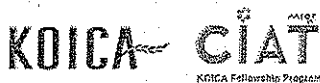


Capacity Building Program of Integrated Transport Policy for Green Growth ('13-'15)

April 19 (Sun.) ~ April 24 (Fri.), 2015

Santa Cruz, Bolivia



Korea International Cooperation Agency



The Korea Transport Institute

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KOICA & CIAT

KOICA

The Korea International Cooperation Agency (KOICA) is a development aid agency of the Republic of Korea which was established in 1991. KOICA's mission is to reduce poverty, promote living standards and help realize sustainable, equitable and inclusive development in developing countries. To accomplish its mission, KOICA has been actively involved in enhancing developing countries' socio-economic infrastructure and institutions, empowering and providing the people of the developing world with opportunities for better lives and improving their well-being.

CIAT (Capacity Improvement & Advancement for Tomorrow) Programs

Human Resource Development (HRD) has been one of the most important factors in Korea's escape from the vicious cycle of poverty and underdevelopment which had existed for many decades. With scarce natural resources, HRD played a vital role in Korea's development; thus, Korea has emerged as an exemplary showcase of national development powered by HRD. From its own experience Korea came to fully recognize the significance of HRD. With extensive experience and know-how in HRD, Korea contributes greatly to the international community by sharing its unique development experience with other countries.

The CIAT Program provides opportunities to participants to gain first-hand knowledge of Korea's development experience. The programs are designed to enable the participants to apply what they have learned for the development of their home countries. Since 1991, KOICA has offered about 3,400 courses to more than 53,000 participants from 173 countries. There are a wide range of topics in the Program, including public administration, economic development, science and technology, agriculture and health, etc. In order to meet the changing needs of partner countries, KOICA always strives to renovate and improve its HRD programs.

Part I

PROGRAM OVERVIEW

1. **Title:** Capacity Building Program of Integrated Transport Policy For Green Growth ('13-'15)
2. **Duration:** April 19 (Sun.) ~ April 24 (Fri.), 2015
3. **Objectives**
 - a) To finalize the Action Plan of the participating countries, which should be based to create the KOICA project concept paper (PCP) for the actual business
 - b) To identify the shifts in policy and strategies after participating in the KOICA's training program, and analyze transport policies and planning of the participating countries, and then lead to useful insights
 - c) To share and understand the domestic and global trends transportation policies and planning issues
 - d) To strengthen the capacities of planning and management of transport program through refresher and intensive training
 - e) To contribute to establishing the development plan of transport policies and planning reflecting the Korean experiences and know-hows
 - f) To create sustainable transport systems for green growth by increasing the availability and quality of human resources in transport sector
4. **Number of Participants**

16 participants from 4 countries:
Bolivia (4), El Salvador (4), Guatemala (4), Peru (4)
5. **Language of Instruction:** English (written materials), Spanish(via interpretation)
6. **Venue:** Santa Cruz, Bolivia
7. **Implementing Agency :** The Korea Transport Institute (KOTI)
(<http://www.koti.re.kr>)
8. **Accommodations:** To be determined

9. Qualification of Applicants:

	Organization
Bolivia	<ul style="list-style-type: none"> ◦ Ministry of Public Works ◦ La Paz city (Department of Transport) or Santa Cruz
El Salvador	<ul style="list-style-type: none"> ◦ Ministry of Public Works ◦ San Salvador city
Peru	<ul style="list-style-type: none"> ◦ Ministry of Transportation and Communications ◦ Lima city
Guatemala	<ul style="list-style-type: none"> ◦ Ministry of Communications, Infrastructure and Housing ◦ Guatemala city

Mandatory	<ul style="list-style-type: none"> a) Be nominated by his/her government; b) Be in good health both physically and mentally, to undergo the course; c) Should continuously work in the transport area for 5 (five) years after this program d) Has not participated in the same KOICA fellowship program in the past 3 years. However, should include at least 2 (two) person who participated in the last 2nd year fellowship program in Korea (16 Oct. ~ 1 Nov. 2014) e) Should be able to contribute to enforcing the capacity for transport policies in their countries based on this program
Preferable	<ul style="list-style-type: none"> a) Be a government employee in a middle ranking position b) Sufficient proficiency in spoken English c) Working knowledge of computers and PowerPoint software

10. Closing Date for Application: March 2, 2015

11. *Workshop venue and accommodation will be noticed to every official after the discussion between the KOICA Bolivia Regional Office and the Bolivian Government.*

Part II

PROGRAM CONTENTS

1. WORKSHOP PROGRAM

Date	Time	Main Agenda	Memo
Apr. 19 (Sun.)		▷ Arrival in Bolivia	
Apr. 20 (Mon.)	09:00 ~ 12:00	▷ Opening Ceremony - Opening Remarks (KOICA) - Welcoming Remarks (Bolivia) - Introduction of Workshop (KOTI) ▷ Current Transport Situation and Strategy in Bolivia - Presentation 1: National Transport (Expert from Bolivia) - Presentation 2: Urban Transport (Expert from Bolivia)	
	14:00 ~ 18:00	▷ Country Action Plan Presentation 1 (Bolivia) - AP 1: Bolivia transport master plan - AP 2: ATT monitoring center - Discussion for AP1, AP2 Agendas.	
Apr. 21 (Tues.)	09:00 ~ 18:00	▷ Technical Visit (1~3) - Recommended by Santa Cruz city	
Apr. 22 (Wed.)	09:00 ~ 13:00	▷ Country Action Plan Presentation 1 (El Salvador) - AP 1: Action plan of non-motorized mobility in the metropolitan area of San Salvador - AP 2: Implementation of traffic monitoring center - Discussion for AP1, AP2 Agenda.	
	14:00 ~ 18:00	▷ Country Action Plan Presentation 1 (Peru) - AP 1: Plan for the development of transport logistics services - AP 2: ITS national architecture and master plan of Peru - Discussion for AP1, AP2 Agendas.	
Apr. 23 (Thurs.)	09:00 ~ 13:00	▷ Country Action Plan Presentation 1 (Guatemala) - AP 1: Action plan for promoting urban public transportation in Guatemala city. - AP 2: Mobility plan central area of the republic of Guatemala - Discussion for AP1, AP2 Agendas.	
	14:00 ~ 18:00	▷ Korea Participants' Presentation ▷ Closing Ceremony - Closing Remarks (KOICA)	
Apr. 24 (Fri.)		▷ Departure from Bolivia	

※ Above schedule is subject to change.

Part III

PREPARATION OF ACTION PLAN

1. INTRODUCTION

Program participating nations are requested to prepare for their Action Plans in Transport Areas and submit to the KOTI (Korea Transport Institute) Training Manager via e-mail to hkilee@koti.re.kr (cc: boosunny@koti.re.kr) until **April 1, 2015**.

2. GUIDELINES FOR PREPARATION OF THE ACTION PLAN

- a) Two (2) Action Plans for each Nation in the following transport areas
 - Road Traffic, Public Transport, Logistics, and Intelligent Transport Systems (ITS)
- b) Updating the current Action Plans based on the discussion, information, and experience in the last fellowship program in October 2014(in Korea).

