1. Project Data

Summary project data			
GEF project ID		5411	
GEF Agency project ID		44007-013	
GEF Replenishment Phase		GEF-5	
Lead GEF Agency (include all for joint projects)		ADB	
Project name		Jiangxi Fuzhou Urban Integrated Infrastructure Improvement Project	
Country/Countries		PR China	
Region		Asia, Middle East & Pacific	
Focal area		Climate Change	
Operational Program or Strategic Priorities/Objectives		Objective 4 Promote energy efficient, Low-carbon transport and urban systems	
Stand alone or under a programmatic framework		Programmatic	
If applicable, parent program name and GEF ID		Asian Sustainable Transport and Urban Development Program (ASTUD) (GEF Project ID 4638)	
Executing agencies involved		Fuzhou Municipal Government (FMG), Fuzhou Investment and Development Company (FIDC)	
NGOs/CBOs involvement			
Private sector involvement (including micro, small and medium enterprises)[1]			
CEO Endorsement (FSP) /Approval (MSP) date		10/9/2013	
Effectiveness date / project start date		7/9/2015	
Expected date of project completion (at start)		6/30/2018	
Actual date of project completion		12/31/2019	
Project Financing			
		At Endorsement (US $M)	**At Completion (US $M)**
Project Preparation Grant	GEF funding		
	Co-financing		
GEF Project Grant		2.55	2.49
Co-financing	IA own	100.00	90.72
	Government	126.46	106.38
	Other multi- /bi-laterals		
	Private sector		
	NGOs/CBOs		
	Other		
Total GEF funding		2.55	2.49
Total Co-financing		226.16	197.10
Total project funding (GEF grant(s) + co-financing)		228.71	199.59
Terminal evaluation validation information			
TE completion date		12/9/2021	
Author of TE		ADB	

[1] Defined as all micro, small, and medium-scale profit-oriented entities, including individuals and informal entities, that earn income through the sale of goods and services rather than a salary. (GEF IEO 2022)

TER completion date	12/6/2022
TER prepared by	Ines Freier
TER peer review by (if GEF IEO review)	Neeraj Negi

2. Summary of Project Ratings

Criteria	Final PIR	IA Terminal Evaluation	IA Evaluation Office Review	GEF IEO Review
Project Outcomes	Satisfactory	Satisfactory	Less than satisfactory	MS
Sustainability of Outcomes		L	Moderately Likely	ML
M&E Design		Not rated	Not rated	MU
M&E Implementation		Not rated	Not rated	MS
Quality of Implementation		Satisfactory	Satisfactory	MU
Quality of Execution		Satisfactory	Satisfactory	MS
Quality of the Terminal Evaluation Report			Less than satisfactory	MU

3. Project Objectives and theory of change

3.1 Global Environmental Objectives of the project:

The Global Environmental objective was to accelerate transition to energy efficient, low-carbon transport and urban systems in PRC (Endorsement request)

3.2 Development Objectives of the project: none

3.3 Were there any **changes** in the Global Environmental Objectives, Development Objectives, or project activities during implementation? What are the reasons given for the change(s)?

In December 2017, the Executing Agency requested to change the Bus Rapid Transition and feeder buses from CNG (compressed natural gas) to electric as the national government was promoting use of electric buses and requesting that all the buses should be replaced to electric by 2020. Following the change of bus type, the consulting services for feasibility study for production in Fuzhou of CNG from bio-methane was deemed unnecessary. In addition, the maintenance training of new buses would be a part of the bus procurement instead of separate consulting service contract. The electric buses were procured through international competitive bidding in December 2018. A total 29 electric buses financed by the GEF-grant were supplied and operational, and the maintenance training for 154 staff of the bus company was provided.

Consulting service selections for the driver training and the Bus Rapid Transport system operational efficiency were concluded in July 2019. One international consultant and one national consultant for the driver training were recruited and training for 168 drivers were provided. The international consultant for Bus Rapid Transition system operational efficiency timely delivered the optimized Bus Rapid Transition operating plan, operation, management plan, contingency plan for work safety, and the project operation report.

