



Technical Assistance Report

Project Number: 51367-001
Knowledge and Support Technical Assistance (KSTA)
May 2018

Sustainable Infrastructure for Asia and the Pacific (Cofinanced by Government of Australia)

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Asian Development Bank

ABBREVIATIONS

ADB	–	Asian Development Bank
DMC	–	developing member country
FSOP	–	Financial Sector Operational Plan
MDB	–	multilateral development bank
SDG	–	Sustainable Development Goal
TA	–	technical assistance
UN	–	United Nations

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KNOWLEDGE AND SUPPORT TECHNICAL ASSISTANCE AT A GLANCE

1. Basic Data		Project Number: 51367-001	
Project Name	Sustainable Infrastructure for Asia and the Pacific	Department/Division	SDCC/SDSC-FIN
Nature of Activity	Capacity Development, Research and Development	Executing Agency	Asian Development Bank
Modality	Regular		
Country	INO, MON		
2. Sector		ADB Financing (\$ million)	
✓ Finance	Infrastructure finance and investment funds		1.50
		Total	1.50
3. Strategic Agenda		Climate Change Information	
Inclusive economic growth (IEG)	Pillar 1: Economic opportunities, including jobs, created and expanded	Climate Change impact on the Project	Low
Regional integration (RCI)	Pillar 3: Money and finance Pillar 4: Other regional public goods		
4. Drivers of Change		Gender Equity and Mainstreaming	
Knowledge solutions (KNS)	Application and use of new knowledge solutions in key operational areas Knowledge sharing activities Pilot-testing innovation and learning	Some gender elements (SGE)	✓
Partnerships (PAR)	Implementation Private Sector Regional organizations United Nations organization		
Private sector development (PSD)	Promotion of private sector investment Public sector goods and services essential for private sector development		
5. Poverty and SDG Targeting		Location Impact	
Geographic Targeting	No	Regional	High
Household Targeting	No		
SDG Targeting	Yes		
SDG Goals	SDG6, SDG7, SDG9		
6. Risk Categorization		Complex	
7. Safeguard Categorization Safeguard Policy Statement does not apply			
8. Financing			
Modality and Sources		Amount (\$ million)	
ADB		1.50	
Knowledge and Support technical assistance: Technical Assistance Special Fund		1.50	
Cofinancing		0.25	
Government of Australia (Full ADB Administration)		0.25	
Counterpart		0.00	
None		0.00	
Total		1.75	

I. INTRODUCTION

1. The proposed knowledge and support technical assistance (TA) will assess key sustainable infrastructure development issues and expand potential infrastructure investment opportunities for developing member countries (DMCs) of the Asian Development Bank (ADB).¹ It aligns with (i) the midterm review of ADB's Financial Sector Operational Plan (FSOP),² which affirms ADB's role in infrastructure finance; and (ii) ADB's commitment to host the 2018 Global Infrastructure Forum.³ Furthermore, the Sustainable Development Goals (SDGs) and the agreement at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21)⁴ underline the importance of infrastructure finance, particularly the roles of the public and private sectors and multilateral development banks (MDBs). MDBs are increasingly being called upon to play a role in the SDGs and COP21 agenda and are, along with other institutions, governments, and entities, advancing numerous related initiatives. ADB must respond to these expectations and ensure that it continues to remain relevant and engaged in these infrastructure finance initiatives.

2. The TA is an endorsed corporate priority TA.⁵ Strategy 2020 addresses the importance of infrastructure finance as a core specialization.⁶ The Midterm Review of Strategy 2020⁷ reconfirmed the focus areas of ADB's strategic support, which include finance.⁸

II. ISSUES

3. Infrastructure investment is a key component of the 2030 Agenda for Sustainable Development and is recognized as a crucial driver of economic development.⁹ Because the quality, quantity, and accessibility of economic infrastructure in developing countries lag behind those in advanced economies,¹⁰ scaling up infrastructure investment is a key pillar in many national development strategies.¹¹ After agreements on the SDGs and on climate change in 2015, many developing countries have been scaling up green, inclusive, resilient, and technology-driven infrastructure investments, mostly through public spending but also with growing private sector

¹ ADB defines sustainable infrastructure as infrastructure that is designed, built, and operated to be durable, in ways that are socially equitable and economically viable, while protecting the environment.

