



# Technical Assistance Report

---

Project Number: 45102-001  
(R – CDTA)  
October 2011

## Support to Urban Infrastructure Development and Financing (Financed by the Urban Environmental Infrastructure Fund under the Urban Financing Partnership Facility)

Asian Development Bank

## ABBREVIATIONS

ADB	–	Asian Development Bank
DMC	–	Developing member country
DMF	–	Design and monitoring framework
JFPR	–	Japan Fund for Poverty Reduction
R-CDTA	–	Regional-Capacity Development Technical Assistance
Sida	–	Swedish International Development Cooperation Agency
TA	–	Technical assistance
UCoP	–	Urban Community of Practice
UFPF	–	Urban Financing Partnership Facility
UEIF	–	Urban Environmental Infrastructure Fund
UISC	–	Urban Infrastructure Steering Committee
UIWG	–	Urban Infrastructure Working Group

## TECHNICAL ASSISTANCE CLASSIFICATION

<b>Type</b>	–	Regional capacity development technical assistance (R-CDTA).
<b>Targeting Classification</b>	–	General intervention.
<b>Sector (subsectors)</b>	–	Multisector (water supply and sanitation, waste management, slum upgrading and housing, other municipal services, urban development, urban transport, transport management and policies, road transport, energy utility services, renewable energy, energy efficiency and conservation, investment funds, money and capital markets, public expenditure and fiscal management.)
<b>Themes (subthemes)</b>	–	<b>Economic growth</b> (knowledge, widening access to markets and economic opportunities); Environmental sustainability (urban environmental improvement, environmental policy and legislation); Private sector development (private sector investment, public-private partnership); Capacity development (institutional development, organizational development, client relations, network, and partnership development.)
<b>Climate Change</b>	–	Mitigation and adaptation.
<b>Location impact</b>	–	Urban (high), rural (low), national (medium), regional (medium).
<b>Partnership</b>	–	Swedish International Development Cooperation Agency.

## NOTE

In this report, "\$" refers to US dollars.

<b>Vice President</b>	–	Ursula Schaefer Preuss, Regional and Sustainable Development
<b>Director General</b>	–	Xianbin Yao, RSDD
<b>Deputy Director General</b>	–	Woochong Um, RSDD
<b>Director</b>	–	Gil-Hong Kim, Sustainable Infrastructure Division (RSID)
<b>Team Leader</b>	–	Priyanka Sood, Urban Development Specialist, RSID
<b>Team Member</b>	–	Michael Lindfield, Lead Urban Development Specialist, RSID
	–	Virginia Herrera, Senior Operations Assistant, RSID

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.



## I. INTRODUCTION

1. The proposed regional capacity development technical assistance (R-CDTA) will provide support to the development and financing of urban infrastructure<sup>1</sup>. The concept paper for this R-CDTA was approved by the vice-president, Knowledge Management and Sustainable Development, on 2 September 2011. This TA will support a range of upstream activities for operations departments (ODs) to help lay the groundwork for urban infrastructure projects that demonstrate additionality and innovativeness in terms of structuring and financing environmental and pro-poor projects. By providing this upstream support<sup>2</sup>, the TA expects to create a robust pipeline of viable urban environmental projects, particularly PPP projects (with private finance leveraged through guarantees). It will also help attract private sector finance for urban investment. The design and monitoring framework (DMF) is in appendix 1.

## II. ISSUES

2. Asia's urban areas are becoming the key drivers of its economic growth and the resultant gains in poverty reduction, generating about 70 percent of the wealth of the region. However, the unprecedented scale and rapidity of urbanization, combined with inadequate infrastructure investment, strained public financial resources and weak institutional structures for managing cities, is leading to major shortfalls in coverage, service levels and quality of urban infrastructure. Adequate urban infrastructure and services are critical to enhancing the productivity of urban areas and hence, to achieving more equitable growth and development that is also environmentally sustainable.