3.4 Briefly summarize project's theory of change – describe the inputs and causal relationships through which the project will achieve its long-term impacts, key links, and key assumptions.

Through a Rapid Bus Transport system with busses running on compressed natural gas and bus drivers applying eco driving / fuel saving driving, greenhouse gas emissions (from diesel combustion) from

public transport shall be avoided. Non-motorized traffic will be part of a low carbon urban transport system avoiding emissions from transport.

4. GEF IEO assessment of Outcomes and Sustainability

Please refer to the GEF Terminal Evaluation Review Guidelines for detail on the criteria for ratings.

The outcome ratings (relevance, effectiveness, efficiency, and overall outcome rating) are on a six-point scale: Highly Satisfactory to Highly Unsatisfactory. The sustainability rating is on a four-point scale: Likely to Unlikely.

Please justify the ratings in the space below each box.

4.1 **Relevance and Coherence**	MU

The relevance of the project is considered as moderately unsatisfactory due to the changes in scope of the GEF grant from a pilot project promoting CNG gas in busses to procurement of electric busses on the international market despite that the implemented Bus Rapid Transition system connecting a high speed train hub with the urban area might have positive global environmental benefits (mitigation of climate change).

The project is in line with GEF-5 climate change strategy objective1 a) promote energy efficient, low-carbon transport and urban systems.

The project was an integral part of the government's 13th Five-Year Plan (2016–2020) that aimed to identify, delineate, and balance the roles of the government, the market, and society. Improving transport connectivity, facilitating inclusive urbanization, and promoting ecological civilization on aspects of green, low-carbon, and livable cities were prioritized.

It was consistent with ADB's 2011– 2015 and 2016–2020 country partnership strategies for the PRC that supported the government's reform agenda on climate change and the environment, inclusive economic growth, knowledge cooperation, and institutional and governance reform.

The Project Verification Report of ADB outlines that the project was designed to benefit from the opening of the high-speed railway and seize an early opportunity to establish a model for urban transport and development integration- the Rapid Bus Transition System- that could be replicated in other cities. Although no formal changes in scopes of the GEF-project were approved, the changes in project design and scope during implementation were to the government's demands. The changes were related to the significant change in the Bus Rapid Transport (BRT) route, which required recalculations of the project's economic and financial viabilities, revisions on the safeguard plans, and change from CNG buses to electric buses to remain relevant to the 2017 government policy. (PVR p. 4/5) Due to the changes in the scope of the project from CNG busses to electric busses to comply with partner countries new policies the project is less important as a model for a node between a high speed train station and a rapid bus transition using a new fuel. The Bus Rapid Transport system is not at the pilot stage in the People`s Republic of China anymore and does not fully meet the needs of the beneficiaries because road space is scarce in urban areas in China. The lack of success of BRT in the capital city of Jiangxi Province (Nanchang) in its early operation discouraged the executing agency and it planned to cancel the component. To catch up with the project schedule, ADB made various

efforts including providing additional consulting services to adjust the implementation schedule to align with time-bound action plans and study tours for the executing agency to the successful BRT projects in Lanzhou and Yichang.

The project design and financial modality were adequate and appropriate to achieve the intended project outcome and impact.

4.2 **Effectiveness**	MU

The effectiveness of the GEF grant is rated as moderately unsatisfactory because outcomes of the ADB project (outcomes 1 to 2 of the GEF project framework called basic project) were achieved however outcome 3, 4 and 5 of the GEF project framework (the GEF grant) were partly achieved. Instead of CNG (compressed natural gas) busses electric busses were purchased as requested by the executing agency. So, the overall global environmental benefits of the project might have been achieved however the project lost its function as a pilot project demonstrating the use of a new fuel with resulting publications and its catalytic role in changing urban transport.

