

ASIAN DEVELOPMENT BANK

TAR: OTH 36249

TECHNICAL ASSISTANCE

FOR

PUBLIC-PRIVATE INFRASTRUCTURE ADVISORY FACILITY

December 2002

ABBREVIATIONS

ADB	–	Asian Development Bank
DMC	–	developing member country
ISO	–	International Organization for Standardization
OECD	–	Organization for Economic Co-operation and Development
PC	–	Program Council
PMU	–	program management unit, PPIAF
PPI	–	public private infrastructure
PPIAF	–	Public-Private Infrastructure Advisory Facility
PSDS	–	Private Sector Development Strategy
PSP	–	private sector participation
RCO	–	regional coordinating offices
TA	–	technical assistance

NOTES

- (i) The fiscal year (FY) of PPIAF ends on 30 June.
- (ii) In this report, "\$" refers to US dollars.

This report was prepared by Asavin Chintakananda, Senior Advisor, Regional and Sustainable Development Department (RSDD)

I. INTRODUCTION

1. The Public-Private Infrastructure Advisory Facility (PPIAF) was established in July 1999 by the World Bank and the governments of Japan and the United Kingdom, with a mandate to assist developing countries to improve the quality of their infrastructure through private sector involvement. Assistance from PPIAF can facilitate private involvement in financing, ownership, operation, rehabilitation, maintenance, or management of eligible infrastructure services. Eligible infrastructure services are roads, ports, airports, railways, electricity, telecommunications, solid waste, water supply and sewerage, and gas transmission and distribution.

2. The Asian Development Bank (ADB) joined PPIAF in 2001 by donating funds to the trust fund supporting PPIAF activities (according to the terms of the agreement between ADB, International Bank for Reconstruction and Development (IBRD), and International Development Association (IDA) for PPIAF Trust Fund, the PPIAF Program Charter, and the Implementation Procedures Governing Contributions from the Asian Development Bank for the Public-Private Infrastructure Advisory Facility, all entered into on 5 September 2001 [the PPIAF Trust Documents]. The initial ADB contribution was \$250,000. The proposed technical assistance (TA) of \$500,000 represents a second cash contribution to the PPIAF Trust Fund. Through this Fund, ADB can enhance its role in mobilizing private resources for infrastructure development in the region.¹ The TA framework is in Appendix 1.

II. ISSUES

3. **Objectives and Organization.** PPIAF has two objectives: (i) to channel to governments in developing countries technical assistance for strategies and measures to tap the full potential of private involvement in infrastructure; and (ii) to identify, disseminate, and promote best practices on matters related to private sector involvement in infrastructure in developing countries.

4. As a member, ADB is represented on the PPIAF Program Council (PC), which is made up of representatives of agencies that contribute resources. An independent Technical Advisory Panel, made up of leading international experts in different aspects of private provision of infrastructure, supports the PC. A Program Management Unit (PMU) manages PPIAF in accordance with a general strategy and the annual work programs approved by the PC. This governance structure is designed to ensure the quality of PPIAF activities and its accountability to participating agencies. As of June 2002, there were 12 members including ADB. The PC meets once a year to review the strategic direction of the PPIAF program, its achievements, and its financing requirements. The World Bank acts as the PPIAF Trust Fund administrator. PPIAF has established three field-based regional coordination offices (RCOs) to assist in executing the PPIAF work program in Nairobi, Kenya; Pretoria, South Africa; and Singapore.

5. **Resources and Projects Approved.** PPIAF's available resources are estimated at \$18 million annually for the next 3 years. The main contributors are Canada, France, Germany, Japan, Netherlands, Norway, Sweden, Switzerland, United Kingdom, United Nations Development Programme, and World Bank. From its inception in July 1999 to 30 June 2002,

¹ The TA first appeared in *ADB Business Opportunities* in June 2002.

PPIAF had received 422 requests for assistance totaling over \$122 million, of which 207 amounting to \$47.5 million had been approved. PPIAF was able to secure cofinancing of \$19.6 million for the approved proposals. An earlier review of its activities showed that PPIAF was able to facilitate 29 private infrastructure investment transactions, drafting of 16 laws (including regulatory legislation) of which 8 have been enacted, establishment of nine institutional arrangements to facilitate pro-poor infrastructure, training of 1,200 government officials and regulators, and dissemination of best practices to about 6,000 people through attendance at international and regional conferences.