² ADB. 2017. *Review of 2011 Financial Sector Operational Plan*. Manila. The review draws findings, makes recommendations up to 2020, and provides a platform to continue the Financial Sector Operational Plan (FSOP) beyond 2020 to ensure its relevance with ADB's Strategy 2030.

³ The Global Infrastructure Forum is jointly organized on an annual basis by 10 multilateral development banks (MDBs) in close partnership with the United Nations (UN). The World Bank Group led the first Global Infrastructure Forum in 2016, and the Inter-American Development Bank and the European Investment Bank jointly led the second forum in 2017. Heads of the MDBs, as well as the UN secretary general, participate in the forum.

⁴ The UN Framework Convention on Climate Change is the UN body that deals with climate change issues and is based in Bonn, Germany. The Conference of the Parties meets each year to take decisions that further the implementation of the convention and to combat climate change.

⁵ ADB heads of departments endorsed the TA at the Corporate Priority Framework Meeting held on 23 October 2017.

⁶ ADB. 2008. *Strategy 2020: The Long-Term Strategic Framework of the Asian Development Bank, 2008–2020*. Manila.

⁷ ADB. 2014. *Midterm Review of Strategy 2020: Meeting the Challenges of a Transforming Asia and Pacific*. Manila.

⁸ The TA first appeared in the business opportunities section of ADB's website on 20 March 2018.

⁹ UN. 2015. *Transforming Our World: The 2030 Agenda for Sustainable Development*. Resolution adopted by the General Assembly on 25 September 2015 (A/RES/70/1). New York. Enhancing infrastructure is a key component of the 2030 Agenda for Sustainable Development and is mentioned explicitly in SDG 6, SDG 7, and SDG 9.

¹⁰ Confirmed by firm-level data compiled by the World Bank as part of the Enterprise Surveys indicating that such gaps are an actual constraint on real economic activity.

¹¹ IMF. 2017. *Trends and Challenges in Infrastructure Investment in Low-Income Developing Countries*. US. <http://www.imf.org/en/Publications/WP/Issues/2017/11/07/Trends-and-Challenges-in-Infrastructure-Investment-in-Low-Income-Developing-Countries-45339>

participation. However, many challenges lie ahead. The inability of sovereign and sub-sovereign agencies at DMCs to prepare a consistent supply of structured projects offering a standardized risk transfer regime and satisfactory investment return remains a hurdle in channeling project sponsors and available finance into infrastructure development activities. The high costs associated with the preparation of bid proposals for infrastructure projects are difficult to justify when the underlying projects themselves suffer from poor preparation, delays, and a lack of transparency in the bid process. Bridging large infrastructure gaps will require tackling several problems in terms of project preparation, additional financing, project selection and implementation, the profile of cash flows, and the perception of high risks throughout the project life cycle, which contribute to making private investment difficult to justify and costly to achieve. An ADB study, *Meeting Asia's Infrastructure Needs*, highlighted that developing Asia will need to invest \$26.0 trillion from 2016 to 2030—or \$1.7 trillion per year, of which \$200 billion relates to climate change and climate adaptation costs—for it to maintain its growth momentum, eradicate poverty, and respond to climate change.¹² Of the total investment needs in 2016–2030, \$14.7 trillion will be for power and \$8.4 trillion for transport. Investments in telecommunications will reach \$2.3 trillion, with water and sanitation costs at \$800 billion. Of the 25 economies that capture 96% of Developing Asia's population, the estimated gap between infrastructure investment needs and current infrastructure investment levels is about 2.4% of projected gross domestic product over 2016–2020. Without the People's Republic of China, the gap for the remaining economies rises to about 5% of their projected gross domestic product.

