

Evaluation Findings of Recently Completed Studies

Title of the study/Funding source of evaluated program and project	Evaluation objectives	Results/Findings
NEDA-commissioned studies		
Impact Evaluation of the Subic-Clark-Tarlac Expressway (SCTEX)	The study aims to assess project impacts and outcomes, including: (1) Identification and measurement of quantifiable accomplishments based on project targets; and (2) analysis of the socio-economic benefits resulting from project implementation.	<ol style="list-style-type: none"> 1. <u>Number of locators</u> - In the Clark Freeport, locators grew in number from 824 to 1,250 or a 53% increase, from 2015-2019 for all categories of locators except for Agro Industrial. In the Subic Freeport, the number of locators increased slightly from 54 to 58 between 2015 and 2020, consistent with the above figure on value of investments. And in the Bataan Freeport, locators ballooned from 33 to 91 from 2010 to 2019, a level of increase matching the reported increase in investments. 2. <u>Household income</u> – Practically all of the household survey respondents reported an increase in income. Three-fourths rated the increase as “Fair” while the rest said “Slight”. 3. <u>Promotion of regional economic activities</u> – One hundred percent of On-line survey respondents either “Somewhat agree” or “Strongly agree” that SCTEX accelerated economic growth and increase in economic activities in the Subic-Clark-Tarlac areas from 2009 to 2019. 4. <u>Chances of business success</u> - About half of the business survey respondent-enterprises in the freeport zones affirmed that with the presence of SCTEX, their chances of business success improved. 5. <u>Transported amount of commercial goods</u> – The predominance of commercial goods being transported via the SCTEX can be inferred from the Business Survey results showing that around two-thirds of business establishments use light trucks (2 axles) and heavy trucks in travelling. 6. <u>Annual Average Daily Traffic</u> - Available data for SCTEX (Years 2016 and 2020 only) indicates that the total number of vehicles went down by 1% in 2020 compared to 2016, presumably due to the pandemic. Two of the three comparator major roads saw significant

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		<p>increases in vehicle flow between 2011 and 2019: Jose Abad Santos Avenue (JASA) by 84% (annual average of around 10%), and MacArthur Highway, by 51% (average of 6% per year). Traffic along the Angeles-Porac-Floridablanca-Dinalupihan Road decreased however by 25% over the same period.</p> <p>7. <u>Travel time reduction</u> – There is a significant reduction in travel time, ranging from 20% to more than 50%, particularly for longer-distance, inter-province travel. One hundred percent of transport survey respondents using SCTEX said their travel time is reduced. The transport survey reveals that the majority of SCTEX fall under the higher time savings categories: (a) more than 1 hour to 3 hours; and (b) more than 3 hours.</p> <p>8. <u>Vehicle Operating Cost</u> - The VOC Study shows that proportionately more SCTEX users are classified under the four higher ranges of fuel expenditures (PhP501 and above). This appears to be counterintuitive because SCTEX users, ceteris paribus, are supposed to incur less fuel expenses due to the better condition of SCTEX and higher cruising speed. This finding could be linked to the longer inter-province trips being made by SCTEX users. Business sector informants noted reduced gasoline/ fuel consumption by using SCTEX instead of alternative roads.</p> <p>9. <u>Traffic congestion</u> – Majority of the transport survey respondents said that congestion along parallel roads is less compared to before Year 2009 when SCTEX started operating: MacArthur Highway = 70% of respondents; Angeles-Porac-Floridablanca-Dinalupihan Road = 54% of respondents; and JASA = 74% of respondents. Congestion is seen to be reduced despite more vehicles on the road.</p>
Ex-Post Evaluation of the Agrarian Reform Communities Project Phase II	The study aims to identify the factors that contributed to the success or failure of the	The project 5 was rated partly satisfactory. The Project is determined to be relevant, and effective, but falls short on efficiency, and is

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	project, assess the sustainability of results gained from its implementation, and draw conclusions that may inform other interventions, particularly in the agriculture and agrarian reform sector.	<p>only partially sustainable. The following are the major findings per evaluation criteria.</p> <ul style="list-style-type: none"> • <u>Relevance</u> - ARCP II was supportive of Chapter 2: Agribusiness of the Philippine Development Plan (PDP) 2004-2010 at ex-ante, as well as the Chapter 8: Expanding Economic Opportunities in Agriculture, Forestry, and Fisheries of the PDP 2017-2022 at ex-post. The project was also of adequate design, but only partly consistent with the needs of beneficiaries, as determined in the household survey and focus group discussions. • <u>Effectiveness</u> - The project achieved a beneficiary satisfaction rating of over 90% but fell short in achieving outcomes on improved social inclusion, equitable land access, and improved access to health and education due to the low output delivery (to be discussed under the rating for Efficiency). Short value chain development was consistently supported, leading to favorable findings on profitability and wage incomes for supported enterprises. Efficiency - The project achieved four out of ten major outputs. While all outputs under the Community Driven Development (CDD) component have exceeded the targets set, only the development of regional and provincial value chains under Agriculture and Enterprise Development (AED) was fully achieved and there was a significant shortfall in the intended outputs under Rural Infrastructure Development (RID). Moreover, it suffered from time and cost overruns, owing mainly to policy constraints such as documentary requirements, high cost-share requirement for LGUs, and revised design specification for FMRs. Project implementation was extended for a total of 3.5 years from the original completion date of December 2014 to 30 June 2018 to enable completion of