6. **PPIAF's FY2002 Program.** Key features of the work trends in FY2002, which ended on 30 June 2002, included (i) demand-driven approach to applications with interest generated via the PC members' networks and proactive efforts of PPIAF's management team; (ii) sustained high demand for PPIAF funding, with PPIAF receiving 104 applications for a total amount of \$25 million; (iii) uneven quality of applications with only 39% of the total value of applications or 45% of the total number of applications meeting the rigorous evaluation criteria set out in the PPIAF Charter; (iv) reasonable balance across sectors and regions notwithstanding the demand-driven approach; and (v) multisectoral and multicountry emphasis of applications, signaling a greater emphasis on adopting systematic approaches that allow the transfer of lessons and experience across both sectors and regions.

7. **Emerging Best-Practice Outputs.** PPIAF has been proactive in pursuing the wide dissemination of frontier issues and best practices, including best practices for sector-based as well as customized regional approaches. Possible themes for emerging best practice outputs include (i) improving infrastructure provision through regional integration (ii) ensuring environmentally sustainable public private infrastructure (PPI) development (iii) designing effective bidding procedures for PPI development (iv) supporting PPI in postconflict situations and (v) managing the transition to markets (Appendix 2). The best practices developed from country- or region-specific activities (e.g., Port and Highways Toolkits or Advisors Toolkit) are available in the tools kits on the PPIAF web site.

8. **Rationale for Continued ADB Membership in PPIAF.** The TA will provide for ADB's continued involvement in PPIAF in FY2003. Through continued membership, ADB can further enhance its role in promoting private sector development of infrastructure in the region. Membership in PPIAF will allow ADB to leverage its resources to carry out critical studies on private sector and infrastructure development. PPIAF funding for the following four projects was approved in FY2002:

- (i) Indonesia. Pekanbaru Water Regulatory Study (\$75,000) to develop the regulatory framework for water concessions in the province of Sumatra, which is a precondition for the signing of the water concession agreement with the private sector. Project completed.
- (ii) Regional. Framework for Financing Merchant Power Plants in Asia (\$450,000). The regional study will develop a framework for financing merchant power plants, which are power facilities without fully committed long-term power purchase agreements. Project ongoing, consultants being selected.
- (iii) Philippines. Electricity Regulatory Statement and Capacity Building for the Energy Regulatory Commission (\$320,000). Project approved/ongoing.
- (iv) Private Sector Participation in the Solid Waste Management Sector in Metro Manila (\$75,000), which will provide support on solid waste management projects

to the Office of the Presidential Adviser for Strategic Projects of the Government. Project approved/ ongoing.

- (v) Also approved was a regional workshop: Infrastructure Development – Private Solutions for the Poor: An Asian Perspective. The workshop was held at ADB headquarters on 28–30 October 2002 with the aim of promoting PPI.

9. PPIAF activities in Asia are as follows: South Asia, \$5.4 million or 11%; East Asia, \$9.5 or 20%. Activities in Asia during 1 July 1999 – 30 June 2002 totaled \$47.5 million.

10. Other proposals that PPIAF is now considering follow: (i) development of a forward-looking aviation sector policy and regulatory framework in Mongolia; (ii) the promotion of private sector investment in railways in Asia; (iii) the development of proforma licenses and regulatory statements for the electricity market in the People's Republic of China (PRC); and (iv) private sector participation (PSP) in Indonesia Ports.

III. THE TECHNICAL ASSISTANCE

A. Purpose and Output

11. In pursuit of ADB's overarching objective to reduce poverty in the developing member countries (DMCs) through sustainable economic development, the TA aims to support PPIAF in facilitating greater PSP in infrastructure, which is in accordance with ADB's private sector development strategy (PSDS). The TA will allow ADB to continue to be an active member of PPIAF and to undertake and access studies on PSP in infrastructure projects conducted under PPIAF.

B. Methodology and Key Activities

12. The TA contribution will enable ADB to initiate and carry out important studies and sponsor workshops and other activities that will promote private sector development in its DMCs. Among the outputs and specific deliverables are studies and activities that will involve (i) framing infrastructure development strategies that will guide DMC governments on options for expanding private sector involvement in infrastructure; (ii) building consensus for appropriate policy, regulatory, and institutional reforms through seminars, workshops, study tours, and public awareness campaigns; (iii) designing and implementing specific policy, regulatory, and institutional reforms to promote private sector involvement in infrastructure; (iv) supporting the design and implementation of pioneering projects and transactions; (v) building the government's capacity to design and execute private infrastructure arrangements and to regulate private service providers; and (vi) knowledge-building: documentation and dissemination of best practices in infrastructure development.