The project objective was achieved - an efficient multimodal access to the new main railway station was created. In 2019, average bus speeds on the BRT corridor increased to 23–28 km/hour against the 26 km/hour target in 2018. Right on target, the average age of the bus fleet was reduced to 6 years in 2019 from 8 years in 2018. The transfer time between the BRT bus terminal and the railway station platform was reduced to less than 5 minutes against the target of less than 10 minutes. Flood frequency was reduced from annual to once in 20 years. The ADB validation of the Terminal Evaluation Report views that the last target is not a reasonable expectation, as it is unlikely for data to be available in any such flood intervention, unless a 1 in 20-year flood occurred before project completion and the embarkment performed well. (PVR p. 6)

All outcome indicators for outcome 1 and 2 have been achieved. The outputs of (i) BRT system, (ii) urban transport hub, (iii) Fenggang River greenway, (iv) station access roads, and (v) institutional strengthening and capacity building have been delivered with achievements of respective performance indicators.

A BRT system was constructed and opened to traffic, including public rapid transit of 12.5 kilometer (km) and nonmotorized transport of 10 km. 133 lower GHG emission vehicles (electric buses) were purchased and in operation, which include 104 buses financed by the loan (planned 50) and 29 buses financed by grant (planned 19 CNG busses). Vehicle maintenance training and bus driver training were conducted. The optimized BRT operating plan, operation, management plan, contingency plan for work safety for the BRT system operational efficiency were developed and implemented. Transport efficiency in terms of vehicle, fuel, and network efficiency was significantly improved. Additionally, four sections of station access roads, totaling to 10.2 km were constructed and opened. A 4.5 km greenway and embankment were constructed with green areas, parking roads with lighting facilities and rest areas, and a bike lane with link to the railway station. An urban transport hub near the new railway station was constructed and opened to traffic. It included (i) a bus company headquarters building including offices and a control center (three floors of 6,562 square meters [m2]); (ii) a bus inspection and maintenance workshop with equipment (1,472 m2), (iii) bus parking and charging areas (about 43,000 m2); (iv) bus terminals with

four bus bays and BRT ticketing facilities; (v) public parking lots for cars, motorcycles, bicycles; and (vi) pedestrian walkways linking the bus terminals with the railway station. About 500,000 people benefited from the improved transport and urban systems (PCR p. 2, TE p. 79 PVR p. 5)

Outcome 3: Reducing the greenhouse gas (GHG) intensity of bus operations. (Partly achieved)

- Bus Rapid Transit (BRT) system operational efficiency. Alleviating congestion levels at BRT stations through design and operational measures.
- Maintenance training. Providing maintenance training and preparing a maintenance manual and schedules to ensure that the new buses achieve maximum fuel efficiency and remain in good condition for many years.
- Driver Training. Providing training for drivers in ways to minimize fuel consumption ('eco-driving') and preparing a driver training manual.
- Feasibility study for production in Fuzhou of compressed natural gas (CNG) from bio-methane. Studying the feasibility of converting bio-methane from waste materials (such as agricultural waste or waste dumps) into CNG fuel for buses in Fuzhou. (not implemented)

Outcome 4: Upgrade BRT buses to CNG. Providing the incremental cost of upgrading the 51 BRT buses to be procured from diesel to advanced technology CNG. In total 29 electric busses were procured.

Outcome 5: CNG Buses for BRT Feeder Services. Providing the full cost of around 10 new CNG buses to replace older, highly polluting vehicles operating on two existing routes that will link with the BRT service. See outcome 4 (TE p. 76)

The GEF grant was only spent in the extension phase of the project in 2019 for the procurement of the busses and related training in maintenance (PCR appendix 5).

With the achievements of project outcome and outputs, all three performance indicators of project impact were achieved: (i) the share of person-trips by public transport increased to 25% in 2020 and exceeded the target of 18%, (ii) the percentage of railway passenger using the Bus Rapid Transit reached the target of 30% in 2020, and (iii) the average concentrations of carbon monoxide (CO)1 and nitrogen dioxide (NO2)2 in Fuzhou stayed at the levels of 2012 until 2020. (TE p. 79). The PCR recalculated the avoided emissions using the respective GEF guidelines however a baseline did not exist.

4.3 **Efficiency**	MS

The project is rated as moderately satisfactory because the project outcome was achieved with an efficient use of resources and 1,5 years of delay. The GEF grant was spent in 2019 in the extension phase (PCR appendix 5). The PVR noted that several assumptions of the calculation of the economic internal rate of return did not hold (maintenance costs for the infrastructure were not adequately considered) so the economic benefits could be less than expected based on calculations in the PCR (PVR p.7).