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		<p>remaining works particularly the rural infrastructure subprojects and recoup incurred delays due to (a) difficulty of LGU to provide the required equity counterpart; (b) high frequency of failed bids in the procurement; (c) failure of LGU to provide timely submission of required documents and liquidation reports thereby hindering the submission of withdrawal application to ADB for replenishment of funds; and (d) changes in local chief executives (LCEs) following the result of election since the newly-elected officials assign lower priority to projects initiated by previous LCEs, among others. Furthermore, its ex-post EIRR (re-estimated at 2.5 percent) was below the hurdle rate of 10 percent (as opposed to the ex-ante estimate of 29.4 percent) due to reduction in project scope.</p> <ul style="list-style-type: none"> • <u>Sustainability</u> – Overall, status of operations and maintenance (O&M) was adequate based on visual observation. Technical staff had the capacity to undertake O&M functions. However, timely and adequate budget for O&M was not achieved. It was observed that no provision was made for O&M from LGU and assigned agrarian reform beneficiary organizations (ARBOs). The former provides O&M funds only as available, resulting in some dilapidation of facilities. The latter were found to be not collecting users' fees to cover continuous maintenance and operating costs.
Ex-Post Evaluation of the Agno River Integrated Irrigation Project (ARIIP)	The study aims to determine the project's consistency with the country's development	The project was rated satisfactory and is found to be relevant, effective, efficient, and sustainable. ¹ The following are the major findings per evaluation criteria.

¹ It should be noted that there is no straightforward way of applying the rating system for the effectiveness criterion given deficiencies in the project's logical framework wherein even the limited performance indicators lacked baseline values and targets. Even if there were enough indicators with baseline and target values, the intrinsic value of different outcomes would vary

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	<p>goals, sectoral goals, and the needs of communities in the project area. It shall also look into the extent to which the project achieved its objectives and reached its target beneficiaries, its efficiency in producing outputs, and the sustainability of results, especially six years after implementation.</p>	<ul style="list-style-type: none"> • Relevance - The project was consistent with the priorities laid down in Chapter 2: Agribusiness of the 2004-2010 Medium-Term PDP, Chapter 4: Competitive and Sustainable Agriculture and Fisheries Sector of the 2011-2016 PDP, and Chapter 8: Expanding Economic Opportunities in Agriculture, Forestry, and Fisheries of the 2017-2022 PDP in addressing the needs of the target beneficiaries. There were gaps in appropriateness/ adequacy of design including implementation arrangements to achieve objectives. • Effectiveness - The project improved irrigation service delivery in terms of adequacy, reliability, quality of water, reduced flooding, among others (i.e., 3.9 metric tons out of 6.1 metric tons total rice production per target service area; 31,511 hectares of irrigation system rehabilitated and restored out of 39,744 hectares; and 101 irrigators association formed by 2013 out of 125). These had positive impacts on production, e.g., second cropping, increased mechanization, planting of high-yield varieties. Equity is a key issue, with downstream farmers heavily and consistently disadvantaged in terms of irrigation services and outcomes. • Efficiency - Aggregate outputs of the project by major category (re-regulating pond, main canal, laterals, and roads) exceeded targets. Shortfalls were noted with respect to drainage and road structures. The EIRR at ex-post (3.12%) is barely positive due to: 1) reduced service area, 2) reduced instead of increased crop diversification. • Sustainability – The project is sustainable in the following parameters: 1) institutional and policy arrangements, 2) technical staff capacity to undertake O&M functions, 3) financial security (provision of timely and adequate

considerably. Likewise, care must be taken when interpreting the efficiency rating as summing up outputs with obviously unequal contribution or importance to the entire system (e.g., 1 re-regulating pond cannot be equal to 1 canal turnout, to give an extreme example, or 1 km of main canal cannot be equated with 1 km of lateral canal) is less than a satisfactory way of aggregating results.