13. ADB's continued membership in PPIAF will provide additional benefits from ADB's resources to implement activities that will promote private sector development in DMCs. Among these benefits are (i) infrastructure development studies and best practices for use by ADB staff in their work to promote private involvement in public infrastructure; (ii) consensus building in DMC line agencies to institute policy, regulatory, and institutional reforms in infrastructure sectors that will facilitate private sector involvement; (iii) building up the government's capacity to promote private sector development and implement private sector infrastructure projects in

DMCs; and (iv) identifying barriers to private sector involvement in infrastructure and providing solutions to eliminate those barriers.

14. The TA will help meet the cost of consulting services recruited by PPIAF in undertaking TA activities designed to encourage PSP in infrastructure, and creation of the enabling environment for public-private partnerships. Through its membership in the PC, ADB will have substantial influence over the selection of project activities it wants to finance. In most cases these project activities will further the poverty reduction objectives of ADB and will generally complement the studies proposed by ADB in its PSDS.

C. Cost and Financing

15. ADB will contribute \$500,000 to PPIAF, which will be used to finance consulting services. The TA will be financed on a grant basis from the ADB-funded TA Program. The increase from the \$250,000 grant in FY2002 to \$500,000 in FY2003 reflects the increase in the number and volume of projects funded under PPIAF. Disbursements against the trust fund account will have the prior approval of the ADB-designated task manager. The TA will be implemented from December 2002 to June 2003. The contribution to the PPIAF Trust Fund will cover the period 1 July 2002 – 30 June 2003. ADB's contributions will be provided only after successful discussion and signing of the letter of agreement between the trust fund administrator (The World Bank) and ADB for the period covered.

D. Implementation Arrangements

16. The implementation arrangements for ADB's involvement in PPIAF are set forth in and governed by the PPIAF Trust Documents. These arrangements are summarized here for convenience (Appendix 3).

17. **Governance and Organizational Structure.** The PC consists of one representative from each contributor to PPIAF and is responsible for defining PPIAF policies and strategies, approving the indicative annual work program and financial plan, and reviewing PPIAF performance. The PC generally meets once a year. The Technical Advisory Panel, composed of up to six independent experts in matters related to private involvement in infrastructure in developing countries, ensures the quality and relevance of PPIAF-financed activities. The PMU is responsible for the day-to-day operations of PPIAF in the pursuit of its mandate. The PMU reports to PC at least quarterly through the PC chair. The Vice-President for Private Sector Development and Infrastructure of the World Bank chairs the PC.

18. **PPIAF Products, Eligibility, and Approval Criteria.** While countries eligible to receive PPIAF assistance in general are those in the List of Aid Recipients of the Organization for Economic Co-operation and Development (OECD) Development Assistance Committee, only member countries of ADB in the Asia and Pacific region will be eligible to receive assistance from the ADB TA grant as required by the PPIAF Trust Documents and ADB's normal arrangements for TAs to the extent they are consistent. Project activities submitted for approval must be consistent with the PPIAF mission, have government commitment, provide additionality, have quality assurances, and meet regional, sectoral, environmental, and social responsibilities. Under the PPIAF Trust Documents, ADB together with the other PPIAF members will determine particular priorities through the approval of an annual work program.

19. **Financial Arrangements.** To maximize flexibility for contributors, PPIAF has a two-tier financial structure: a core fund and noncore funds. The core fund comprises a pool of resources

that can be used for any activity falling within the work program approved by PC. The funds may be applied to governance costs, country-specific activities, and multicountry activities. Noncore funds are those that include aid agency restrictions relating to specific themes or activities. As each contributor will enter into an agreement for its contributions to PPIAF, ADB will follow similar arrangements, as for other ADB-financed funds.²

20. **Consulting Services Arrangements.** The PMU, in joint consultation with ADB, will designate a task manager for each PPIAF-funded, ADB-proposed activity. The task manager will generally initiate the hiring of consultants. In selecting consultants for project activities the ADB's *Guidelines on the Use of Consultants* will apply.