The actual total project was $199.59 million, about 12% lower than the appraisal amount because of lower costs for land acquisition and resettlement and reduced work under the Fenggang River greenway development. (PCR p. 5)

4.4 **Outcome**	MS

Given the limited importance of the GEF grant as a pilot project for an urban multimodal node for public transport because two out of three outcomes have been substantially changed, the outcome is rated as moderately satisfactory. The GEF did not cover incremental costs for the transition to urban public transport because some of the purchased busses were purchased from the loan and some of the grant; the switch to electric buses was mandatory by law. (PVR p. 7)

Summarize key outcomes related to environment, human well-being, and enabling conditions (Policy, Legal & Institutional Development; Individual & Institutional Capacity-Building; Knowledge Exchange & Learning; Multistakeholder Interactions), as applicable. Include any unintended outcomes (not originally targeted by the project), whether positive or negative, affecting either ecological or social aspects.

One of the key outcomes of the project was the establishment of a Rapid Bus Transition system of 12 km with feeder.

Where applicable, note how both intended and unintended outcomes have positively and/or negatively affected marginalized populations (e.g., women, indigenous groups, youth, persons with disabilities), and where some stakeholder groups have benefited more/ less than others.

Not reported

4.5 **Sustainability**	ML

The PVR stated that the sensitivity analysis indicated that the project was not financially sustainable when adverse effects on revenue and operating and maintenance costs of infrastructure were incorporated (PVR p. 7). The GEF component supported the institutional sustainability of the project through providing training in maintenance of purchased vehicles. However, there is still not adequate evidence to validate that the government agencies were financially and institutionally sound to support project sustainability.

Note any progress made to sustain or expand environmental benefits beyond project closure, using stakeholder (rather than project) resources, e.g. through replication, mainstreaming or scaling-up of GEF-supported initiatives. Examples would be farmers adopting practices using own funds, follow-on replication projects, development of plans for scaling, inclusion in local or national legislation, and allocation of government budgets or private sector investments for institutional adoption.

Not reported

5. Processes and factors affecting attainment of project outcomes

Before describing the factors, you may choose to summarize reported outcomes and sustainability here: https://www.research.net/r/APR2023.

5.1 Co-financing. To what extent was the reported co-financing essential to the achievement of GEF objectives? If there was a difference in the level of expected co-financing and actual co-financing, what were the reasons for it? Did the extent of materialization of co-financing affect project's outcomes and/or sustainability? If so, in what ways and through what causal linkages?

The loan-based co-financing was essential to implement the project.

5.2 Project extensions and/or delays. If there were delays in project implementation and completion, then what were the reasons for it? Did the delay affect the project's outcomes and/or sustainability? If so, in what ways and through what causal linkages?

The delay did not affect project outcomes.

5.3 Stakeholder ownership. Assess the extent to which stakeholder ownership has affected project outcomes and sustainability. Describe the ways in which it affected outcomes and sustainability, highlighting the causal links.

Was not assessed in PCR

5.4 Other factors: In case the terminal evaluation discusses other key factors that affected project outcomes, discuss those factors and outline how they affected outcomes, whether positively or negatively. Include factors that may have led to unintended outcomes.

None.

6. Assessment of project's Monitoring and Evaluation system

Ratings are assessed on a six point scale: Highly Satisfactory to Highly Unsatisfactory.

Please justify ratings in the space below each box.

6.1 **M&E Design at entry**	MU

The M& E Design of the project was moderately unsatisfactory because clear output targets and baselines under the GEF grant were missing (PVR p.5).

6.2 **M&E Implementation**	MS

The performance monitoring system was established and used as a monitoring and reporting mechanism to track the project progress and performance (PCR p. 9). The executing agency submitted all necessary reports in time according to the TE (p. 81). The TE does not assess the quality of the reporting only stated that the project followed standard ADB procedures. (TE p. 81) The PVR found that this is inconsistent with the PCR discussion that there was no Project Performance Monitoring System (of ADB) training conducted (PVR p. 11)

An initial draft of the borrower's project completion report was prepared in July 2020. However, it lacked essential data and information. Although a project implementation consultant assisted with providing the required data and information, no final PCR was submitted. (PVR p. 4) The final PCR was written by ADB resident mission.