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		budget for O&M). However, the study found gaps in the O&M of irrigation facilities gathered from visual observations (i.e., some irrigation facilities remain dysfunctional and unattended).
Ex-Post Evaluation of the Angat Water Utilization and Aqueduct Improvement Project Phase II	This study aims to identify factors of success or failure, assess the sustainability of results and impacts, and draw conclusions which may be used as reference for ongoing and future similar projects in the water sector.	<p>The project was rated satisfactory. The following are the major findings per evaluation criteria.</p> <p>Relevance</p> <ul style="list-style-type: none"> The project is relevant because its objectives are aligned and consistent with Chapter 5: Accelerating Infrastructure Development of PDP 2011-2016 and Chapter 19: Accelerating Infrastructure Development of PDP 2017-2022. <p>Efficiency</p> <ul style="list-style-type: none"> The project was completed 188 calendar days ahead of schedule. However, it was PHP 466,318,335.00 more expensive than planned, and incurred 8.80% increase from the original contract cost The project was unable to meet its target for water production of 350 million liters per day, based on the minimal increase in water production data. <p>Effectiveness/impact</p> <ul style="list-style-type: none"> The project completed 100% of its intended outputs. However, the project did not achieve its target of increasing the volume of transmission due to the lack of additional raw source from Angat reservoir. Also, the project did not materially increase the supply for the new water service connections (except those covered by the unintended outcome of the project). On relocation, 35 ISFs remained in the right-of-way after relocation activities. The right-of-way was not cleared due to the non-execution of the LARP. <p>Sustainability</p> <ul style="list-style-type: none"> The Common Purpose Facility, comprised of Maynilad Water Services,

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		<p>Inc. (MWSI) and Manila Water Company, Inc. (MWCI) has adequate manpower and resources to operate and maintain the facilities.</p> <ul style="list-style-type: none"> • There has been noticeable damage to MWSS assets along the ROW. • The project may encounter more challenges caused by the informal settlers' encroachment and dependence on the resources which may be provided by the right of way. • Even with O&M budget and manpower, sustainability will only be ensured with the reliability of the source of water.

Commissioned under the NEDA-UNDP Strategic M&E Project

<p>Evaluability Assessment of the Micro, Small, and Medium Enterprises Development Plan (MSMEDP) and its Priority Programs with a Process Evaluation of Government Support</p>	<p>The study aims to determine the evaluability of the MSMEDP and its programs and provide recommendations to enhance evaluability.</p>	<p>On the evaluability of the MSMEDP and its component programs</p> <ol style="list-style-type: none"> 1. The MSMEDP and the six component programs are evaluable. The theory of change (TOC) and results framework (RF) are available (reconstructed), plausible, the causal links between the MSMEDP with its component programs are valid and the indicators are clearly specified. The MSMEDP and its programs are fairly in- sync with the indicators and strategies in the MSMED/PDP results framework; 2. The M&E systems of MSMEDP and its component programs are fairly robust, albeit with plenty of room for improvement; 3. There exists sufficient stakeholder demand for the evaluation of MSMEDP and its component programs; and 4. The appropriate type of evaluation for each of the programs is either TOC-based performance evaluation or TOC-based impact assessment using mixed-method approach. <p>On the process assessment of the six component programs</p> <ol style="list-style-type: none"> 1. There is enough empirical evidence to suggest that the MSMEDP and its component programs are relevant, effective, efficient and sustainable; and
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Evaluation of the National Climate Change Action Plan with focus on Food Security (NCCAP-FS)	The study aims to assess the progress made in implementing the NCCAP during PDP cycle 2011–2019. Specifically, it aimed to assess: (1) how well the NCCAP has been coordinated and implemented so far; and (2) how robust the existing systems are to assess the contribution of government interventions toward reducing the impact of climate risks in terms of relevance, effectiveness, efficiency, and sustainability.	2. Full-blown evaluation is warranted to demonstrate program success, as both the MSMEDP and PDP 2017-2022 draw closer to end.
		<ol style="list-style-type: none"> 1. Climate change adaptation (CCA) has been mainstreamed in development plans, climate finance, and scaling up CC-related initiatives, as well as CC- and food security (FS)-related ordinances passed during 2011–2019 period. 2. Capacity development enhanced the resilience of agriculture and fishing communities, and industries to CC indicated by communities reached through agriculture and fishery extension services, the number of climate-adaptive tools, technologies and practices transferred and adopted by the communities and industries. 3. Social protection of agriculture and fishing communities in terms of food availability, stability, access, and affordability was enhanced evidenced by the annual sufficiency ratio of rice, white corn, and fish in key production areas, islands, provinces, and municipalities. 4. The absence of available data poses a challenge in confidently estimating the actual amount of CC-related expenditure. 5. The NCCAP provides a useful framework for planning and budgeting actions to enhance FS under CC. The NCCAP-FS pillar articulates a national strategy for FS and supports the integration of that strategy into action planning from the national to the municipal level. Despite this, the NCCAP is not particularly effective at coordinating the collaborative efforts of the various actors for planning, budgeting, implementing, and monitoring FS-related interventions. 6. The Climate Change Expenditure Tagging (CCET) is a potentially efficient strategy for accounting for the country's investments to address CC, as lodged in the NCCAP. This needs more

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		<p>improvement at this time if it were to effectively pursue its mandate. It is currently used for planning, and mechanisms should be in place to be able to use this as a monitoring tool.</p> <p>7. While national laws are in place to promote NCCAP implementation, local government units (LGUs still need substantial capacity-building to be able to frame their local climate change action plans (LCCAPs) and their investment plans.</p> <p>8. CC is a highly science-based phenomenon yet there was limited partnership with academia and science institutions in NCCAP implementation.</p>