21. **Past Performance.** To date all projects submitted to PPIAF have been granted funding. For the period 1 July 2001–30 June 2002, a total of \$870,000 was granted to ADB TA projects, of which \$464,500 was contributed to the Joint ADB-PPIAF conference on PSP in infrastructure, and the poor with focus on Asia (Appendix 4).

22. **Reporting and Auditing Requirements.** In general, PC members receive a quarterly financial statement (unaudited) and a quarterly progress report on the status of approved activities. They also receive an annual report on all PPIAF activities and summary financial statements, no later than 6 months following the end of PPIAF's fiscal year (1 July–30 June of each calendar year). ADB will provide PPIAF a quarterly report of activities and accomplishments for the projects, which ADB has been assigned as task manager. The World Bank, as trust fund administrator, will provide members a management statement, annually, together with attestation from the external auditor of the satisfactory performance of the procedures and controls used in administering PPIAF funds. External reviews and financial audits of PPIAF activities may be performed at the request of the PC and contributors with respect to their contributions. ADB will request an annual review and financial audit of its contributions and expenditures incurred.

IV. THE PRESIDENT'S DECISION

23. The President, acting under the authority delegated by the Board, has approved the provision of technical assistance not exceeding the equivalent of \$500,000 on a grant basis for the Public-Private Infrastructure Advisory Facility, and hereby reports this action to the Board.

² TA 5951-REG: *Small and Medium-Size Enterprise Growth and Development in the Mekong Region*, for \$750,000, approved on 17 November 2000; TA 5683 REG: *South Pacific Project Facility*, for \$300,000 approved on 26 April 1996; and TA 5891-REG: *South Pacific Project Facility II: Private Sector Development Support*, for \$300,000, approved on 23 December 1999.

TECHNICAL ASSISTANCE FRAMEWORK

Design Summary	Performance Indicators/Targets	Monitoring Mechanisms	Assumptions and Risks
Goal Assist developing member countries (DMCs) in improving the quality of infrastructure through private sector involvement in line with the private sector development strategy (PSDS)	Framing infrastructure development strategies Building consensus for policy, regulatory, and institutional reforms Designing and implementing pioneering projects and transactions involving the private sector Building governments' capacity to design and execute private infrastructure projects and regulate the private sector	The task manager will monitor the effectiveness of studies.	A buy-in from the recipient DMC is required to ensure effectiveness of the study. The DMC must agree to the study, in writing, before it is undertaken to ensure that the government is committed to carry out the study's recommendations.
Purpose Enable the Asian Development Bank (ADB) to initiate and access studies on private sector participation in infrastructure projects conducted under the Public-Private Infrastructure Advisory Facility (PPIAF)	ADB-initiated studies on enabling private sector participation in infrastructure projects, and on promoting private sector involvement.	Internal procedures and structures for ranking ADB-initiated proposals are being setup. At present, all projects that do not contradict the PPIAF principles are forwarded to PPIAF.	Governments may not implement the study's recommendation.
Outputs Infrastructure development studies to promote private sector involvement in infrastructure	Completion and implementation of studies to remove barriers to private sector involvement in infrastructure projects	The internal working group will develop a tracking mechanism that will monitor ADB proposals submitted for PPIAF funding.	Government must be willing to implement framework studies for policy, regulatory and institutional reforms to promote private sector

Design Summary	Performance Indicators/Targets	Monitoring Mechanisms	Assumptions and Risks
<p>Consensus building for policy, regulatory, and institutional reforms</p> <p>Building government capacity</p> <p>Identifying barriers to private sector involvement and suggesting ways to eliminate them</p>			<p>participation in infrastructure projects.</p>
<p>Activities</p> <p>Conduct studies to establish the enabling environment for private sector participation in infrastructure projects</p> <p>Hold seminars and conferences to promote private sector involvement in infrastructure development</p> <p>Prepare tool kits and case studies on public-private partnerships</p> <p>Document and disseminate best-practices in infrastructure development</p>	<p>ADB-initiated projects approved by PPIAF's Program Council</p> <p>PPIAF-sponsored seminars and conferences to promote private sector participation in infrastructure development</p> <p>Tool kits, case studies, and documentation of best practices in infrastructure development</p>	<p>The task managers and DMC line agencies will monitor the completion of the studies in accordance with PPIAF criteria that are in line with ADB's PSDS objectives, including contribution to poverty reduction, government commitment to the activity, and environmental and social responsibility.</p>	<p>Activities will promote private sector participation in infrastructure and will meet the criteria set out by PPIAF and ADB.</p>
<p>Inputs</p> <p>ADB will co-manage or manage ADB-initiated activities, and review and vet all proposals submitted for PPIAF funding. ADB will participate actively in PPIAF's</p>	<p>Demonstrated value-added of activities co-managed by ADB</p> <p>Application of studies to promote private sector involvement in infrastructure projects</p>	<p>PPIAF and ADB staff will monitor the implementation of studies.</p>	<p>ADB co-managers will monitor the studies based on agreed-upon terms of reference.</p>