3. **Public financial resources alone are insufficient to meet the large scale financing needs of urban infrastructure and development. Hence, support is needed for innovative financing mechanisms that help leverage limited public resources.** Faced with multiple demands on their budgets, developing member countries' (DMC) governments are finding it increasingly difficult to provide sufficient investment finance for urban infrastructure. During the ten-year period from 2010-2020, ADB's developing member countries are expected to need nearly US\$750 billion in annual investment for infrastructure. Around 68% of this is needed for new capacity investments in infrastructure and around 32% is needed for maintenance or replacement of existing assets. In general, the total projected infrastructure investment requirements are equal to about 6.5% of Asian estimated 2010-2020 GDP<sup>3</sup>. It is also estimated that only half of the requirements will be financed by governments, external agencies, local financial institutions and the private sector. The scenario is compounded because urban infrastructure continues to lag significantly in generating commercial investment interest, especially where scope for cost recovery is limited over the short term, but projects could be

---

<sup>1</sup> The TA will be financed on a grant basis by the Urban Environmental Infrastructure Trust Fund (UEIF) under the Urban Financing Partnership Facility (UFPF) which was established in November 2009, with support of the Government of Sweden (Sida).

<sup>2</sup> UFPF resources are also available for downstream support via grant investment co-financing. Resources for grant investments can be accessed as part of a new ADB project, an addition to an ongoing project or project comprising part of a program in which ADB is a partner. Investment grants will require operational departments to follow standard procedures for loan/grant approval depending on the specifics of the project, and signing a Grant Agreement with the recipient government.

<sup>3</sup> Bhattacharyay, B. 2010. Estimating Demand for Infrastructure in Energy, Transport, Telecommunications, Water and Sanitation in Asia and the Pacific: 2010-2020. ADBI Working Paper 248. Tokyo: Asian Development Bank Institute.

financially viable in the long-term. Credit enhancements mechanisms (such as guarantees) are, therefore, still needed to mitigate lending risks for urban infrastructure projects, and to mobilize and leverage resources cost effectively from local financial markets since they are key to sustainable financing of urban infrastructure.

4. **Institutional capacities for integrated urban development and investment planning, project development, and urban financing are weak. Hence, support is needed to build relevant institutions and their capacity in these areas.** Sub national governments and entities are highly constrained in their institutional capacity for urban development management, including urban planning, infrastructure investment programming, structuring financially viable and sustainable projects with private sector and financial sector involvement. Thus, there is a pressing need not just for enhanced investment but also for improving the capacity of local governments and institutions in order to develop a robust pipeline of projects that can be taken up for public and/or private financing and efficiently manage urban services and the overall process of urban development.

5. In light of these issues, there is growing recognition that (a) the modes of government and international agencies' financing support for urban infrastructure should be responsive to local needs, (b) government and international agencies' support for urban infrastructure should be better suited to sub national governments' emerging requirements in investment planning, project development, overall urban management and their emerging fiscal structures, and (c) private sector participation and finance needs to be catalyzed on a large scale to supplement government and international agencies' support.

### III. THE PROPOSED TECHNICAL ASSISTANCE

6. Interventions under the proposed TA will support efforts to overcome the above constraints. The proposed TA will streamline ODs' access to the resources of the UFPF to help them respond better and expeditiously to DMCs' issues in the development and financing of urban infrastructure described above. Within the framework of the Implementation Guidelines (IGs) as set out under the UFPF, the TA will support a range of upstream activities for ODs and will give priority to projects that demonstrate additionality and innovativeness in terms of (i) integrated urban infrastructure planning and management, (ii) environmental improvements, (iii) innovative financing to leverage limited public resources and catalyze private sector resources, and (iv) pro-poor urban development.