7. Assessment of project implementation and execution

Quality of Implementation rating is based on the assessment of the performance of GEF Agency(s). Quality of Execution rating is based on performance of the executing agency(s). In both instances, the focus is upon factors that are largely within the control of the respective implementing and executing agency(s). A six-point rating scale is used (Highly Satisfactory to Highly Unsatisfactory), or Unable to Assess.

Please justify ratings in the space below each box.

7.1 **Quality of Project Implementation**	MU

The Quality of project implementation is rated as moderately unsatisfactory due to the limited preparation of the GEF grant of the project and the resulting change of activities.

Project preparation was not adequate especially for the GEF grant. The application of government policies on the request of the executing agency led to the switch to electric vehicles and the cancellation of two components of the GEF grant. The GEF grant document did not contain baselines or outputs. The ADB loan was too optimistically calculated. The decrease in the actual costs of the loan consisted mainly of $24.5 million (36.9%) for the land acquisition and resettlement and $9.3 million (37.6%) for the Fenggang River greenway development. Meanwhile, increases in the actual costs consisted mainly of $28.1 million (306.9%) for the equipment and $16.8 million (86.8%) for the BRT line construction. (PCR p. 4). It was found that the feasibility study for some access roads failed to follow the government's approval procedures. (p5)- The BRT component (GEF grant) was almost cancelled due to the request of the executing agency.

ADB headquarters initially administered the project and then transferred to ADB's Resident Mission in China in December 2017. During implementation, ADB fielded 15 project review missions, including an inception mission in 2013, a midterm review mission in 2016, and a completion review mission in 2021. ADB missions analyzed implementation issues affecting project progress and provided inputs in preparing action plans to expedite project implementation. The ADB project team and experts provided regular training and support to agencies involved in the project, and to consultants and contractors on project management and safeguard policy compliance. Document approval during processing and implementation was timely and all payment claims were processed promptly. ADB provided sufficient guidance to the local government, especially that the Bus Rapid Transit system project which was a new urban transport mode for them.

A full environmental impact assessment was reasonably prepared and adequately identified the potential environmental risks, although the sections on ecology and environmental management plan were weak and may not be considered sufficient according to today's standards. Back-to-office reports were prepared and were detailed with commentary on safeguards performance and recommendations for improvements. (PVR p. 9)

7.2 **Quality of Project Execution**	MS

The quality of the project execution is rated as moderately satisfactory.

During implementation, the Funzhou Municipality Government provided adequate oversight, coordination, and financial support for project implementation. The Project Management Office was fully operational with adequate staff and resources. The procurement of civil works and equipment contracts and the engagement of consultants were carried out in accordance with ADB guidelines and procedures. Measures for environmental and social aspects were incorporated in the contracts and implemented accordingly. (PRC p. 13)

8. Lessons and recommendations

8.1 Briefly describe the key lessons, good practices, or approaches mentioned in the terminal evaluation report, including how they could have application for other GEF projects. Lessons must be based on project experience.

1. Project implementation delays would be avoided if Bus Rapid Transit (BRT) system alignments were properly selected at appraisal with consideration given to avoiding traffic congestion.

2. For project areas where differences in language is considered a significant challenge, setting aside resources for translation and communication with the local government officials can mitigate misunderstanding during project preparation. The significant changes on the approved route on the Bus Rapid Transit component at appraisal could have been avoided if significant resources to explain the BRT concept, issues, and challenges at the local context were provided during project preparation.

3. Project implementation delays would also be avoided if frequent changes in consulting personnel were avoided. Therefore, careful evaluation of qualifications of consulting personnel are needed. (PVR p. 10)

4. Project benefit identification, quantification, and valuation depend on the effective use of project performance management system of ADB. Calculations of project benefits should use the respective methodology described in PPMS.

