend towards private transport.	The project will support government efforts to incentivise uptake of greener alternatives through subsidising private sector operators' purchase of biogas-based vehicles. The project's work to build gender-sensitive infrastructure will also support market development. More broadly, the project will promote the benefits of greener alternatives (including NMT) to the general public.	Single sub-national area within a country
Core 8 (Knowledge)	Limited awareness of green transport alternatives within the city. Limited global awareness of biogas-based BRT as a potential solution, as it has not yet been tested.	Low	Biogas-based BRT is deployed within other areas of the city, within other cities in the country, and potentially within other countries. Where new regions are adopting the approach, they directly apply knowledge and lessons (positive and negative) that have been codified and shared by the project.	The project's knowledge management strategy will ensure that all generalisable lessons are catalogued and shared with target audiences, including (e.g.) other municipalities that are considering biogas-based BRT, and donors that finance low-emission transport.	Multi-countries

CHANGES TO SECTION E: E4



Core Indicator	Baseline context (description)	Rating for current state (baseline)	Target scenario (description)	How the project will contribute	Coverage
Core 5 (Institutions)	The government has recently established and funded two new institutions, with a core responsibility of these new institutions being to oversee the rollout of the BRT system and infrastructure. While that institutional foundation is in place, the BRT represents a completely new approach, requiring new regulatory powers and institutional capacities.	Medium	A regulatory framework is in place that incentivises the shifting of public transport fleets to greener alternatives. Two new institutions have permanent institutional capacity in place for the effective development, procurement, oversight and management of green public mass transit in the city.	One of the four project components is dedicated to supporting institutional development for the two new bodies. Project outputs will include development and implementation of a capacity development strategy, and the development and implementation of a comprehensive performance and monitoring system.	National level (one country)

CHANGES TO SECTION E: E5



- Two parts:
 - Project/programme-level results
 - **Co-benefits**

CHANGES TO SECTION E: E5



Project/programme results (outcomes/ outputs)	Project/programme specific Indicator	Means of Verification (MoV)	Baseline	Target		Assumptions/Notes
				Mid-term	Final	
Outcome 3: Improved public and private sector capacity and regulatory environment	Degree of fit for purpose capacity and staffing for new government agencies	AE scorecards	Level 1	Level 3	Level 4	There will be no hinderance or barriers for private sector's engagement in public transport
	Proportion of informal private operators converted to public BRT service contractors	Agency survey	0%	50%	50%	Effective consultative validation process to agree scoring.
Output 3.1: Environmental and social management requirements for BRT system are met	Level of implementation to the requirements of project specific Environmental Plan (EP) and Resettlement Plan (RP)	Reviews of EMP and RP; volume of redress mechanism complaints	EMP level = 0 RP level = 0	EMP: level 4 RP: level 4	EMP: level 4 RP: level 4	Leadership in government could delay approvals; offer for integration is sufficiently attractive relative to compensation offer
Output 3.2: Operational capacity of Trans City and XXTA of BRT is strengthened	Degree of fit for purpose capacity and staffing for TransCity and XXTA	Institutional capacity scorecard ranked annually	Level 1	Level 3	Level 4	Availability of qualified men and women willing to work for organisations to meet element of scorecard criteria. Effective consultative validation process to agree scoring.

CHANGES TO SECTION E: E5



Project/programme results (outcomes/ outputs)	Project/programme specific Indicator	Means of Verification (MoV)	Baseline	Target		Assumptions/Notes
				Mid-term	Final	
Project/programme co-benefit indicators						
Co-benefit 1: Increased usage of public transport	Number of increased jobs related to public transport system	Municipal Authority of Transport Report	2,000	3,000	4,000	Jobs covered by social insurance system will be counted.
	Proportion of women-led business with occupancy in BRT upgraded permanent formal vending spaces	Vendor surveys	2%	10%	15%	Vending spaces are constructed in time and are considered attractive for women business leaders
Co-benefit 2: Improved air quality	Reduced amount of air pollutants	XXTA surveys	0 (reductions and not absolute levels)	485 tNOx	498 tNOx	There will be no other significant polluting factors



THANK YOU!



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