7. The proposed TA (i) has incorporated lessons for effectiveness learnt from the existing Financing Partnership Facilities; (ii) addresses a sub national target group, in particular, cities and utilities that are providing public services, and their financiers; and (iii) brings synergies with other initiatives under the draft Urban Operational Plan, the draft Public Private Partnerships Operational Plan and Cities Development Initiative for Asia (CDIA)-supported projects. The TA aims to trial/demonstrate innovative urban projects and/or leverage funds for urban infrastructure projects, through grant and guarantee support respectively (e.g., for PPP projects in Indonesia and Vietnam).

8. In sum, the TA will assist sub national governments and entities in developing and financing urban infrastructure. By providing synergies with ongoing and planned urban

infrastructure initiatives, the TA will add value to activities of the ODs. Specifically, it will add value by (i) providing support for the implementation of the draft Urban Operational Plan and assist in the implementation of the draft PPP Operational Plan; (ii) serving as a time and cost effective support mechanism for pre-feasibility, project development and structuring, financial closure and implementation; and (iii) providing resources for Private Sector Department/PPP advisory to promote innovative modes of private sector participation in infrastructure investment. The TA will also increase the attractiveness of co-financing for a wider range of partners. The first group of ODs proposals<sup>4</sup> has been endorsed for support and fund allocation by the UFPF Urban Infrastructure Working Group. For details, a supplementary appendix is available upon request.

## A. Impact and Outcome

9. The impact of the TA will be improved infrastructure services in DMC cities to enable them to contribute more effectively to countries' economic development and poverty reduction. The outcome is increased urban environmental projects, particularly PPP projects (with private finance leveraged through guarantees).

## B. Methodology and Key Activities

10. The proposed activities are grouped into three components as below. The activities will be carried out in close coordination with ODs:

**(i) Component A: Project preparation and implementation for innovative, environmental, pro-poor urban infrastructure.** This component will support ODs by providing financial resources for identifying, preparing and supervising innovative, pilot initiatives that would link to/get scaled up under an ensuing urban infrastructure project. Most DMC local governments have inadequate technical capacity to develop and supervise such projects. Further, the costs of procuring quality technical and financial advisory services are significant and are often beyond the already constrained budgets of governments/ sponsoring authorities. Support will be for activities including pre-feasibility and feasibility assessments, pilot approaches, public private partnerships, operational efficiency improvements, financial structuring, legal reviews, development of documentation such as concession agreements and commercial assessment studies (e.g., demand assessments). This component is helping support pre-PPTA activities, some of which may include preparation of pilot approaches/ initiatives. By requiring, to the extent feasible, that the consultants who do project development-type activities work with officials of the EAs, the TA is helping build capacity as well.

**(ii) Component B: Support for establishment of credit enhancement mechanisms to facilitate innovative financing of environmental, pro-poor urban infrastructure.** Appropriately structured guarantees can serve as non-distorting mechanisms for financing

---

<sup>4</sup> Pilot Innovative Solid Waste Management (Philippines); (ii) Water and Wastewater Operation Improvement (Mongolia); (iii) Coastal Cities Urban Environment and Climate Change (Vietnam); (iv) Pilot Project for Application of Renewable Energy, and Reduction, Reuse and Recycling of Resources, 3R (PRC); (v) Karnataka Integrated and Sustainable Water Resource Management Investment Program (India); and (vi) GMS Corridor Towns: Managing Solid Waste - Mainstreaming the 3-R Approach (Cambodia–Lao PDR–Viet Nam).

urban infrastructure. This component will support ODs by providing financial resources for identifying projects with scope for innovative financing, and preparing and structuring guarantees for such innovative financing of urban infrastructure projects. It will provide advisory services to help local governments/project sponsors structure guarantee /credit enhancement mechanisms to (i) mobilize and leverage resources cost effectively from local financial markets and consequently, also support capital market development for urban infrastructure, and (ii) improve their capacity to develop overall investment financing strategies using guarantee components. The support will be targeted at local governments and utilities, local financial institutions, and other entities such as Special Purpose Vehicles (SPVs) involved in the developing and financing of urban infrastructure projects.