8.2 Briefly describe the recommendations given in the terminal evaluation.

1. Technical design of Bus Rapid Transit (BRT) in China. Given that most cities in the PRC have persistent problems of mixed traffic, concentrated populations, limited road space, poorly developed road networks and traffic facilities in the old town, and unpredictable behavior of traffic participants, BRT planning efforts should avoid sensitive areas that could lead to congestion. In addition, the types of BRT corridor (opened or fully controlled) and BRT station design (island or roadside), and the traffic management and signaling system should be selected or designed with comprehensive consideration of road space availability, safety requirements, and traffic behavior.

2. Further action or follow-up. ADB has completed three BRT projects in the PRC, in Lanzhou, Yichang, and Fuzhou. Another one is under implementation in Ji'an and will be completed in 2022. A study on design,

implementation, operation and maintenance, as well as the development impacts of the BRT system might be considered, which could cover several of these cities. The study could benefit future similar projects and the development of the urban transport sector.

9. Quality of the Terminal Evaluation Report

A six-point rating scale is used for each sub-criteria and overall rating of the terminal evaluation report (Highly Satisfactory to Highly Unsatisfactory)

Criteria/indicators of terminal evaluation quality	GEF IEO COMMENTS	Rating
1. Timeliness: terminal evaluation report was carried out and submitted on time?	Not in time,	MS
2. General information: Provides general information on the project and evaluation as per the requirement?	Provides basic information	MS
3. Stakeholder involvement: the report was prepared in consultation with – and with feedback from - key stakeholders?	Non	U
4. Theory of change: provides solid account of the project's theory of change?	non	U
5. Methodology: Provides an informative and transparent account of the methodology?	Refers to ADB project completion report	U
6. Outcome: Provides a clear and candid account of the achievement of project outcomes?	Provides selective account of project outputs not mentioning the outputs for road and building construction in the GEF TE	MU
7. Sustainability: Presents realistic assessment of sustainability?	Does not take into account maintenance costs of infrastructure	MU
8. M&E: Presents sound assessment of the quality of the M&E system?	Provides information that ADB standards were complied with, not GEF standards, does not mention that baselines for GEF indicators were lacking	MU
9. Finance: Reports on utilization of GEF funding and materialization of co-financing?	yes	S
10. Implementation: Presents a candid account of project	Provides basic information on the performance of the agencies	MS

implementation and Agency performance?		
11. Safeguards: Provides information on application of environmental and social safeguards, and conduct and use of gender analysis?	Yes but does not critically asses safeguards	MS
12. Lessons and recommendations are supported by the project experience and are relevant to future programming?	yes	MS
13. Ratings: Ratings are well-substantiated by evidence, realistic and convincing?	Ratings are not convincing related to relevance, outcomes and M+E	MU
14. Report presentation: The report was well-written, logically organized, and consistent?	Ok	MS
Overall quality of the report		MU

10. Note any additional sources of information used in the preparation of the terminal evaluation report (excluding PIRs, TEs, and PADs).