Design Summary	Performance Indicators/Targets	Monitoring Mechanisms	Assumptions and Risks
Program Council.	in DMCs, particularly in pioneer projects		

THEMES FOR EMERGING BEST PRACTICES

1. **Improving Infrastructure Provision Through Regional Integration.** The provision of cost-effective and affordable infrastructure services to consumers in many developing countries may be best achieved by fostering integration in providing infrastructure services. This approach, which consists of providing infrastructure services across the geographic boundaries of neighboring countries, allows for economies of scale that could not be obtained when a given infrastructure service is provided within the geographic boundaries of a country. This is particularly the case when the country has a small population that is scattered and has a low per capita income.
2. **Ensuring Environmentally Sustainable Pro-Poor Infrastructure.** Done correctly, privatization of infrastructure enterprises can yield positive environmental changes in addition to fiscal and economic benefits. These benefits can come from, for example, reduced emissions and pollution levels resulting from more efficient resource use in an economy, and more effective, arms-length regulation of private firms. Private firms also bring in newer, and hence cleaner technologies. Attention to the environmental benefits of public private infrastructure (PPI) is increasingly seen to be a critical aspect of sustainable development, particularly in the environmentally relevant infrastructure sectors of power, water, and sanitation. However, PPI only offers the opportunity to make strategic decisions with medium-term and long-term environmental benefits. What conditions should be in place for capturing the potential environmental benefits of PPI? What is the role of international standards/guidelines such as the Organization for Economic Cooperation and Development (OECD) guidelines, International Organization for Standardization (ISO) 9000, and 14001 certification programs in a PPI transaction? More generally, how should environmental considerations both at an upstream, policy, regulatory, and institutional level, and at a downstream transaction level be integrated into the infrastructure privatization process?
3. **Designing Effective Bidding Procedures for PPI Transactions.** The last decade in particular has shown a growing body of experience on designing bidding procedures for PPI projects (both greenfield cases and divestiture of existing companies). However, not all transactions have been undertaken in a transparent manner, or in an environment that benefited from set standards and processes for conducting these transactions. What approaches can be used to apply some transparency in the event of unsolicited proposals? And more generally, how can bidding procedures for PPI projects be made more consistent and transparent?
4. **Supporting PPI in Postconflict Situations.** Governments are increasingly looking to the private sector to help them rebuild infrastructure in a postconflict situation. However, those governments may not be taking full advantage of the effectiveness and sustainability of PPI. To that end, it would be useful to devise strategies that would help governments go beyond using the private sector to build infrastructure in a postconflict setting. In fact, the government may be able to also use the private sector as the means for financing and operating some of the infrastructure as well as rebuilding it.

5. **Making the Transition to Markets.** The establishment of competitive markets for many segments of infrastructure services offers great potential for improved efficiency. However, managing the transition from monopoly to competition poses many practical challenges for policy makers and regulators. Tariffs may need to be rebalanced. Subsidy systems may need to be redesigned. Long-term contracts may need to be renegotiated and assets may become “stranded,” giving rise to possible compensation issues. Utility regulators also need to define new roles vis-à-vis competition authorities.

GOVERNANCE AND ORGANIZATIONAL STRUCTURE OF THE PUBLIC-PRIVATE INFRASTRUCTURE ADVISORY FACILITY (PPIAF)

A. Program Council (PC)

1. The PC is responsible for (i) defining the policies and strategies of the Public-Private Infrastructure Advisory Facility (PPIAF), (ii) approving the indicative annual work program and financial plan, and (iii) reviewing PPIAF performance. The PC generally meets once a year but approves PPIAF proposals throughout the year on a “no-objection” basis. As a member of the PC, the Asian Development Bank (ADB) has the authority to approve or object to each PPIAF proposal. Regional coordination offices (RCOs) have been established in Asia (Singapore), staffed by two full-time professionals and a small support unit, and in Africa to act as PPIAF’s representative offices in those regions.