**(iii) Component C: Capacity development, knowledge and networking support for innovative, environmental and pro-poor urban infrastructure.** This component will help build the capacity of national and local governments, stakeholders and other project sponsors to identify, develop and implement urban infrastructure projects. This will include building the capacity for multi-stakeholder, integrated urban infrastructure and strategy planning; capital investment planning and programming; financial management; developing and structuring environmentally sound, viable, pro-poor projects; and project management and supervision. It will also include knowledge generation and dissemination on policy, fiscal and institutional frameworks for sustainable delivery of urban environmental infrastructure.

### **C. Cost Financing**

11. The TA will be financed on a grant basis by the Urban Environmental Infrastructure Fund<sup>5</sup> under the Urban Financing Partnership Facility<sup>6</sup>. The total cost of the TA is \$1.7 million equivalent. The detailed budget and source of financing is in appendix 2.

### **D. Implementation Arrangements**

12. The proposed TA will be executed by the Asian Development Bank (ADB). The Regional and Sustainable Infrastructure Division (RSID) will implement the TA in close coordination with ODs responsible for urban infrastructure projects. Details on project proposal submission, and review procedures, will be developed in consultation with ODs. The proposed TA will require 40 person months of international specialist inputs in the area of infrastructure project development and management, finance, project economics, and public private partnerships; 48 person months of national specialist inputs with expertise similar to that of the international experts and 24 person months of individual national consultant inputs for fund coordination. The terms of reference for consultants are in appendix 3. In general, individual consultants will be engaged. However, consulting firms will be hired in limited cases, depending on the requirements of the project. No team leader has, therefore, been nominated. The number of experts and their titles will also vary as per particular project requirements and have, therefore, not been specified. Similarly, outputs and titles of each individual consultant cannot be specifically defined as they will depend on the particulars of the assignment/project. Consultants will be hired and managed by the ODs and will report to them. ODs will provide a short brief on the results of the project to RSID, for results monitoring. All consultants will be

<sup>5</sup> Contributor: Government of Sweden.

<sup>6</sup> Administered by ADB.

engaged in accordance with ADB's Guidelines on the Use of Consultants (2010, as amended from time to time). In addition to activities under components A, B and C, funds can be used to procure goods and equipment. Procurement will follow ADB's procurement guidelines (2010 amended from time to time), and its turnover and disposal arrangements upon completion of the TA, as amended from time to time. The TA will be disbursed in accordance with ADB's TA Disbursement Handbook (May 2010, amended from time to time). The start and completion time frame of the TA is November 2011 to November 2013. ODs will make a footnote reference in their project documentation to the upstream/supplementary activities of their project that will be implemented under this RETA. The expected outputs and outcome evaluation will be disseminated through workshops and through feedback into prospective projects in the pipeline.

13. As the UFPF is likely to receive additional resources<sup>7</sup>, this TA will require future changes of scope, TA amount and implementation.<sup>8</sup>

#### **IV. THE PRESIDENT'S RECOMMENDATION**

14. The President recommends that the Board approve ADB administering technical assistance not exceeding the equivalent of \$1.7 million to be financed on a grant basis by the Urban Environmental Infrastructure Fund under the Urban Financing Partnership Facility for Support to Infrastructure Development and Financing.

---

<sup>7</sup> Sweden has committed a replenishment of SEK50 million as of September 2011.

<sup>8</sup> ADB. 2008. *Knowledge and Innovation Support for ADB's Financing Program*. Manila (TA 6498 REG).