4. The inability to properly use available financing modalities to bridge the financing gap for sustainable infrastructure is a challenge. Similarly, there is a need to identify and develop alternative sources of investment finance. Mobilizing the necessary funds to satisfy the growing demand for infrastructure investment will require new sources and instruments of finance.¹³ The banking system has traditionally played a major role in infrastructure development financed by the private sector, which will continue to remain an important financier, particularly in the early stages of new projects. The private sector has been deleveraging since the global financial crisis in 2007–2008 and the European sovereign debt crisis that began in late 2009. Banks, which are subject to greater regulatory controls under iterations of Basel capital control frameworks, are no longer best placed to support long-term infrastructure debt commitments on their balance sheets.¹⁴ More stringent banking capital regulation has led to a significantly diminished pool of potential lenders and a significantly higher cost of debt. At the same time, institutional investors allocate only a small fraction of their investments to infrastructure assets in developed and developing countries.

5. Weak, undeveloped, or inconsistently applied regulatory environments and institutional frameworks for implementing infrastructure projects, including public–private partnerships, in sustainable and efficient ways are challenges as well. Creating a pipeline of infrastructure projects that will attract broad-based interest from the private sector, including pension funds and insurance companies, requires a coherent and trusted legal framework in addition to a consistent and stable project implementation framework. In some countries, those frameworks do not exist

¹² ADB. 2017. *Meeting Asia's Infrastructure Needs*. Manila.

¹³ Financing sources include green, social, and sustainability bonds; blended finance; and green Islamic finance. The TA will also catalyze green finance and credit guarantees. Examples of infrastructure technology include smart cities and/or grids, drones, autonomous vehicles, internet of things (a system of interconnected devices that can exchange data without interacting with people and computers), big data analytics (voluminous amounts of structured or unstructured data that organizations can potentially mine and analyze for business gains), artificial intelligence, and remote device management.

¹⁴ Bank for International Settlements. *Basel III: International Regulatory Frameworks for Banks*. <https://www.bis.org/bcbs/basel3.htm>.

or are applied in an inconsistent manner. Political risk is also a concern of private investors and can affect a project through its entire life cycle.

6. Another challenge is the insufficient capacity and capability of governments and public investment management institutions to identify, evaluate, prepare, and execute infrastructure projects that comply with international best practices and/or integrate new technologies for sustainable infrastructure in, for example, third-party platforms for infrastructure project preparation such as Source.¹⁵ This includes the selection of legal and financial expertise for the development and documentation of structured infrastructure investments. Such investments entail complex legal and financial arrangements, and require the provision of significant advisory support and internal management and administrative expenses. Gaining access to necessary expertise is costly, and investors are more likely to incur such costs if there is a sufficient and predictable pipeline of infrastructure investment opportunities that are fixed and can be delivered over a predictable time frame. This issue of necessary expertise also includes weak public investment management institutions as well as the limited capacity of the public and private sectors to integrate new technologies for sustainable infrastructure. Currently, infrastructure such as transport, energy, and water accounts for about 70% of ADB operations. ADB will scale up annual infrastructure investments to at least \$20 billion by 2020. ADB has also committed to raise private sector development and operations to 50% of total operations by 2020. To meet these targets, the proposed TA will aim to expand investment opportunities in sustainable infrastructure.

III. THE TECHNICAL ASSISTANCE

A. Impact and Outcome

7. The TA is aligned with the following impact: pipeline of sustainable infrastructure projects addressing SDG targets increased.¹⁶ The TA will have the following outcome: capacity of key stakeholders for the development of sustainable infrastructure improved.¹⁷

B. Outputs, Methods, and Activities

8. **Output 1: Project preparation to better develop sustainable infrastructure for developing member countries enhanced.** This output will deliver two components. First is the 2018 Global Infrastructure Forum. The forum is mandated by the Addis Ababa Action Agenda on Financing for Development and is a flagship event on collaborative financing for infrastructure development in support of the SDGs.¹⁸ The Global Infrastructure Forum (i) aims to enhance coordination among MDBs and their development partners to better develop sustainable, accessible, resilient, and quality infrastructure for developing countries; and (ii) focuses on how governments and their working partners can attract more resources for infrastructure. It will also address measures that support a green, sustainable, resilient and inclusive technology driven infrastructure. It is held annually and the responsibility for hosting the forum rotates among the MDBs. ADB will host the third Global Infrastructure Forum, which will be held in Bali, Indonesia in

¹⁵ Source is a cloud-based digital platform for infrastructure project preparation and can be accessed through <http://sif-source.org>. It presents all aspects of development of an infrastructure project in a transparent, consistent, and efficient manner, using sector-specific sets of questions or templates. It was managed by ADB's Sustainable Development and Climate Change Department and was established through TA 7379-REG: Establishment of e-Systems in Support of Infrastructure Finance in Asia.