Country	Subject of Action Plan
Bolivia	<ul style="list-style-type: none">- Bolivia transport master plan- ATT monitoring center
El Salvador	<ul style="list-style-type: none">- Action plan of non-motorized mobility in the metropolitan area of San Salvador- Implementation of traffic monitoring center
Guatemala	<ul style="list-style-type: none">- Action plan for promoting urban public transportation in Guatemala city.- Mobility plan central area of the republic of Guatemala
Peru	<ul style="list-style-type: none">- Plan for the development of transport logistics services- ITS national architecture and master plan of Peru

- c) Including the following items in the Action Plans (reference to the attached documents)
- Project outline
 - Situation analysis (background/problem analysis/government's policy/ rationale for intervention)
 - Stakeholder analysis (beneficiaries/ implementing org./ other stakeholders)
 - Project description (project design matrix)
 - Other consideration (cross-cutting issue, sustainability, procurement - management)
 - Risk identification
 - Attachments
- d) Expected effects through implementing the Action Plan and Future Plans
- e) Presentation file should be written in **English** by PowerPoint format (i.e., ppt)
- f) Submit the Project Concept Paper (PCP) Form in **English** by word format(i.e., doc) / (This time, the Action Plan would be the PCP itself)
- * Last year's (Oct. 2014) Action Plan materials will be passed on by KOTI after the participants are decided, via email.

3. SUBMISSION

- Due date: **April. 1, 2015**
- Corresponding Manager: **Dr. Hunki LEE**
Training Manager of KOTI (Korea Transport Institute)
- Email address: hkilee@koti.re.kr (cc: boosunny@koti.re.kr)

1. TRAINING INSTITUTE

Korea Transport Institute (KOTI) (www.koti.re.kr)

The Korea Transport Institute (KOTI) was formally established by the Korean government in 1987 for the purpose of conducting research on a comprehensive range of transport and logistics issues and developing new transport-related technologies.

The mission of KOTI is to help create a transport environment that makes people happier through innovative transport policies and research for technology development. KOTI will continue to play a leading role in national transport policy and technology development to create a transport environment that makes the people happy. KOTI will produce high-quality research results that fulfill the mission of the age and social demands, armed with the wisdom of selection and concentration.

Under the vision of a comprehensive transport and logistics research institute equipped with world-class research capabilities and technologies, in harmony among humans, environment and transport, KOTI has been striving to expand its network both in Korea and overseas. In particular, implementing commissioned research projects by the executive branches of the government has enhanced short, medium and long-term national transport policies and systems. KOTI performs research to support the establishment of directions for investment in national transport infrastructure, including mid- and long-term transport facilities and to improve evaluation systems in order to enhance reliability and efficiency in transport investment projects.

As a government-funded research institute, KOTI has conducted and actively participated in various conferences and symposia while carrying out joint research. Since 2003, KOTI has been participated in diverse international projects funded by OECD, KOICA, ASEAN and etc. Moreover, KOTI maintains close relationship with foreign institutions and organizations in order to contribute to ongoing development of the national transport system through international academic exchanges. KOTI has also maintained steady relationships with national and local governments, research institutes, academia, and other organizations by contracting MOU with around 30 organizations in the world.

Objectives of Capacity Improvement and Advancement for Tomorrow (CIAT)

- The government officers working in central and local governments in areas of transport system from Latin America will be invited in the program to Korea.
- This Program provides general information on the administrative and logistical arrangements for "capacity building program of integrated transport policy for green growth".
- This program aims to provide sound examples on how local and central governments can effectively develop and improve transport infrastructure development for green growth.
- This program will also give emphasis on how to integrate the traffic and transport management into the overall planning which is essential in order for transport infrastructure to operate.
- This will provide valuable opportunities to exchange knowledge and information and widen the network of transport professionals.

2. REGULATIONS

- Participants should participate in the training to the best of their abilities
- Participants should refrain from engaging in political activity or any form of employment for profit or gain
- Participants must return to their home country upon completion of the training program and resume work in their country
- Participants should not extend the length of the training course or stay for personal convenience
- Participants are not permitted to change the flight schedule arranged by KOICA for personal convenience
- Participants should not be accompanied by any member of their family
- Participants are to assume responsibility for any personal expenses incurred regardless of implementation of the course
- Participants are required to strictly observe the course schedule and abide by the rules and regulations stipulated by the Korean government in respect to the training course
- Participants should cooperate in preventing any sexual harassment and attend a short training session regarding 'Sexual Harassment Prevention' on the first day of KOICA orientation

3. CONTACT INFORMATION

- **Korea International Cooperation Agency**

- **Program Manager: Ms. Minkyung SHIN**

- Phone: +82-31-740-0417

- Fax: +82-31-740-0684

- E-mail: minkyungshin@koica.go.kr

- Websites: <http://www.koica.go.kr>

- <http://training.koica.go.kr>

- [Http://www.facebook.com/koica.icc](http://www.facebook.com/koica.icc)

- **Program Coordinator: Ms. Jingyeong JANG**

- Phone: +82-31-777-2647

- Fax: +82-31-777-2680

- E-mail: jenn@global-inepa.org

- **The Korea Transport Institute**

- **Training Manager: Dr. Hunki LEE**

- Phone: +82-44-211-3235

- Fax: +82-44-211-3235

- E-mail: hkilee@koti.re.kr

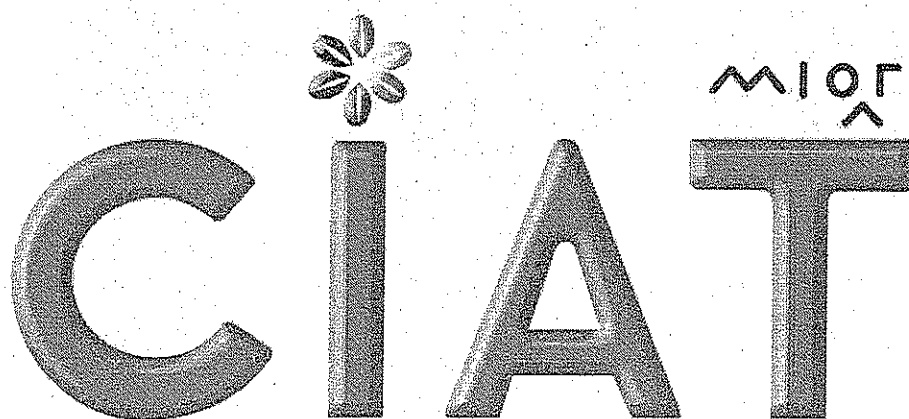
- Home page: <http://www.koti.re.kr>

Appendix 1.

Brand Name of the KOICA Fellowship Program

KOICA has launched a brand-new name for the KOICA Fellowship Program in order to more effectively raise awareness about the program among the public and its partner countries.

In English, CIAT stands for Capacity Improvement and Advancement for Tomorrow and in Korean it means "seed (씨앗)" with hopes to contributing in the capacity development of individual fellows as well as the organizations and countries to which they belong.