**DESIGN AND MONITORING FRAMEWORK**  
R-CDTA: Support to Urban Infrastructure Development and Financing

<b>Design Summary</b>	<b>Performance Targets/Indicators</b>	<b>Data Sources/ Reporting Mechanisms</b>	<b>Assumptions and Risks</b>
<p><b>Impact</b> Improved infrastructure and services in DMC cities</p>	<p>Improved availability of and access to economically productive and environmentally sustainable infrastructure and services</p>	<p>DMC government reports; market reports; ADB reports and feedback via various other formal and informal channels</p>	<p><b>Assumptions</b> Developing sustainable urban infrastructure remains high priority among stakeholders and policymakers at national and sub-national level in DMCs</p> <p>Sustained emphasis on supporting private sector participation in developing and financing urban infrastructure</p> <p><b>Risks</b> Political and other events affecting national and sub-national priorities to develop and finance urban infrastructure projects</p> <p>Inadequate support from DMC governments and stakeholders to commit to policy and institutional reforms, and financial resources necessary to improve the attractiveness of urban infrastructure as an investment avenue</p>
<p><b>Outcome</b> More urban environmental infrastructure projects, particularly projects leveraging private finance through guarantees/other forms of credit enhancement</p>	<p>Increased private, government, capital market and other co-financing (finance and expertise) in integrated urban environmental infrastructure</p>	<p>DMC government reports; market reports; ADB reports and feedback via various other formal and informal channels</p>	<p><b>Assumptions</b> Continued leadership by DMC governments, local governments/ agencies to involve private sector</p> <p>Implementation of regulatory, policy and governance reforms to encourage integrated urban development and private sector and financial market participation</p> <p><b>Risks</b> Inadequate support from</p>

			<p>governments on policy and institutional reforms to support private sector participation and commercial financing</p> <p>Lack of buy-in for private participation/commercial viability principles in the development and delivery of urban infrastructure</p>
<p><b>Outputs</b></p> <p><i>1. Pipeline of economically, environmentally and financially viable projects available for financing</i></p> <p><i>2. Financing leveraged for select projects</i></p>	<p>At least 30 projects developed that meet financial, economic and environmental viability criteria</p> <p>At least \$80 million leveraged through utilization of \$70 million of guarantee support</p> <p>Credit enhancement mechanisms incorporated in financing structure of at least 8 projects</p> <p>Greater awareness among city governments and officials (male/female) on the structuring and use of guarantees in overall infrastructure investment financing strategies</p>	<p>UFPF/RSID pipeline records; ODs project pipeline records and TA documents</p> <p>UFPF/RSID reports; ODs project reports; government reports</p> <p>ODs project reports</p> <p>ODs project reports; DMC government feedback; market reports and analyses</p>	<p><b>Assumptions</b> Adequate urban infrastructure project opportunities exist</p> <p>ADB mechanisms to support project development are attractive to DMCs</p> <p>Adequate ADB, donor and government resources available for activities to support project development</p> <p><b>Risks</b> Lack of financial and professional resources to structure projects and build pipeline</p> <p><b>Assumptions</b> Credit enhancement mechanisms gain acceptance as a lever for efficient use of limited public financial resources and crowding-in commercial finance for urban infrastructure</p> <p>Adequate resources available to provide technical assistance for structuring credit enhancement mechanisms</p> <p><b>Risks</b> Credit enhancement/guarantees not seen as attractive infrastructure</p>