¹⁶ ADB. 2017. *Review of 2011 Financial Sector Operational Plan*. Manila.

¹⁷ The design and monitoring framework is in Appendix 1.

¹⁸ UN. 2015. *Addis Ababa Action Agenda of the Third International Conference on Financing for Development*. Addis Ababa. Delivering this component will have joint support from ADB. 2017. *Technical Assistance for Strengthening Financial Sector Operations in Asia and the Pacific*. Manila.

October 2018 on the sidelines of the World Bank Group and International Monetary Fund annual meetings.

9. The second component of this output is to support better project preparation using Source (footnote 15), which is designed to (i) help public sector agencies prepare, manage, and publish their infrastructure projects; (ii) provide sovereign and nonsovereign projects with a standardized approach for preparing projects; and (iii) play a catalytic role in crowding in private sector investment and for developing a pipeline of bankable projects, including public–private partnerships.

10. Subscribing to the Source platform provides ADB and other stakeholders that use Source, such as other MDBs, development finance institutions, infrastructure investors, consultancy firms, contractors and lenders, with access to (i) an online, scalable, collaborative, and secure working environment for data gathering and project management; (ii) a high-quality project preparation methodology for 38 infrastructure subsectors; (iii) an effective communication platform for feedback between the public and the private sector; and (iv) an efficient management of key data throughout an infrastructure project's life cycle. The Government of Australia will work with ADB to support the platform. Source will be featured as a global platform for preparing infrastructure projects at the third Global Infrastructure Forum.

11. **Output 2: Analytical studies supporting sustainable, green, inclusive, resilient, and technology-driven infrastructure produced.** In collaboration with operations departments, sector and thematic groups, and other relevant ADB departments, the TA will develop at least three studies on key sustainable infrastructure issues faced by DMCs. It will explore a broader mix of financial instruments for infrastructure projects as well as support the collection of systematic and comparable international data on infrastructure projects through, for example, the further development of Source. At least one study will be featured at the third Global Infrastructure Forum.¹⁹

12. **Output 3: Investment opportunities supporting sustainable, green, inclusive, resilient, and technology-driven infrastructure developed.** In collaboration with operations departments and sector and thematic groups, the TA will develop at least one small-scale feasibility study for an infrastructure pilot project to (i) evaluate the feasibility, timeline, cost, and the possibility of adverse effects; and (ii) improve upon the study design prior to implementation of a full-scale project. The feasibility study will (i) include cross-sector support, innovative financing, and integration of technology solutions; (ii) identify an investment opportunity for a pilot project in at least one DMC; and (iii) support capacity building of governments and public investment management institutions to prepare and execute infrastructure projects that comply with international best practices and that integrate new technologies with a proven record for sustainable infrastructure.²⁰

¹⁹ The development of analytical studies will be done in coordination with the Economic Research and Regional Cooperation Department and the Strategy, Policy and Review Department.

²⁰ Financing sources include green, social, and sustainability bonds: blended finance; and green Islamic finance. The TA will also catalyze green finance and credit guarantees. Examples of infrastructure technology include smart cities and/or grids, drones, autonomous vehicles, internet of things (a system of interconnected devices that can exchange data without interacting with people and computers), big data analytics (voluminous amounts of structured or unstructured data that organizations can potentially mine and analyze for business gains), artificial intelligence, and remote device management.

C. Cost and Financing

13. The TA is estimated to cost \$1,750,000, of which (i) \$1,500,000 will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF 6) and (ii) \$250,000 will be financed on a grant basis by the Government of Australia and administered by ADB. Key expenditure items are listed in Appendix 2.

D. Implementation Arrangements

14. ADB will administer the TA. The Sector Advisory Service Cluster of ADB's Sustainable Development and Climate Change Department will implement the TA and carry out TA administration and supervision, implementation oversight, accountability for the outputs, and communication with consultants and stakeholders in coordination with the Finance Sector Group and operations departments. The implementation arrangements are summarized in the table.