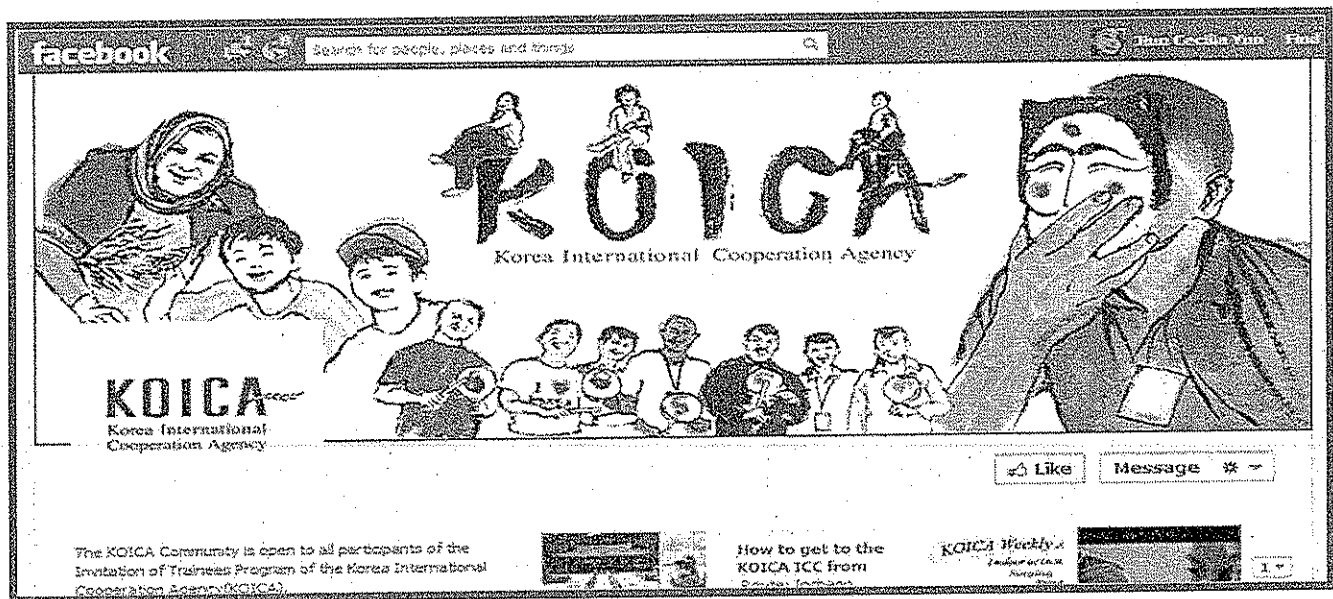


KOICA Fellowship Program

Appendix 2.

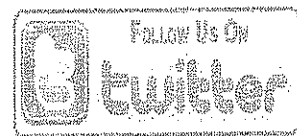
facebook.com/koica.icc

The Fellows' Facebook is a place for fellows to ask questions and write comments on KOICA fellowship programs. So, if you have questions regarding our program, please feel free to join our Facebook community



twitter.com/koica.icc

Do you have a Twitter account? It seems everyone does these days. If you have a Twitter account, be sure to follow us @koica_icc



Appendix 3.

Project Concept Paper Format

Report No:

PROJECT CONCEPT PAPER

ON A

{PROJECT NAME}

{DATE}

KOICA
Korea International
Cooperation Agency

PROJECT CONCEPT PAPER

Provisional Program as of June 00, 2013

1. Classification:

2. Project Outline

- 2.1 Title:
- 2.2 Objectives:
- 2.3 Total Cost:
- 2.4 Duration:
- 2.5 Host organization:
- 2.6 Target Location:

3. Situation Analysis

3.1 Current situation

-Situation analysis (based on cause/effect analysis) of the selected development situation or issue. The situation or issue can be at the national, strategic/sectoral or whole-of-governance level, or relate to a specific locality, specific development problem, or specific organization(s)

3.2 Problem or opportunity Analysis

-Identification of the full range of development problems and opportunities evident in that situation or issue

3.3 Government of partner country's priorities and plans

- Identification of the full range of potential measures which could have a positive effect on the situation or issue

- Combination of these measures into the "options" for possible development activities, and Assessing and ranking alternative options, and Selection of one or more options for formal assessment by KOICA (and other partners)

- Title of the national/sector development plan to address the problems or make the opportunities.

- Brief explanation of the implementation plan, budget allocation and progress situation

3.4 Rationale of the Project

4. Analysis on Stakeholder

4.1 Beneficiaries

(Estimated number, characteristics of the target group)

4.2 Project Implementing Organization of Partner's country

(Name of organization, Nature or type of the organization, major functions, Annual budget, manpower, priorities, future plan)

4.3 Other Stakeholders that may be involved

(Respective governments, potential objectors and the implementing partners, other donor, INGO etc.)

5. Project Description

5.1 Goal and Outcomes

5.2 Activities

5.2.1 Summary (PDM v1)

Input	Activity	Output	Outcome

5.2.2 Details on activities *(if needed)*

6. Relevance to other modalities included in OP(Operational Plan)

7. Early Risk Identification and Assessment

Attachment : Environmental Screening

Attachement1. Environmental Screening

Question 1. Related environmental impacts

1-1 Will the project include new construction or enlargement or repair of building?

☐ Yes ☐ No

1-2 Will the project change geographical features or land use?

☐ Yes ☐ No

1-3 Will the project use or develop water resources?

☐ Yes ☐ No

1-4 Will the project produce waste?

☐ Yes ☐ No

Question 2. Requirement of EIA

2-1 Does the host country have Environmental Impact Assessment (EIA) related laws or guidelines?

☐ Yes ☐ No

2-2 Is EIA required for the project according to the laws or guidelines in the host country?

☐ Yes ☐ No ☐ Unknown

2-3 If the EIA is required, please mark the corresponding item.

☐ Implemented ☐ On going ☐ Planning

Question 3. Project's sensitive features

3-1 Does the project come under following sectors?

☐ Yes ☐ No

If yes, please mark the corresponding items.

☐ Hydropower, dams and reservoirs ☐ Urban development

☐ Roads, railroads and bridges ☐ Airports, ports and harbor

- ☐ Water supply, sewage treatment ☐ Solid waste treatment
- ☐ River/Sand control ☐ Power transmission and distribution lines
- ☐ Mining development ☐ Industrial development
- ☐ Forestry ☐ Fishery ☐ Tourism
- ☐ Agriculture (large-scale land-clearing or irrigation)

3-2 Is Are any of the following areas located on or around the project site?

- ☐ Yes ☐ No

If yes, please mark corresponding items.

- ☐ National park
- ☐ Protected area designated by the government (cultural heritage)
- ☐ Protected area designated by the government (coastal zone, wetlands, reserved area for ethnic or indigenous people)
- ☐ Habitat of valuable species protected by domestic laws or international treaties
- ☐ Virgin forests, tropical forests
- ☐ Buffer zone of protected area
- ☐ Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)
- ☐ Likely salts cumulus or soil erosion areas on a massive scale
- ☐ Remarkable decertification trend areas
- ☐ Archaeological, historical or cultural valuable areas
- ☐ Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle or special socially valuable areas

The attachments listed below are not required but may be useful in further understanding the applicant's project.

- Project Location Map
- Project Work Plan
- Estimated Budget Sheet
- Other Attachments (additional information related to the project)

Appendix 4.

Project Concept Paper Sample

Report No:

PROJECT CONCEPT PAPER

ON

**IMPROVEMENT OF LOCAL GOVERNANCE AND DEVELOPMENT OF
TRANSPORT INFRASTRUCTURE IN THE BANGSAMORO**

26 September 2014



PROJECT CONCEPT PAPER

Provisional Program as of 30 September 2014

1. Classification: *(no need to fill out)*

2. Project Outline

- 2.1 Title: Improvement of Local Governance and Development of Transport Infrastructure in the Bangsamoro
- 2.2 Objectives: Improvement of local governance and construction of small infrastructure projects in the *barangays*¹ of Bangsamoro
- 2.3 Total Cost: USD 3,000,000
- 2.4 Duration: 3 years
- 2.5 Host organization: The Asia Foundation
- 2.6 Target Location: Bangsamoro, Mindanao, Philippines

3. Situation Analysis

3.1 Current situation

-Situation analysis (based on cause/effect analysis) of the selected development situation or issue. The situation or issue can be at the national, strategic/sectoral or whole-of-governance level, or relate to a specific locality, specific development problem, or specific organization(s)