GEF Endorsement request

ADB Project Completion Report

ADB Terminal Evaluation Validation Report

ANNEX 1. GEF IEO THEORY OF CHANGE FRAMEWORK

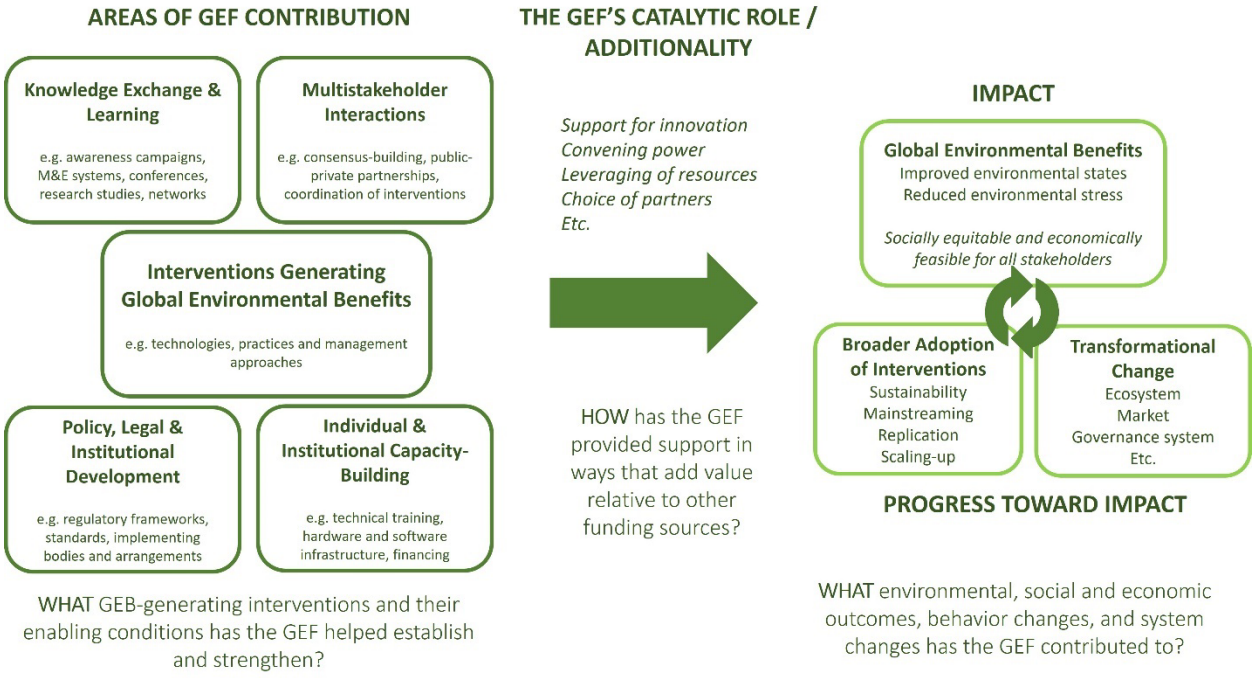

Figure 1. The GEF IEO's updated Theory of Change Framework on how the GEF achieves impact

The general framework for the GEF's theory of change (figure 1) draws on the large amount of evaluative evidence on outcomes and impact gathered over the years by the GEF Independent Evaluation Office. The framework diagram has been updated to reflect the IEO's learning since OPS5 (GEF IEO 2014, p. 47-50) about how the GEF achieves impact, as well as the evolution of the GEF's programming toward more integrated systems-focused and scaled-up initiatives.

The framework outlines the three main areas that the IEO assesses in its evaluations: a) the GEF's contributions in establishing and strengthening both the interventions that directly generate global environmental benefits, and the enabling conditions that allow these interventions to be implemented and adopted by stakeholders, b) the GEF's catalytic role or additionality in the way that the GEF provides support within the context of other funding sources and partners, and c) the environmental, social and economic outcomes that the GEF has contributed to, and the behavior and system changes that generate these outcomes during and beyond the period of GEF support.

The circular arrow between impact and progress toward impact, as before, indicates how bringing about positive environmental change is an iterative process that involves behavior change (in the form of a broader group of stakeholders adopting interventions) and/or systems change (which is a key characteristic of transformational change). These three areas of change can take place in any sequence or simultaneously in a positively reinforcing cycle, and are therefore assessed by the GEF IEO as indicators of impact.

Assessing the GEF's progress toward achieving impact allows the IEO to determine the extent to which GEF support contributes to a trajectory of large-scale, systemic change, especially in areas where changes in the environment can only be measured over longer time horizons. The updated diagram in particular expands the assessment of progress towards impact to include transformational change, which specifically takes place at the system level, and not necessarily over a long time period.

The updated diagram also more explicitly identifies the link between the GEF's mandate of generating global environmental benefits, and the GEF's safeguards to ensure that positive environmental outcomes also enhance or at the very least do not take away from the social and economic well-being of the people who depend on the environment. Thus the IEO assesses impact not only in terms of environmental outcomes, but also in terms of the synergies and trade-offs with the social and economic contexts in which these outcomes are achieved.

