D-12. CPI Guide applied to Transport for Resilient Supply Chains

www.life-links.org/docs/framework

The Climate Policy Initiative (CPI) released a new Guide (January 2026): ***Assessing Climate Risk, Framing Resilience, and Reporting Impact: A Guide for Climate Finance Practitioners***. The Guide is:

- Written for **climate finance practitioners** (including funders, investors, implementers and technical partners) working on climate finance vehicles to manage physical climate risk and design investments with material improvements to climate resilience.
- Focused on "**climate finance vehicles**" which are defined as financial mechanisms that de-risk transactions and mobilize capital by channeling it to efficiently deploy investments in climate mitigation and/or adaptation projects on the ground. These include debt or equity funds, credit enhancement mechanisms such as insurance and guarantee structures, as well as results-based finance models such as payment for ecosystem services or impact-linked debt.
- Structured around **three core goals:**
    1. Assess and manage your climate risk to align with international standards and funder expectations
    2. Define your adaptation investment thesis, making a clear case for how and why the finance vehicle strengthens climate resilience
    3. Design a fit-for-purpose impact measurement and reporting strategy that captures adaptation and resilience outcomes.
- Applicable to investments in **climate solutions across sectors and geographies**, and useful to different audiences depending on their objectives.

Transport and logistics are central to the performance of supply chains and value chains but frequently become the weakest part of climate risk assessments and climate finance investments when they are not considered explicitly. Transport links and supply chains are highly relevant throughout the CPI Guide, but often implicit rather than explicit.

Using the Link-Links Framework, this resource is designed as a **crosswalk between the CPI Guide and its application to transport and logistics links within supply chains**. Its purpose is to:

- Explain what CPI Goals 1–3 and associated steps mean when applied to transport and logistics. It focuses in particular on "critical transport/logistics links" in a supply chain that are at risk of disruption, with the risk exacerbated by climate change, and whose failure would have significant impacts on stakeholders whose prosperity depends on the supply chain.
- Point readers to relevant Life-Links Framework steps (Part C) and supporting resources (Part D) for further practical guidance.
- Help strengthen concrete outputs as set out in the CPI Guide, in particular the:
    - **Risk assessment** that more consistently includes transport and logistics systems and their stakeholders within climate investment pipelines.
    - **Risk management plan** and adaptation action packages that explicitly include measures to strengthen transport and logistics links, with a clearer rationale for investors.
    - **Adaptation and resilience investment thesis** that is stronger because it reflects benefits created at the level of transport and logistics that affect the resilience of broader supply chains and value chains.
    - **Impact measurement and reporting strategy** that looks beyond individual stakeholders to capture supply chain and logistics resilience as a shared outcome, making follow-through by investors and supply chain actors more likely.

Table D-12.			
CPI Guide Goals & Outputs	**How to do it: CPI Steps**	**How to do it: transport and logistics considerations**	**Relevant Life-Links steps, outputs and resources**

CPI Goal 1: Assess and manage your climate risk to align with international standards and further expectations.
 	
Outputs:
• Risk assessment
• Risk management plan and pipeline screening criteria
• Maladaptation assessment
	CPI Step 1: List for your investment pipeline
	• All end-users/ beneficiaries
	• Relevant assets, infrastructure, supply chain nodes
		• End-users/beneficiaries within transport: carriers, logistics service providers, logistics hubs & infrastructure operators, last mile & specialized delivery actors, informal & intermediary players
		• Assets, infrastructure, supply chain nodes: ensure consistency with Life-Links Framework, GLEC Framework, ISO14083 by distinguishing
		  ○ Supply chain nodes (e.g. farm, factory)
		  ○ Transport modes (e.g. road, rail, sea)
		  ○ Logistics hubs (e.g. packhouse, port terminal)
			Life-Links Step 0: Preparation
			Outputs:
			• Mapped supply chains
			• Defined critical transport links
			• Identified stakeholders and key actors with shared interest
			Resources:
			• Resource D-6: Stakeholders and Actors (covering communities, consumers, countries, companies, and other actors)
			• Table 2: Supply chain actors and stakeholders categorized at micro, meso, macro and meta-levels
			• Table 1: Nodes, modes and hubs that make up a supply chain (includes list)
			• Figure 5: Example of a mapped supply chain for avocados from Kenya to Europe
			• Figure 6. Critical link examples for the first mile and port terminal operations (including SCEs)

	CPI Step 2: Determine the geographic bounds of end-users, assets, infrastructure and supply chain components	• Determine locations as part of mapping the supply chain that includes transport nodes and logistics hubs • Define the “critical transport or logistics link(s)” within the supply chain where the investment is being made, consisting of “Supply Chain Elements” (SCEs) • Categorize and prioritize different stakeholders and actors relevant to the critical transport link	
	CPI Step 3: Identify the current or anticipated climate hazards in relevant geographies for end-users and ecosystem components.	• List climate hazards: for companies with global supply chains and logistics operations, other hazards may be added as contextual or compounding risks (e.g. earthquakes, political instability, conflicts)	**Life-Links Step 1: Supply Chain Assessment** **Outputs:** • Identified hazards, logistics system exposure and vulnerabilities • Risk assessment and impacts across stakeholders • Assessed climate exacerbating effects **Resources:** • Resource D-2: Logistics system and supporting systems • Resource D-7: Hazards to supply chains and logistics • Table 3: Examples of vulnerabilities to climate hazards of different transport modes and logistics hubs • Table 4: Risks of supply chain disruptions exacerbated by climate change – example first
	CPI Step 4: Narrow down the list of potentially relevant hazards from Step 3.	• List hazards applicable to the critical transport link • Exposure: look beyond infrastructure and physical assets to also consider operations, workforce and flow of goods, finance and data; and exposure beyond the logistics system including stakeholders • Vulnerability: a pragmatic approach is to focus on existing logistics challenges that will worsen with climate change because these are easier for stakeholders to understand and recognize. • Check for future climate hazards, compounding risks and cascading effects, including within the transport system and with other systems	