Implementation Arrangements

Aspects	Arrangements		
Indicative implementation period	May 2018–December 2020		
Executing agency	Asian Development Bank (ADB)		
Implementing agency	Sector Advisory Service Cluster, Sustainable Development and Climate Change Department, ADB		
Consultants ^a	To be selected and engaged by ADB		
	Individual: Framework agreement or individual consultant selection	International expertise (26 person-months)	\$365,000
	Individual: Framework agreement or individual consultant selection	National expertise (48 person-months)	\$130,000
Procurement ^b	To be procured by ADB		
	Subscription to Source	\$100,000 annual fee to cover at least 3 years ^c	\$300,000
		\$250,000 support from the Government of Australia ^d	\$250,000
	Pilot project(s): Open competitive bidding or limited competitive bidding, as appropriate	1–2 contracts	\$250,000
Disbursement	The technical assistance resources will be disbursed following ADB's <i>Technical Assistance Disbursement Handbook</i> (2010, as amended from time to time). Disbursement arrangement of funds: front-loading ADB-administered funds (Government of Australia for subscription to Source; TASF for all other activities)		

^a Terms of Reference for Consultants (accessible from the list of linked documents in Appendix 3).

^b Procurement Plan (accessible from the list of linked documents in Appendix 3).

^c This fee will be reduced as the fee income from private entities increases. Source began charging private entities an annual fee of \$3,500–\$4,500 in January 2018.

^d The Government of Australia will provide A\$325,000 to support Source. This amount also includes ADB's administration fee, audit costs, bank charges, and a provision for foreign exchange fluctuations (if any), to the extent that these items are not covered by the interest and investment income earned on this grant, or any additional grant from the Government of Australia Computed at \$1= AUD1.30 (as of 4 April 2018).

Source: ADB.

15. **Consulting services.** ADB will recruit individual consultants through framework agreements (wherein shortlisted candidates may be hired as needed for the duration of the agreement) to provide 26 person-months of international and 48 person-months of national individual consultant services comprising (i) 18 person-months total for four infrastructure finance experts, (ii) 4 person-months for a visual communication expert, (iii) 4 person-months for a

manuscript editor, (iv) 24 person-months for a research assistant, and (v) 24 person-months for a project coordinator. The TA will require 4 person-months total for resource persons. ADB will engage the consultants following the ADB Procurement Policy (2017, as amended from time to time) and its associated project administration instructions and/or staff instructions.²¹

16. **Pilot testing of project approach.** Pilot projects should add value to ongoing or pipeline projects and be carried out in coordination with operations departments. ADB will develop the selection criteria to identify target DMCs that will participate in pilot projects during TA implementation and will confirm them during due diligence. Pilot projects are expected to take a participatory (cost-sharing) approach wherein partnering financial institutions will bear a portion of the project cost, including licensing fees and costs for maintenance. ADB will conduct due diligence on the pilot projects.²² The activities will not result in any potential adverse environmental and/or social impacts.

17. **ADB's procurement.** The procurement method to be used for goods and/or works is open competitive bidding or limited competitive bidding, as appropriate. ADB will subscribe to the Source platform for at least 3 years. Procurement will follow the ADB Procurement Policy and Procurement Regulations for ADB Borrowers (2017, as amended from time to time).²³

18. **Cofinancier requirements.** ADB will invite the Government of Australia (the "Donor") to join TA review missions during the implementation of the TA and upon its completion. The Donor will be responsible for its own costs with respect to any participation in TA review missions. ADB will also provide the Donor the following reports in relation to the TA: (i) quarterly progress reports on the implementation of the project; (ii) final report on the implementation of the project (which includes the cofinanced activity) within 2 weeks of ADB's receipt.

E. Governance

19. An ADB staff team from the Sustainable Development and Climate Change Department will monitor and administer individual contracts and manage outputs to achieve TA objectives.