With abundant natural resources and a generally typhoon-free location, Mindanao has long been considered as an engine for growth and development. It has partly fulfilled that role in agriculture as a supplier of 40 percent of the country's food requirements and contributing more than 30 percent to national food trade.²

But growth and development has been uneven, with Muslim Mindanao lagging considerably behind the rest of Mindanao and the country. The average poverty rate is consistently above the national average. The Autonomous Region of Muslim Mindanao (ARMM)³ has the highest poverty incidence among families (48.7 percent in 2012) of the 17 regions of the Philippines (See Figure 1). The local governments in ARMM's five provinces are amongst those with the lowest locally sourced income in the country. Unable to fully develop their local revenue base, they have largely relied on the national government's budget allocation to finance

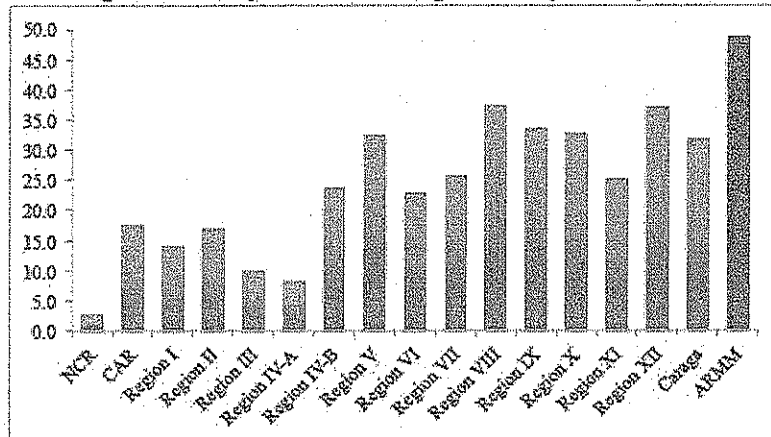
¹ *Barangay* is the smallest political unit or subdivision in the Philippines.

² National Economic and Development Authority (NEDA), *Mindanao Strategic Development Framework 2010-2020*. Pasig City, Philippines.

³ The Autonomous Region of Muslim Mindanao (ARMM) is a region in Mindanao composed of the provinces of Basilan, Lanao del Sur, Maguindanao, Sulu, and Tawi-Tawi.

their development financing needs.⁴

Figure 1. Poverty Incidence among Families (Percent): 2012



Source: National Statistics Coordination Board, 2013

Indigence is a multidimensional problem not only rooted in low income but also lack of access to socio-economic opportunities. In Muslim Mindanao, the *enduring social conflict* and *lack of basic infrastructure* are among the critical factors that explain the persistence of widespread poverty.

I. Enduring Social Conflict

Conflict in Muslim Mindanao has two dimensions. One dimension is referred to as state-society or "vertical" conflicts. Since 1975, various separatist organizations within the Bangsamoro have engaged in peace talks with the government to pursue resolution of their legitimate grievances. However, these talks lead to intermittent clashes when negotiations break down. Another dimension is intercommunal strife, also called "horizontal" conflict. This includes conflicts such as inter-clan, inter-tribal, and inter-religious feuds on land grabbing, cattle rustling, and honor killing among others. While conceptually distinct, these two dimensions of conflict can converge. For example, the involvement of members of the Moro Islamic Liberation Front (MILF), Moro National Liberation Front (MNLF), and the state security sector in horizontal conflicts has, at times, spiraled into more violent vertical conflicts.

⁴ Rappler. Economy Watch. June 18, 2014. *BIR slams provinces living off gov't allocation*. <http://www.rappler.com/business/economy-watch/60912-bir-ad-provinces-living-off-govt-allocation>

The interplay of vertical and horizontal conflicts has left many in the communities of Muslim Mindanao distraught and devastated. The clashes greatly affect the communities' sources of livelihood. Farms and fisheries are left untended due to the looming fear of bumping into a member of the clan they are at war with. Male combatants, who are often the providers for the family, are unable to work while the women tend to both domestic needs and livelihood provision. For those who still continue to farm and fish, the destruction of roads and bridges that connect to markets renders them unable to pursue further socio-economic opportunities from neighboring areas. Infrastructure that facilitates income-generating activities is destroyed. Facilities for basic needs, such as water for drinking, are also wrecked by the war. Children are unable to attend to schools for safety reasons.

II. Lack of Basic Infrastructure

In addition to significant conflict, infrastructure in Muslim Mindanao lags behind the rest of the country. As shown in Table 1, road network in Muslim Mindanao is very poor relative to Luzon, Visayas, and the rest of Mindanao. ARMM has a meager 941 kilometers of roads (347 kilometers or 37 percent of which are unpaved roads) to its 26,984 sq.km-land area. The ratio of roads to the total area in ARMM is a scarce 3.5, compared to Luzon, Visayas, and Mindanao that are 14, 12, and 7.8 respectively. The difference of the road proportion between ARMM and other regions is considerable.

Table 1. Total Roads in ARMM relative to Other Regions

Area	Paved (Kilometers)	Unpaved (Kilometers)	Total (Kilometers)	Percentage of Unpaved Roads	Total area (sq km)	Ratio Total Roads to Total Area
Luzon	11,659	3,759	15,418	24.4	109,965	14.0
Visayas	6,127	1,180	7,307	16.1	61,077	12.0
Mindanao	5,306	2,837	8,143	34.8	104,530	7.8
ARMM	594	347	941	36.9	26,974	3.5

Source: Department of Public Works and Highways (DPWH) Central Office & ARMM

3.2 Problem or opportunity Analysis

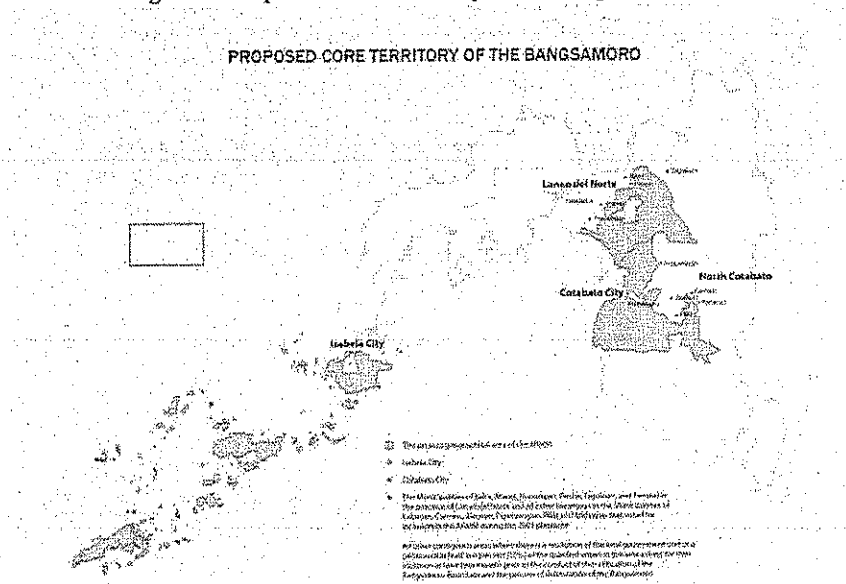
-Identification of the full range of development problems and opportunities evident in that situation or issue

While peace and development have eluded Muslim Mindanao for decades, there is a historic opportunity. Under the current administration of President Benigno S. Aquino III, a positive opening is possible. The 2011 assumption of office by ARMM

Governor Mujiv S. Hataman and the 2014 signing of the Comprehensive Agreement on the Bangsamoro (CAB) between the Philippine Government and Moro Islamic Liberation Front (MILF) changed the situation dramatically towards a development-friendly environment. According to the Regional Board of Investments in ARMM (RBOI-ARMM), the total investment in 2013 was 157 percent higher than in 2012. Investors were encouraged to do business in the region due to the perceived political stability.