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			mile for an avocado supply chain from Kenya to Europe

	CPI Step 5: Build a clear plan to manage the identified risk
	• Outline actions
	• Estimate financial implications
	• Assign responsibility
	• Define KPIs
		• Actions:
		  ○ Measures can relate to infrastructure, operations and workforce.
		  ○ Be sure to include action measures that strengthen transport links for long-term, structural resilience (and not only action measures to avoid and manage risks)
		  ○ Apply maladaptation, equity and sustainability considerations
		  ○ Seek opportunities for decarbonization, sustainability and institutional measures to strengthen the package
		• Financial implications: integrate the 'triple dividend of resilience' into the feasibility analysis especially because transport is both a sector and a system, making climate investments more impactful across society and the economy
		• Assign responsibility: allow for flexible implementation of action measures because of the fragmented actors for transport, logistics and supply chains, i.e. some implemented by actors in isolation, some coordinated, and others jointly funded
		• Define KPIs: implementation (whether measures are fully implemented) and outcomes (resilience, equity, sustainability).
			Life-Links Steps:
			• Step 2: Selection of Action Measures
			• Step 3: Agree collaboration, financing and monitoring
			Outputs:
			• Feasible and resilience-effective package of measures
			• Safeguards and decarbonization and sustainability opportunities
			• Agreed implementation plan including collaboration, financing, monitoring
			Resources:
			• Resource D-10: Resilience measures that strengthen existing routes
			• Table 8: Feasibility criteria and example indicators
			• Table 10: Additional considerations for enhancing the package of action measures
			• Table 12: Levels of collaboration for implementing the package of action measures for the critical transport link (based on increasing collaboration intensity, transaction costs, and system-wide resilience impact)
			• Resource D-11: Key factors for supply chain collaboration
			• Resource D-9: Indicators covering risks and resilience for logistics

Goal 2: Define your adaptation and resilience investment thesis, making a clear case for how and why the finance vehicle strengthens climate resilience.	• Start with the risk assessment completed in CPI Steps 1-4 • Document how the planned finance intervention will reduce the vulnerability of the components to the	• See comments under CPI Steps 1-4 • Reduce vulnerability: resilience for transport, logistics and supply chains is characterized in the Life-Links Framework by nine attributes or aspects: sourcing, intermodality, redundancy, scheduling, diversity, visibility, workforce, cyber/digital, and protection of goods in transit • Define investment thesis:	**Life-Links Steps:** • Step 2: Selection of Action Measures • Step 3: Agree collaboration, financing and monitoring **Outputs:** • Agreed implementation plan including collaboration, financing, monitoring **Resources**

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CPI Guide Goals & Outputs	**How to do it: CPI Steps**	**How to do it: transport and logistics considerations**	**Relevant Life-Links steps, outputs and resources**
Outputs: • Narrative frames • Spreadsheet analysis	specific climate hazards or impacts • Define the investment thesis for multiple types of funders with different approaches to framing investments as adaptation	○ Multiple types of funders: public finance, development partners, insurers, and private investors can all play a role in making resilience investments in transport and logistics viable ○ Scan for additional measures already planned or under consideration by stakeholders that can be linked to the critical transport link ○ The value proposition and business case can apply to different levels e.g. critical transport link, multiple links or corridor, or the full supply chain	• Table 9: Effectiveness of resilience of action measures in the first mile of an avocado supply chain from Kenya to Europe • Resource D-9: Indicators covering risks and resilience for logistics • Resource D-5, Table D-5a: Guidelines and relevance to Life-Links steps (several of which are by multilateral development banks, insurers, and related initiatives that are relevant to finance vehicles)
Goal 3: Design a fit-for-purpose impact measurement and reporting strategy that captures adaptation and resilience outcomes. **Outputs:** • Theory of change • Impact measurement framework • Indicator and metrics table • Baseline assessment • Data collection plan	Key framing questions to develop an adaptation impact measurement framework: • What adaptation value matters to your beneficiaries? • What are your funders asking? • What data can you realistically and affordably collect?	• Theory of change: consider transport and logistics in supply chains as an integral part of systems change, including mind shifts • Beneficiaries: for transport and logistics links, beneficiaries are spread across multiple supply-chain stakeholders, so impact measurement must make shared benefits visible and focus on selected priority supply chains and critical links. • Value is created at two levels: ○ Supply chain resilience is achieved through enhanced resilience of the logistics system and goods and products, reducing disruptions and delays and improving reliability and efficiency across networks, combined with co-benefits of reduced emissions and improved sustainability. ○ Stakeholder resilience applies to key stakeholders in the real economy, including communities, countries, companies, consumers, and other stakeholders. • Data availability for transport and logistics is often limited because responsibility is fragmented across multiple stakeholders	**Life-Links Steps:** • Step 3: Agree collaboration, financing and monitoring • Value Creation **Resources:** • Part A: Why Resilience (applied to supply chains and logistics) • Figure 1: Systems change for resilient supply chains and logistics • Resource D-4: Mind Shifts that enable Systems Change • Figure 13: Value creation through Life-Links partnerships • Table 13: Value creation from improved stakeholder resilience – examples based on the Triple Dividend of Resilience • Part E Case Studies: Upgrading the Middle Corridor for resilient rail freight • Resource D-9, Table D-9b: Examples of metrics or indicators relevant to exposure / vulnerability reduction for transport, logistics and supply chains