<p><b>3. Improved capacity of DMC governments and entities to identify, develop and implement urban infrastructure projects</b></p>	<p>At least 10 supported projects lead to development of client capacities (M/F) for: urban strategy and infrastructure development planning, urban (capital) investment planning, financial management, project development, enhancing revenue efforts, fixed asset management.</p>	<p>UFPF/RSID project reports; ODs project reports; government reports</p>	<p>financing support instrument</p> <p>Inadequate technical assistance expertise available</p> <p><b>Assumptions</b> Stakeholder interest in improving their capacity to develop and manage infrastructure projects</p> <p>Stakeholder interest in enhancing knowledge on urban infrastructure issues through networking and other means</p> <p><b>Risks</b> Not enough interest and demand for capacity building support</p> <p>Suitable capacity development and sector experts, including institutions, not available.</p>
<p><b>Activities</b> <b>Pipeline of economically, environmentally and financially viable projects available for financing</b></p> <p>1.1 Review and process first batch of proposals for support (September 2011)</p> <p>1.2 Mobilize design consultants (November-December)</p> <p>1.3 Detailed design preparation by consultants (November 2011-November 2012)</p> <p>1.4 Process disbursements for support (November 2011- November 2012)</p> <p>1.5 Mobilize consultants for supervision (November-December 2011)</p> <p><b>Financing leveraged for select projects</b></p> <p>1.1 Mobilization of consultants with expertise in financial structuring, including using government and /or MDB credit enhancement / guarantees (November – December 2011)</p> <p>1.2 Developing/structuring of credit enhancement mechanisms</p> <p>1.3 Implementing/utilizing structured mechanism</p> <p><b>Improved capacity of DMC governments and entities to identify, develop and implement urban infrastructure projects</b></p> <p>1.1 Identification and mobilization of suitable experts and institutions for capacity building, knowledge, networking and fund management support (October 2011-March 2012)</p> <p>1.2 Capacity building training and knowledge dissemination (on-project, classroom, networking) in urban strategy and infrastructure planning, urban (capital) investment planning, financial management, enhancing revenue efforts, innovative infrastructure financing, project development, management and supervision, fixed asset management (November-December 2011-November 2013).</p>			<p><b>Inputs</b></p> <p>ADB Financing Urban Environmental Infrastructure Fund (UEIF): \$1,700, 000</p> <p>ADB TA grant resources ADB staff resources Government resources Private sector resources 40 person months of international specialists 48 person months of national specialists 24 person months of national consultant fund coordination</p>

**COST ESTIMATES AND FINANCING PLAN**  
(\$'000)

<b>Item</b>	<b>Total Cost</b>
<b>A. Urban Environmental Infrastructure Fund, Government of Sweden<sup>a</sup></b>	
1. Consultants	
a. Remuneration and per diem	
i. International consultants	910.00
ii. National consultants	380.00
b. International and local travel	80.00
c. Reports and communications	25.00
2. Equipment	50.00
3. Training, seminars, and conferences <sup>b</sup>	
a. Training program	45.00
4. Miscellaneous administration and support costs	25.00
5. Contingencies	185.00
<b>Total</b>	<b>1,700.00</b>

a. Under the Urban Financing Partnership Facility administered by ADB.

b. Includes the travel expenses of staff who serve as resource speakers.

Source: Asian Development Bank estimates

## TERMS OF REFERENCE FOR CONSULTANTS

1. The Regional and Sustainable Infrastructure Division (RSID) of the Regional and Sustainable Development Department of ADB will undertake activities under the TA in close coordination with the Operations Departments (ODs). International and national urban infrastructure, finance and economics experts will be engaged on an individual intermittent or full-time basis to successfully execute the activities/assignments envisaged under the proposed TA. The services of these specialists will be targeted to the requirements of ADB's operations departments and their counterparts in DMCs. An input of 40 person months of international professional services is envisaged with 48 person months of national professional services.