The President has recently submitted a draft of the Bangsamoro Basic Law (BBL) to the Congress and the Senate for deliberation and ratification. Should the Law be ratified by the end of the 2014, ARMM will be abolished and the Bangsamoro Transition Authority (BTA) will take over the administration of the region. This will continue until the installation of the Bangsamoro government after the 2015 plebiscite and the 2016 elections.

Figure 2. Proposed Core Territory of the Bangsamoro



Source: Office of the Presidential Adviser on the Peace Process (OPAPP)

As the roadmap to peace takes on a positive note at a higher level, a parallel effort on the ground has to be conducted as well. In particular, a lack of opportunity to pursue socio-economic growth still plagues conflict-affected communities. The developments in the peace process provide an opportunity to enhance socio-

economic development and good governance in the region.

Slowly entering an accelerated transition from war to peace, the Bangsamoro⁵ is in need of bolstering the community's confidence in both the Central Government and the Bangsamoro people to achieve peace. To achieve a smooth transition, international aid plays an active and important role. One of the common measures adopted is infrastructure development, which is often done to integrate remote and conflict-affected areas with communities that provide greater opportunities, such as urban centers. Enhanced utility of road networks enables exchanges between local resources and outside investments, which further reduces state-community tension and boosts confidence in government commitment to local development.

Economic reform and investments, in turn, can help solidify peace by building confidence in the peace process and transforming institutions. This indirectly contributes to reduced poverty and better well-being by lowering the possibility that conflict will resume, hence strengthening economic achievements.

3.3 Government of partner country's priorities and plans

- *Identification of the full range of potential measures which could have a positive effect on the situation or issue*
- *Combination of these measures into the "options" for possible development activities, and Assessing and ranking alternative options, and Selection of one or more options for formal assessment by KOICA (and other partners)*
- *Title of the national/sector development plan to address the problems or make the opportunities.*
- *Brief explanation of the implementation plan, budget allocation and progress situation*

Now that state-society conflict has been put to a halt through the establishment of the Coordinating Committee on the Cessation of Hostilities (CCCH) and the signing of the Comprehensive Agreement on the Bangsamoro (CAB), it is an opportune time

⁵ The negotiations between the government of the Philippines (GPEI) and the Moro Islamic Liberation Front (MILF) continues to take the high road as both parties sign the Comprehensive Agreement on the Bangsamoro (CAB) in March 27, 2014. Through Executive Order No. 120, the Bangsamoro Transition Commission (BTC) was established to draft the Bangsamoro Basic Law (BBL) in consultations with the various stakeholders of the proposed Bangsamoro territory. Once the draft BBL is submitted to the Office of the President (OP), the President will then certify it urgent and turn it over to the House of Representatives and the Senate of the Philippines where it will be deliberated and ratified by the end of the year. When ratified, the Autonomous Region of Muslim Mindanao (ARMM) will be abolished and the Bangsamoro Transition Authority (BTA) will take over. As this happens, a parallel plebiscite will be conducted for the members of the population of the proposed Bangsamoro areas whether or not to vote for inclusion in the new government. The President will then appoint officials of the Bangsamoro Transition Authority (BTA) which is the interim government during the transition period until the 2016 elections of the Bangsamoro government.

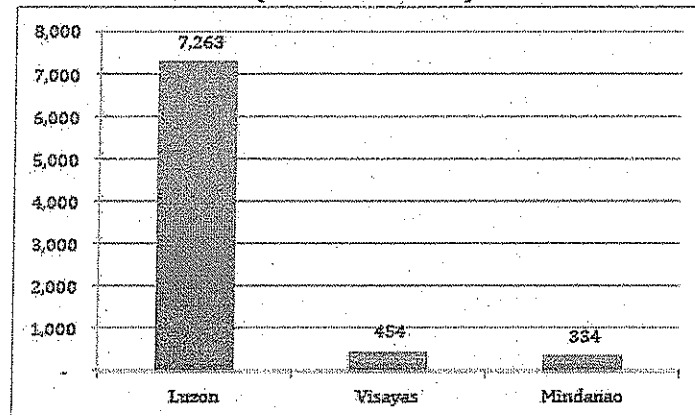
to equip conflict-affected communities in the Bangsamoro to engage in activities that will provide socio-economic advancement. Provisions in the Annex on Normalization, which is proposed to be implemented alongside the deliberation of the BBL in the Congress and the Senate, provides a venue for this opportunity. In the clause on Socio-Economic Development Programs of said Annex, it is stated that:

1. As part of the normalization process, the Parties agree to intensify development efforts for rehabilitation, reconstruction, and development of the Bangsamoro, and institute programs to address the needs of BIAF members, internally displaced persons (IDPs), and poverty-stricken communities.
4. The Parties recognize the need to attract multi-donor country support, assistance and pledges to the normalization process. For this purpose, a Trust Fund shall be established through which urgent support, recurrent and investment budget cost will be released with efficiency, transparency, and accountability. The Parties agree to adopt criteria for eligible financing schemes, such as priority areas of capacity building, institutional strengthening, impact programs to address imbalances in development and infrastructures, and economic facilitation for return to normal life affecting combatant and non-combatant elements of the MILF, indigenous peoples, women, children, and IDPs.

Infrastructure development is one of the identified drivers in attaining sustainable and inclusive growth. Due primarily to budget deficits, Philippine infrastructure spending averaged only 2.1 percent of the gross domestic product (GDP) in the last decade (World Bank, 2014), which is significantly lower than the ideal five percent of GDP or USD 13 billion (Php 565 billion). In 2013, the approved budget for public infrastructure totaled USD 7.6 billion (Php 328.2 billion); thus, the infrastructure gap last year is approximately USD 5.4 billion (Php 236.8 billion).

To augment the national budget, the Aquino administration has reinvigorated its Public-Private Partnership (PPP) Program. It is meant to enhance private investment in infrastructure development that is typically undertaken solely by the government. Among the 17 PPP infrastructure projects rolled out in 2013, eight are in the transportation and road network sectors. However, one of the criticisms of the current PPP program is the unequal geographic distribution of projects. As of August 2014, the National Economic and Development Authority (NEDA) Board have approved only one PPP project in Mindanao (USD 334 million). A stark difference compared to 13 PPP projects in Luzon (USD 7,263 million) and 2 PPP projects in Visayas (USD 454 million).

Figure 3. Geographical Distribution of NEDA Approved PPP Projects
as of August 2014
(Cost in Million USD)



Source: Public-Private Partnership (PPP) Center

The 2010-2020 National Economic and Development Authority (NEDA) development strategy for transportation infrastructure in Mindanao focuses on implementing and improving a multi-modal (air, road, railways) transport system. The first goal of the strategy is to connect different parts of Mindanao and create economic linkages. Primary growth centers shall be linked to secondary ones, which serve as gateways to rural areas. Moreover, according to NEDA, the highways crossing rural areas are likely to improve their economic development. In the Bangsamoro agreement, the main project to be highlighted is the Dipolog-Oroquieta Road that catches the Zamboanga peninsula, and by extension the islands of Tawi-Tawi, Sulu, and Basilan. These road development projects are complemented by the improvement of other transportation infrastructures, such as the Mindanao Railway system, the Western Nautical Highway, and the Zamboanga City airport, which all integrate the Bangsamoro zone. These plans, however, mostly focus on major and heavy infrastructures such as highways, ports, and airports.