ANNEX 2. DEFINITION OF TERMS

Intervention	Any programmatic approach, full-sized project, medium-sized project, or enabling activity financed from any GEF-managed trust fund, as well as regional and national outreach activities. In the context of post-completion evaluation, an intervention may consist of a single project, or multiple projects (i.e. phased or parallel) with explicitly linked objectives contributing to the same specific impacts within the same specific geographical area and sector. https://www.gefieo.org/evaluations/gef-evaluation-policy-2019
Activity (of an intervention)	An action undertaken over the duration of an intervention that contributes to the achievement of the intervention's objectives, i.e. an intervention is implemented through a set of activities. E.g. training, (support to) policy development, (implementation of) management approach.
Outcome	An intended or achieved short- or medium-term effect of a project or program's outputs. https://www.gefieo.org/evaluations/gef-evaluation-policy-2019
Impact	The positive and negative, primary and secondary long-term effects produced by a project or program, directly or indirectly, intended or unintended. https://www.gefieo.org/evaluations/gef-evaluation-policy-2019
Environmental outcomes	Changes in environmental indicators that could take the following forms: • Stress reduction: reduction or prevention of threats to the environment, especially those caused by human behavior (local communities, societies, economies) • Environmental state: biological, physical changes in the state of the environment http://www.gefieo.org/sites/default/files/ieo/evaluations/ops5-final-report-eng.pdf
Social and economic outcomes	Changes in indicators affecting human well-being at the individual or higher scales, e.g. income or access to capital, food security, health, safety, education, cooperation/ conflict resolution, and equity in distribution/ access to benefits, especially among marginalized groups.
Synergies	Multiple benefits achieved in more than one focal area as a result of a *single intervention*, or benefits achieved from the interaction of outcomes from at least two separate interventions in addition to those achieved, had the interventions been done independently.

	http://www.gefieo.org/evaluations/evaluation-multiple-benefits-gef-support-through-its-multifocal-area-portfolio-map-2016
Trade-offs	A reduction in one benefit in the process of maximizing or increasing another benefit. http://www.gefieo.org/evaluations/evaluation-multiple-benefits-gef-support-through-its-multifocal-area-portfolio-map-2016
Broader adoption	The adoption of GEF-supported interventions by governments and other stakeholders beyond the original scope and funding of a GEF-supported intervention. This may take place through sustaining, replication, mainstreaming, and scaling-up of an intervention and/or its enabling conditions (see definitions below). http://www.gefieo.org/sites/default/files/ieo/evaluations/ops5-final-report-eng.pdf
Sustainability	The continuation/ likely continuation of positive effects from the intervention after it has come to an end, and its potential for scale-up and/or replication; interventions need to be environmentally as well as institutionally, financially, politically, culturally and socially sustainable.https://www.gefieo.org/evaluations/gef-evaluation-policy-2019
Replication	When a GEF intervention is reproduced at a comparable administrative or ecological scale, often in different geographical areas or regions. http://www.gefieo.org/sites/default/files/ieo/evaluations/ops5-final-report-eng.pdf
Mainstreaming	When information, lessons, or specific aspects of a GEF initiative are incorporated into a broader stakeholder initiative. This may occur not only through governments but also in development organizations and other sectors. http://www.gefieo.org/sites/default/files/ieo/evaluations/ops5-final-report-eng.pdf
Scaling-up	Increasing the magnitude of global environment benefits (GEBs), and/or expanding the geographical and sectoral areas where they are generated to cover a defined ecological, economic, or governance unit. May occur through replication, mainstreaming, and linking. http://www.gefieo.org/evaluations/evaluation-gef-support-scaling-impact-2019
Transformational change	Deep, systemic, and sustainable change with large-scale impact in an area of major environmental concern. Defined by four criteria: relevance, depth of change, scale of change, and sustainability. http://www.gefieo.org/evaluations/evaluation-gef-support-transformational-change-2017
Additionality	a) Changes in the attainment of direct project outcomes at project completion that can be attributed to GEF's interventions; these can be reflected in an acceleration of the adoption of reforms, the enhancement of outcomes, or the reduction of risks and greater viability of project interventions. b) Spill-over effects beyond project outcomes that may result from systemic reforms, capacity development, and socio-economic changes. c) Clearly articulated pathways to achieve broadening of the impact beyond project completion that can be associated with GEF interventions. https://www.gefieo.org/sites/default/files/ieo/council-documents/files/c-55-me-inf-01.pdf