2. International and national specialists will have qualifications in urban (infrastructure) planning, finance, public finance, economics and expertise in (i) urban infrastructure project planning, implementation and capacity building, (ii) of urban planning, strategy and management; (iii) urban infrastructure financing in developing member countries (DMCs), both at the sovereign and sub-national level, including through private sector participation, and (iii) financial management, including public finance management. They will have experience in project formulation, implementation, monitoring and evaluation of small, medium and large scale urban infrastructure projects in developing countries, preferably in Asia, some of which involves private sector participation and climate-related technical and financial interventions. They will have expertise on the financing side of infrastructure projects, i.e., in project finance, PPPs, and the use of credit enhancement mechanisms in financing infrastructure investments. The consultants will also have experience in advisory and training for institutional and human resource capacity building to central, provincial and local governments. Broad knowledge of the environmental, economic and social conditions of Asia will also be required. The national consultants will have expertise similar to, and will coordinate their work with, the international consultants. The terms of reference, duration and schedule of consultant inputs will be subject to adjustment based on the specific requirements of projects that are approved for support to better meet needs and to ensure that TA funds are utilized efficiently. The overall objective will be to provide support on particular projects as required by the operations departments based on capabilities and experience in designing new modalities of support and innovative solutions in the areas of urban finance, energy, transport, water supply and sanitation, low carbon and climate resilient urban infrastructure development. ADB's *Guidelines on the Use of Consultants by ADB* (2010, as amended from time to time) will be applied in the selection and engagement of consultants.

### **A. International specialists (40 person-months)**

3. The international specialist/s will undertake the following tasks:

- (i) provide strategic and technical direction in project-preparation activities related to viability gap financing, climate related investments and pro-poor inclusion as identified and as requiring such assistance;
- (ii) support the implementation, monitoring and evaluation of pre-project preparations;

- (iii) provide strategic and technical inputs to identify options for public and private financing, including preparing and presenting information memoranda for various financing options;
- (iv) identify and undertake activities for capacity building for urban strategy and management, project preparation, implementation and monitoring, including institutional capacity building of entities involved with urban infrastructure and service provision;
- (v) assist with the development of training inputs for relevant capacity building (technical and financial);
- (vi) backstop consultants working on projects/in cities from the vantage point of their professional perspective; and
- (vii) provide technical advice to the operations departments in making existing projects 'additional' with respect to UFPF support eligibility criteria.

**B. National specialists (48 person-months)**

4. The national specialists will be required to undertake the following tasks:

- (i) provide technical and administrative support to assist the international consultant teams;
- (ii) support activities of international specialists in the field, reviewing documents and literature, collecting data and information, research and analysis (both quantitative and qualitative), and preparing notes and briefs;
- (iii) coordinate with respective national governments and other donors, as needed;

Based on their national experience, they will help develop strategies, mechanisms, programs, and/or policy interventions that maximize UFPF's contribution to ADB's overall development goals, and specifically its urban development agenda;

**C. Individual national consultant (Fund Coordinator, 24 person-months)**

5. The UFPF Fund Coordinator will work in RSDD/RSID to support the activities of the UFPF. The consultant will be responsible for and oversee the various activities on strategic planning, fund administration and operations, monitoring and evaluation, and knowledge management related to the UFPF. The tasks of the coordinator will be to:

- (i) oversee the project application review, endorsement, and allocation process based on relevant implementation guidelines, eligibility criteria and prescribed use of funds. Prioritize and recommend projects according to UFPF implementation guidelines, as well as the likelihood of timely implementation and selection criteria;

- (ii) lead the preparation and finalization of relevant annual work programs in consultation with financing partners, the UFPF Working Group, RSID, Office of Cofinancing, Controller's. and other ADB operations and service departments, as necessary;
- (iii) oversee the successful and timely implementation of the UFPF work program and adapt the work program to the risks and opportunities that emerge in the course of implementation;
- (iv) regularly review and update/adapt the UFPF's Design and Monitoring Framework (DMF) to the opportunities and risks that emerge in the course of operations, and ensure its relevance to the development agenda of the Asia-Pacific region;
- (v) facilitate and contribute to the development and submission of project applications aligned with the facility's DMF;
- (vi) oversee the monitoring and evaluation of projects receiving UFPF fund allocations, against the relevant urban development indicators (e.g. DMF), and the prescribed use of funds including budget parameters and discuss with project officers when likely indicators will not meet expectations;
- (vii) coordinate the preparation and successful implementation of annual/regular consultation meetings and events with the financing partners;
- (viii) other tasks that may be assigned from time to time.