In addition, the Office of the Presidential Adviser on the Peace Process (OPAPP) and the Department of Interior and Local Government in ARMM (DILG-ARMM) are currently implementing the Pillar 3 project under the *Payapa at Masaganang Pamayanan* (Peaceful and Resilient Communities), or PAMANA⁶ program. Pillar 3

⁶ PAMANA (Payapa at Masaganang Pamayanan or Peaceful and Resilient Communities) is the national government's peace and development framework for empowering conflict-affected communities. In the hopes of complementing the on-going peace negotiation efforts, PAMANA ensures that communities benefit from the

aims to address the development challenges of conflict-affected areas in the regional and sub-regional levels in order to contribute to peace building. One of its focus is supporting the construction of connectivity systems such as sub-regional bridges (municipal level), transportation systems, and telecommunication facilities.

3.4 Rationale of the Project

The recent developments in the Government of the Philippines – Moro Islamic Liberation Front (GPH-MILF) peace process present a historic opportunity to pursue improved local governance and equitable and sustainable socio-economic development in the region. However, if real transition from war to peace is to be fully realized, governance, security, and socio-economic issues at the *barangay* level have to be addressed as well. Although the government and the MILF continue to address vertical conflict, horizontal ones should not be left out in the picture. Through support to inclusive-enough consultations/needs assessment and construction of small infrastructure projects that bring the most benefit to the community at the *barangay* level, local governance, security, and development issues are identified and addressed. This scenario provides a platform for a fair and long-term socio-economic development in the region.

According to the World Bank and Australian Government report, *Behind the Veil of Conflict*, the developing economies often suffer from economic disparities. There are three dimensions to economic geography: 1) *density* which represents the concentration of economic activities; 2) *distance* which refers to the spatial distance between economic areas; and 3) *division* which are the “man-made barriers” that prevent an area to engage in economic exchanges.

In the case of the resource-rich Mindanao, the lack of transport infrastructure between the developed areas and the countryside cause economic lag in certain communities. In this sense, economic distance disables economic development in the lagging areas and significantly reduces the actual and potential economic growth in the region. Hence, the lack of roads that connect economic centers and rural areas explains, in most part, the underdevelopment of rural areas in Mindanao. Bad or inexistent roads between these two areas, exacerbated by long geographic distance and a hostile landscape, strongly increase transport, communication, and labor mobility costs. It also prevents any significant investment from coming in. Furthermore, the lagging areas suffer from the lack of connectivity between and within them, even on short distances, which prevent them from trading with one

improved delivery of basic social services by a responsive, transparent, and accountable government.
<http://www.opapp.gov.ph/news/govt-formally-launch-pamana-program-peace-devt>

another and accessing a larger market. Therefore, the lack of connectivity between economic centers and the rural areas, and within the rural areas, strongly reduces the potential for economic development of Mindanao lagging areas.

A key development strategy in Mindanao then is to allow these areas to communicate and trade. Until now, most of the region's development policies on infrastructures have focused on the main littoral cities by connecting them to each other and to the rest of the Philippines. These cities are now the most successful in terms of growth. There is an urgent need to integrate the lagging areas as well. Transport and communication infrastructures are essential to resolve the problem and to increase growth in the whole region. Indeed, better road and communication networks will highly reduce transport cost from lagging areas to economic centers, allowing the former to access and benefit from the market of the latter and paving the way for new and significant investments. Better roads will allow and encourage entrepreneurs in the lagging areas to trade among each other and access a broader market. Finally, the World Bank and Australian government recommend for a reduced economic distance in Mindanao by investing in improving road networks to boost economic growth in the region.

Amidst these government programs, there remains a lack of infrastructure development at the *barangay* level. It is in this context that the proposed project intends to intervene. To complement these development efforts, KOICA and TAF will be supporting the construction and reconstruction of small infrastructure needs in the conflict-affected *barangays* of the Bangsamoro in order to provide them with the opportunity to pursue socio-economic development and to make the benefits of peace more evident on the ground.

This project aims to adopt a strategy similar to the Philippine government's poverty alleviation program, KALAHI CIDSS NCDDP (Kapit-Bisig Laban sa Kahirapan-Comprehensive and Integrated Delivery of Social Services-National Community-Driven Development Program). The Department of Social Welfare and Development (DSWD) has been implementing the program since 2003. Fundamental to this long-running program is its community-driven development (CDD) approach. CDD⁷ is an effective strategy in implementing poverty alleviation projects by ensuring better social service delivery, improved transparency in local governance, and inclusive community planning and budgeting. As in KALAHI CIDSS NCDDP, the proposed project will also conduct community consultations in identifying the most needed transport infrastructure of the local people. The community will be involved in the implementation of the project as well by hiring local people in the construction phase.

⁷ Wong, S. 2012. *What Have Been the Impacts of World Bank Community-Driven Development Programs?* CDD Evaluation Review and Operational & Research Implications. Washington, DC: The World Bank.

Forged through a Memorandum of Agreement (MOA), The Asia Foundation will enter into a partnership with the regional office of the Department of Interior and Local Government (DILG-ARMM) and the local government units of the Bangsamoro to jointly implement the project. The partnership will be a means for the three institutions to identify together the *barangays* that will be supported in developing/constructing their infrastructure needs, consult the community with regards to project implementation and management, and agree on one another's counterpart contribution.

The requested budget of USD 3 million is allocated primarily for the construction of priority transport infrastructure of the community. Core project management team will be composed of a project leader, construction engineer, and administrative manager. Part of the budget will be allocated for monitoring and evaluation to ensure that the progress of project activities is conducted in a timely manner.

4. Analysis of Stakeholders

4.1 Beneficiaries

(Estimated number, characteristics of the target group)

The major beneficiaries of the project will be the community members from the most poverty-stricken *barangays* in the Bangsamoro. Community participation will be ensured through the process of Barangay Development and Security Planning (BDSP) prior to construction. The Asia Foundation previously supported the development of Barangay Development and Security Plans (BDSP) in select *barangays* (villages) in the conflict-affected provinces of North Cotabato, Basilan, and Lanao areas. The BDSP process incorporates a security component in the Barangay Development Plan (BDP), which is one of the mandates of the Barangay Development Council (BDC) as stipulated in Executive Order No. 471, series of 1991, "Providing for the Reorganization of the Local Development Councils". Facilitated by the members of the BDC, the process is a joint barangay-level development planning of the local government officials and representatives of the different sectors of the community. The crafting of the BDP involves the following steps:

- 1) Preparation for the planning process which involves the organization of the planning body (the Barangay Development Council, and the Sectoral Development Committees);
- 2) Identification of the *barangay* development potential and needs;
- 3) Identification of development objectives and strategies for each sectoral committee (economy, agriculture and fishing, environment, education, culture and the arts, and infrastructure among others);
- 4) Identification of priority projects during the plan period based on the culled

- list; and
5) Approval of the Plan.

Key stakeholders will include the local government, security sector, academia, and civil society actors, among others.