IV. THE PRESIDENT'S DECISION

20. The President, acting under the authority delegated by the Board, has approved (i) the Asian Development Bank (ADB) administering a portion of technical assistance not exceeding the equivalent of \$250,000 to be financed on a grant basis by the Government of Australia, and (ii) ADB providing the balance not exceeding the equivalent of \$1,500,000 on a grant basis for the Sustainable Infrastructure for Asia and the Pacific, and hereby reports this action to the Board.

²¹ Terms of Reference for Consultants (accessible from the list of linked documents in Appendix 3). ADB will consider output-based or lump-sum contracts for consulting services.

²² ADB. 2013. Business Processes for Knowledge and Support Technical Assistance. Optional Provisions Under Technical Assistance Operations (Attachment 1). *Compendium of Staff Instructions*. Manila.

²³ Procurement Plan (accessible from the list of linked documents in Appendix 3).

DESIGN AND MONITORING FRAMEWORK

Impact the TA is Aligned with			
Pipeline of sustainable infrastructure ^a projects addressing SDG targets increased (defined by the project)			
Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks
<p>Outcome</p> <p>Capacity of key stakeholders for the development of sustainable infrastructure improved</p>	<p>By December 2020</p> <p>a. At least 70% of survey results from the third Global Infrastructure Forum, of which at least 30% are from female respondents, report improved or deepened knowledge (2017 baseline: 0)</p> <p>b. At least 70% of survey results from capacity building events, of which at least 30% are from female respondents, report improved or deepened knowledge (2017 baseline: 0)</p>	<p>a–b. Consultant reports on survey results</p>	<p>Changes in partner governments and institutions may shift priorities for infrastructure development.</p>
<p>Outputs</p> <p>1. Project preparation to better develop sustainable infrastructure for DMCs enhanced</p> <p>2. Analytical studies supporting sustainable, green, inclusive, resilient, and technology-driven infrastructure produced</p> <p>3. Investment opportunities supporting sustainable, green, inclusive, resilient, and technology-driven infrastructure developed</p>	<p>1a. Third Global Infrastructure Forum delivered by October 2018 (2017 baseline: 2)</p> <p>1b. At least 20 ADB infrastructure projects uploaded on the Source platform by December 2019^b (2017 baseline: 14 ADB projects, out of 154 in total)</p> <p>2a. At least three studies on key infrastructure finance issues published by December 2019 (2017 baseline: 0)</p> <p>3a. At least one feasibility study that includes policy recommendations for an infrastructure pilot project developed by December 2019 (2017 baseline: 0)</p> <p>3b. At least one pilot project on infrastructure finance conducted in a DMC by</p>	<p>1a. Conference proceedings and consultant reports (digital publications)</p> <p>1b. Source template files (digital reports)</p> <p>2a. Published knowledge products (ADB digital publications)</p> <p>3a–b. Consultant reports (digital reports)</p>	<p>Changes in government priorities in infrastructure development may delay implementation of pilot projects.</p>

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks
	December 2020 (2017 baseline: 0)		
<p>Key Activities with Milestones</p> <p>1. Project preparation to better develop sustainable infrastructure for DMCs enhanced</p> <p>1.1 Develop the agenda and identify speakers for the third Global Infrastructure Forum (Q2–Q4 2018)</p> <p>1.2 Discuss with the partner institutions the design and delivery of the knowledge events (Q2–Q4 2018)</p> <p>1.3 Nominate DMC participants in coordination with ADB operations departments (Q2–Q4 2018)</p> <p>1.4 Deliver at least two capacity building events on the Source platform (Q2 2018–Q4 2020)</p> <p>2. Analytical studies supporting sustainable, green, inclusive, resilient, and technology-driven infrastructure produced</p> <p>2.1 Develop the outline of the analytical studies to be discussed at the third Global Infrastructure Forum (Q1–Q4 2018)</p> <p>2.2 Draft knowledge products in coordination with operations departments and knowledge departments to ensure their operational relevance (Q1–Q4 2019)</p> <p>2.3 Publish at least one knowledge product to be presented at the third Global Infrastructure Forum (Q1–Q4 2018)</p> <p>3. Investment opportunities supporting sustainable, green, inclusive, resilient, and technology-driven infrastructure developed</p> <p>3.1 Identify suitable solutions addressing issues in infrastructure finance that can be pilot tested (Q2–Q4 2018)</p> <p>3.2 Develop selection criteria to identify target DMCs to participate in the pilot projects (Q2–Q4 2018)</p> <p>3.3 Design pilot project concepts tailored to the needs of participating DMCs (Q2–Q4 2018)</p> <p>3.4 Design the structure of at least one feasibility study report for identified pilot projects, including policy recommendations to participating DMCs (Q4 2018–Q4 2019)</p> <p>3.5 Support participating DMCs in implementing at least one pilot project proposal and policy recommendations (Q4 2019–Q4 2020)</p> <p>3.6. At least two capacity building events in DMCs delivered on infrastructure finance (Q4 2018–Q4 2020)</p> <p>TA Management Activities</p> <p>Engage topic experts, practitioners, and consultants to (i) identify suitable solutions addressing issues in infrastructure finance that can be pilot tested, design the project concept, and prepare the feasibility study reports; and (ii) organize designated flagship knowledge event and compose knowledge products on selected topics (Q2 2018–Q4 2020)</p> <p>Inputs</p> <p>ADB: \$1,500,000</p> <p>Government of Australia: \$250,000^c</p> <p>Assumptions for Partner Financing</p> <p>Not Applicable</p>			