4.2 Project Implementing Organization of Partner's country
(Name of organization, Nature or type of the organization, major functions, Annual budget, manpower, priorities, future plan)

The Asia Foundation (the Foundation) is a nonprofit international development organization committed to improving lives across a dynamic and developing Asia. Informed by six decades of experience and deep local expertise, Asia Foundation programs address critical issues affecting Asia in the 21st century – governance and law, economic development, women's empowerment, environment, and regional cooperation. Drawing on 60 years of experience in Asia, the Foundation collaborates with private and public partners to support leadership and institutional development, exchanges, and policy research.⁶

The Foundation's Conflict Management Unit has been involved in the pursuit of peace in Mindanao for years now. Operating in an environment that is characterized by poor governance, protracted cycles of violence, underdevelopment, and instability has led the Foundation and its partners to come up with programs such as rapid response to local conflict mitigation, improving state-society relations in conflict areas, security sector reform, addressing election-related violence and incidents, people-to-people engagement which encourages interfaith dialogues among community religious leaders, and supporting the GPH-MILF peace process. In designing these projects, the Foundation ensures that inclusive participation is provided. Hence, the Foundation was able to build long-time partnership with the security sector, local civil society organizations, local media, the academe, and local government units. With the trust built from this persistent work, both the government and the MILF nominated the Foundation to officially partake in the peace process as member of the International Contact Group (2009–2013). The Foundation's Country Representative now seats as a member of the Third Party Monitoring Team, which oversees the implementation of the agreements.

For fiscal year 2014, The Asia Foundation – Philippines has a budget of USD 14.6 million and, as of August 2014, has a total of 94 employees.

⁶ For more information visit www.asiafoundation.org

4.3 Other Stakeholders that may be involved

(Respective governments, potential objectors and the implementing partners, other donor, INGO etc.)

The Foundation will coordinate with the National Anti-Poverty Commission (NAPC) and DILG-ARMM for consultations regarding impoverished communities that would need immediate development support.

It will then coordinate (post March 2016) with the Bangsamoro, selected local government units, and various members of the community to implement inclusive stakeholders' consultations through BDSP and construction of small infrastructure projects. To illustrate, once the Foundation has consulted with DILG-ARMM regarding the barangay road needs assessment, the project will then coordinate and work closely with local chief executives of municipalities, the barangay officials, and members of the targeted communities. A comprehensive and inclusive process of BDSP will be conducted to identify priority areas and projects. Thereafter, the construction of small-scale infrastructure projects will ensue with continuous participation by civil society.

5. Project Description

5.1 Goal and Outcomes

Construction of small infrastructure projects in the barangays of Bangsamoro to promote inclusive participation in governance and the provision of sustainable socio-economic opportunity to the community. The fundamental direction of the proposed project is to promote economic and physical mobility in the Bangsamoro where the proportion of poor households is high. Strategic construction of roads and bridges is a durable investment that would facilitate economic activities and access to social services. The Foundation, having built partnerships in the local communities of Mindanao for several years, intends to encourage local community and government participation in the proposed project to strategically identify the genuine and immediate infrastructural needs of the area. This process would also establish a sense of ownership to the proposed project among the community members. Moreover, the Foundation has always been highly iterative in designing and implementing its projects, especially in conflict management. Given the complexity of conflict and development issues, the project will constantly be adjusting to new information and to the dynamic situation on the ground.

The Foundation proposes to increase the development opportunities within selected subnational conflict areas. This will be pursued through the following series of

program activities:

- *Activity 1:* Support the execution of Barangay Development and Security Planning (BDSP) in select subnational conflict areas of Mindanao.
- *Activity 2:* Support rehabilitation or construction of small infrastructure projects that bring the maximum benefit to the community.

The following objectives will be observed along the conduct of the project:

- Restored confidence of the community to its local government and transformed institutions through the conduct of an inclusive BDSP and project implementation;
- Community ownership of the project through transparency of the goals of the project pre-implementation, conduct of BDSP through highly inclusive coalition, and employment of local contractors and individuals in the construction of small infrastructure projects; and
- Sustainability and maximum benefit of the selected infrastructure project to members of the community.

The proposed activities also intend to take advantage of opportunities and build on the gains from previous projects⁹.

5.2 Activities

5.2.1 Summary (PDM v1)

Input	Activity	Output	Outcome
Identify the most poverty-stricken barangays in the Bangsamoro, and determine their	Consultation with NAPC and DILG-ARMM.	List of priority barangays for transport infrastructure development	Identified project areas to rehabilitate or construct transport infrastructure

⁹ The proposed project will draw lessons from the United States Agency for International Development's (USAID) Growth with Equity in Mindanao (GEM) project especially in terms of their experience in infrastructure and public diplomacy. A survey of the findings in the GEM-3 audit explains the projects' lack of public consultation. In the GEM Regional Infrastructure Projects (RIP) cases mentioned in the audit, a stakeholder consultation could have identified better infrastructure projects that could have had a better chance at transformational change. A stakeholder consultation could have also increased the sense of ownership of local communities and could have avoided other incidents such as theft of construction materials and the extortion attempts on the contractors. Based on this, it is important for forthcoming infrastructure projects in Mindanao to not only have a public diplomacy plan but also to emphasize its effective implementation. According to the GEM review, some of its projects did not produce transformational impact to the lives of the supposed beneficiaries. The said result was largely due to the poor planning as a result of the lack of stakeholder and LGU consultations. It was revealed that the infrastructure projects constructed were not projects needed by the communities and thus did not have an impact in local people's daily lives.

transport infrastructure status			
Draft the Memorandum of Agreement with LGUs for collaboration on conduct of community consultations, support for local fund, and maintenance of transport infrastructure project	Forge into a Memorandum of Agreement the partnership between KOICA, TAF, and LGUs in implementation of the project	Memorandum of Agreement between KOICA -TAF partnership and local governments on planning, implementation assistance, and maintenance of roads, bridges and other infrastructure projects.	Political support and sustainable infrastructure service delivery
Facilitate public or community consultations through barangay development and security planning. The project team, the local government, and TAF local partner organizations will carry out the consultations to increase community participation and inclusivity	Conduct of barangay development and security planning	List of community-identified priority transport infrastructure	Inclusive public consultations for and project support from the locals in the grassroots community to identify its most needed barangay road and other transport infrastructure
Facilitate the rehabilitation, improvement, and construction of transport infrastructure facilities	Construction of small infrastructure projects deemed needed by the community	Built transport infrastructure in the Bangsamoro	Indigents of poverty-stricken barangays in the Bangsamoro will have a better transport infrastructure services. Economic activities in the locality will also improve as constructed roads and bridges will allow free flow of people and capital goods, and broader access to markets
Prioritize hiring of local people for the transport	Employment of local individuals in the	Increased local employment and	Ownership of the project

infrastructure construction	construction of small infrastructure projects	family income	
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5.2.2 Details on activities

Through consultations with NAPC and DILG-ARMM, the project will identify the most poverty-stricken barangays in the Bangsamoro. Thereafter, a Memorandum of Agreement (MOA) will be signed with DILG-ARMM and the provincial and barangay governments of the Bangsamoro areas to formalize their partnership with KOICA and the Foundation in implementing the project in their areas. This is also to ensure that both government institutions are onboard the plan.

Once barangays are identified, representatives from DILG-ARMM, local civil society organizations, media, and the academe from different barangays across the Bangsamoro municipalities will be convened in order to form an oversight committee for each barangay. Once formed and barangay assignments are given, the oversight committees will undergo monitoring and evaluation (M&E) and complaints resolution trainings facilitated by KOICA and Asia Foundation representatives.

The committee will then coordinate with the Barangay Development Council (BDC) of their assigned barangay to convene the members of the community. The BDC will facilitate BDSP for the community to identify its priority infrastructure needs and strategies in managing the project. The BDSP mechanism is employed to ensure inclusivity and transparency throughout the process. To benefit the community further and increase the sense of ownership, the required construction manpower will be locally sourced in the barangay¹⁰.

After the barangays develop their Plans, the BDC will lay down the result of the meetings, and indicate the community's identified priority transport infrastructure project. Once the plan is approved and the implementation has begun, the oversight committee will be tasked to conduct periodic monitoring and evaluation of the project. A community inauguration will signal the beginning of the operation and maintenance of the infrastructure facility.

¹⁰ Political strategy of the proposed project: packaging of projects that support the peace agreement, engagement of the LGU as partners of the infrastructure project, conduct of intensive public consultations in the community for them to identify their most needed infrastructure, and hiring of locals for manpower requirement of infrastructure construction. The proposed infrastructure project will prioritize transformational impact. It is imperative for the project team to hold consultations with stakeholders and the LGU. Holding stakeholder consultations provide the opportunity for the project team to explain to the locals the importance of the project and how it can impact their lives. With an involved LGU, local ownership of projects may increase as locals see their voted officials giving support not only through words but also through local counterpart contributions.

6. Relevance to other modalities included in OP (Operational Plan)

The project supports the goal of Korea's partnership strategy in the Philippines of promoting inclusive growth, sustainable development, and poverty reduction.

Inclusive Growth and Sustainable Development. The proposed project seeks to improve local governance by making community participation a core element in its development planning. Through the Barangay Development and Security Planning, KOICA's objectives of enhancing aid delivery and community engagement are ensured.

Rehabilitation and construction of barangay roads and bridges will provide less-developed areas access to local health services and education facilities. Poor or lack of connectivity between households and basic social service facilities is an impediment for locals in receiving investments to improve their wellbeing.

Poverty Reduction. In the process of constructing the infrastructure, local people will be hired to augment employment in the Bangsamoro. Work is undeniably essential for people's economic survival especially in the conflict-affected areas of Mindanao; this socio-economic opportunity will also alleviate the poverty incidence among families in the Bangsamoro. Creation of employment opportunities is a shared vision of KOICA and TAF for the Philippines.

The project indirectly contributes to food security and rural poverty alleviation by interconnecting the less-developed areas to communities where basic social services (e.g., food and employment) are more readily available and in abundance.

Addressing the local governance and transport infrastructure needs is crucial in achieving poverty reduction and ensuring inclusive and sustainable development in the Bangsamoro.

7. Early Risk Identification and Assessment

The ratification of the Bangsamoro Basic Law and the implementation of the normalization process will serve as reform conjunctures in ushering in more socio-economic developments in the region. The Foundation recognizes that there may be changes in the governance system of the Bangsamoro should the law be ratified on schedule. Should this be the case, the project team will continue working with these relevant institutions along with DILG-ARMM, the local governments, and the civil society to ensure that project objectives are achieved.

As this project requires multi-sectoral consultations and support, one programmatic risk may come from the lack of ability or incentives for the sectors to participate in and sustain their support for the project. Local ownership must be emphasized from the outset through community consultations, inclusive planning, implementation, and monitoring of projects. A counterpart support from the local government will likewise be required to establish institutional ownership.

The Foundation also recognizes that barangays in conflict areas may have weak technical capacity to undertake a comprehensive Barangay Development and Security Planning. The Foundation will work with its seasoned development and security planning partners or experts to provide direct technical assistance to the targeted barangays through trainings, workshops, and actual planning processes.

An ongoing risk when working in conflict regions is that aid and infrastructure projects may deliver developmental outcomes but unintentionally exacerbate the conflict situation. The Foundation investigated this phenomenon in a study on "The Contested Corners of Asia: Subnational Conflict and International Development Assistance,"¹¹ where the conflict region of Mindanao was one of the cases observed. Going forward with infrastructure development in the Bangsamoro, the Foundation will work within existing government directives and pursue development activities which steer away from entrenching conflict and toward transformational impacts that facilitate transition to peace. Consultations with the BTA will create a better understanding of how infrastructure can be budgeted in a fair and equitable manner across barangays. Community and local government consultations will help identify those projects which are technically feasible and politically judicious to pursue in the goal of minimizing conflict.

Timeframe and budget

Proposed Schedule

	Year 1				Year 2				Year 3			
	1/4	2/4	3/4	4/4	1/4	2/4	3/4	4/4	1/4	2/4	3/4	4/4
Identify the most poverty-stricken barangays in the Bangsamoro, and determine their transport infrastructure status												

¹¹ <http://asiafoundation.org/publications/pdf/1223>

		Total	1st Year	2nd Year	3rd Year and After
	Program Cost	2,210,465			
Foreign Contribution (KOICA)	Identify the most poverty-stricken barangays in the Bangsamoro, and determine their transport infrastructure status	9,256	9,256		
	Draft the Memorandum of Agreement with the LGUs for collaboration on conduct of community consultations, support for local fund, and maintenance of transport infrastructure project	9,372	9,372		
	Facilitate public or community consultations through the barangay development security planning	33,512	33,512		
	Facilitate the rehabilitation, improvement, and construction of transport infrastructure facilities	2,093,023	232,558	930,233	930,233
	Monitoring of construction progress	65,302	7,256	29,023	29,023
	Personnel Cost	421,114			
	<i>Project Team (Labor and Benefits):</i>	421,114	140,371	140,371	140,371
Project Leader					
Construction Engineer					
Project Coordinator					

	Project Associate Finance Officer Administrative Officer Project Oversight				
	Project Cost (including 14% overhead cost)	3,000,000			
	Local Contribution (The Asia Foundation Philippines' Counterpart Cost)	150,000			
	Total	3,150,000			

Attachment1. Environmental Screening

Question 1. Related environmental impacts

- 1-1 Will the project include new construction or enlargement or repair of building?
☐ Yes ☐ No
- 1-2 Will the project change geographical features or land use?
☐ Yes ☐ No
- 1-3 Will the project use or develop water resources?
☐ Yes ☐ No
- 1-4 Will the project produce waste?
☐ Yes ☐ No

Question 2. Requirement of EIA

- 2-1 Does the host country have Environmental Impact Assessment (EIA) related laws or guidelines?
☒ Yes ☐ No
- 2-2 Is EIA required for the project according to the laws or guidelines in the host country?
☒ Yes ☐ No ☐ Unknown
- 2-3 If the EIA is required, please mark the corresponding item.
☐ Implemented ☐ On going ☒ Planning

Question 3. Project's sensitive features

- 3-1 Does the project come under following sectors?
☒ Yes ☐ No
- If yes, please mark the corresponding items.
- ☐ Hydropower, dams and reservoirs ☐ Urban development
☒ Roads, railroads and bridges ☐ Airports, ports and harbor
☐ Water supply, sewage treatment ☐ Solid waste treatment
☐ River/Sand control ☐ Power transmission and distribution lines
☐ Mining development ☐ Industrial development
☐ Forestry ☐ Fishery ☐ Tourism

☐ Agriculture (large-scale land-clearing or irrigation)

3-2 Are any of the following areas located on or around the project site?

☐ Yes ☐ No

If yes, please mark corresponding items.

☐ National park

☐ Protected area designated by the government (cultural heritage)

☐ Protected area designated by the government (coastal zone, wetlands, reserved area for ethnic or indigenous people)

☐ Habitat of valuable species protected by domestic laws or international treaties

☐ Virgin forests, tropical forests

☐ Buffer zone of protected area

☐ Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)

☐ Likely salts cumulus or soil erosion areas on a massive scale

☐ Remarkable decertification trend areas

☐ Archaeological, historical or cultural valuable areas

☐ Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle or special socially valuable areas

The attachments listed below are not required but may be useful in further understanding the applicant's project.

- Project Location Map
- Project Work Plan
- Estimated Budget Sheet
- Other Attachments (additional information related to the project)