ADB = Asian Development Bank, DMC = developing member country, Q = quarter, SDG = sustainable development goal, TA = technical assistance.

^a ADB defines sustainable infrastructure as infrastructure that is designed, built, and operated to be durable, in ways that are socially equitable and economically viable, while protecting the environment.

^b Source is a cloud-based digital platform for infrastructure project preparation and can be accessed through <http://sif-source.org>. It presents all aspects of development of an infrastructure project in a transparent, consistent, and efficient manner, using sector-specific sets of questions or templates.

^c The Government of Australia will provide A\$325,000 to support Source. This amount also includes ADB's administration fee, audit costs, bank charges, and a provision for foreign exchange fluctuations (if any), to the extent that these items are not covered by the interest and investment income earned on this grant, or any additional grant from the Government of Australia

Source: ADB.

COST ESTIMATES AND FINANCING PLAN
(\$'000)

Item	Amount
A. Asian Development Bank^a	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	365.0
ii. National consultants	130.0
b. Out-of-pocket expenditures	
i. International and local travel	25.0
ii. Reports and communications	10.0
2. Goods (subscription to the Source platform) ^b	300.0
3. Training, seminars, workshops, forum, and conferences	
a. Facilitators	95.0
b. Travel cost of ADB staff acting as a resource person	10.0
c. Venue rental and related facilities	220.0
d. Participants	20.0
4. Pilot testing (goods rental or purchase)	250.0
5. Contingencies	75.0
Subtotal (A)	1,500.0
B. Government of Australia^c	
1. Goods (subscription to the Source platform) ^b	250.0
Subtotal (B)	250.0
Total	1,750.0

ADB = Asian Development Bank, TA = technical assistance, TASF = Technical Assistance Special Fund.

Note: The TA is estimated to cost \$1,750,000, of which contributions from ADB and the Government of Australia are presented in the table above.

^a Financed by ADB's TASF 6.

^b Source is a cloud-based digital platform for infrastructure project preparation and can be accessed through <http://sif-source.org>. It presents all aspects of development of an infrastructure project in a transparent, consistent, and efficient manner, using sector-specific sets of questions or templates. It was managed by ADB's Sustainable Development and Climate Change Department and was established through ADB. 2009. *Technical Assistance for the Establishment of e-Systems in Support of Infrastructure Finance in Asia*. Manila.

^c Administered by ADB. The Government of Australia will provide A\$325,000 to support Source. This amount also includes ADB's administration fee, audit costs, bank charges, and a provision for foreign exchange fluctuations (if any), to the extent that these items are not covered by the interest and investment income earned on this grant, or any additional grant from the Government of Australia

Source: ADB.

LIST OF LINKED DOCUMENTS

<http://www.adb.org/Documents/LinkedDocs/?id=51367-001-TARreport>

1. Terms of Reference for Consultants
2. Pilot Testing of Project Approach
3. Procurement Plan