B. Project Management Unit

2. The Project Management Unit (PMU) is responsible for PPIAF’s day-to-day operations. The PMU reports to the PC at least quarterly through the PC chair. Among the main responsibilities of the PMU, whose staff is recruited internationally for their relevant expertise, is to (i) review proposals for PPIAF assistance; (ii) recommend approval to the PC; (iii) maintain effective relationships with (a) contributors, (b) recipient governments, (c) the private sector, and (d) stakeholders; (iv) propose and administer the PPIAF work plan and budget; (v) manage the disbursement of funds; and (vi) oversee the RCOs’ operations. The RCOs assist the PMU in executing the PPIAF work program in their respective jurisdictions.

C. Technical Advisory Panel

3. The Technical Advisory Panel is composed of up to six independent experts in matters related to private involvement in infrastructure in developing countries, and ensures the quality and relevance of PPIAF-financed activities.

D. PPIAF Governing Structure

4. PPIAF is a multi-agency technical assistance facility that is governed by a PC made up of contributing agencies. Each and every agency contributing to PPIAF has an equal seat on the PC—regardless of that agency’s level of contribution. In practice, this means the agencies all receive the same information about PPIAF’s activities, the management of funds, and the impact of PPIAF activities. Moreover, every contributor on the PC receives every application valued at more than \$75,000, along with a summary sheet describing the proposed activity, and may approve or reject that project. A rejection from any one contributor will mean a rejection of the application. These rights and responsibilities are set out in PPIAF’s Charter, which can be found on PPIAF’s web site: <http://www.ppiaf.org/files/charterjuly2000am.pdf>.

5. The PMU of PPIAF is tasked with the day-to-day management of the facility, monitoring of funds and activities, coordination of the PC and the Technical Advisory Panel, and the summary and presentation of applications for agency approval. The Program Manager was hired by the PC, which conducted interviews and ranked candidates in joint session.

CRITERIA FOR APPROVAL OF ACTIVITIES OF PUBLIC-PRIVATE INFRASTRUCTURE ADVISORY FACILITY (PPIAF)

1. As stated in PPIAF's Charter (Article 17), activities must meet strict criteria before they can be approved. The criteria include demonstrated commitment from the beneficiary government in the case of country-specific activities, and proof of aid coordination. Specifically, the activity must "not conflict with programs of activities being undertaken" by any of PPIAF's contributors. This article also restricts PPIAF funding to those activities that require a "net additional flow of resources," meaning that PPIAF does not fund projects that could receive funding from any other source. For example, if an application that involves the preparation of a project that will eventually be funded from loans from the World Bank or the Asian Development Bank (ADB), PPIAF will not accept the application. It would be assumed that project preparation budget should be available from the lending institution. To be clear, this means PPIAF does not contribute grant funds to World Bank projects, and would not for any other aid agency. One of the main reasons why the Project Management Unit (PMU) rejects an application is when due diligence shows that there were other more suitable sources of funding including credit lines from aid agencies.

**PUBLIC-PRIVATE INFRASTRUCTURE ADVISORY FACILITY (PPIAF)
As of 11 December 2002**

	Title	Amount
New for FY2003 (currently under review)	1. CHINA: Enhancing the Capacity of the National Electricity Regulatory Commission (NERC)	\$300,000
	2. East Asia and Pacific (Regional) : Promoting Private Sector Investment in Railways and Mass Transit Systems in the Region	\$240,000
	3. East Asia and Pacific (Regional): Private Sector Transport Analysis in the Pacific Region	\$427,000
Other	Privates sector participation (PSP) in Indonesia Ports	Medium to Large
Recently Completed in FY2003	1. INDONESIA: Regulatory Framework for Water Supply Concessions in Pekanbaru.	\$75,000
	2. ASIA (Regional): Conference on Private Participation in Infrastructure, and the Poor with Focus on Asia	\$464,500
Ongoing in FY2003	1. PHILIPPINES: Facilitate Private Sector Involvement in Metro Manila's Solid Waste Management (SWM) Sector	\$75,000
	2. PHILIPPINES: Implementation Strategy for the Electricity Regulatory Commission (ERC)	\$320,000
	3. ASIA (Regional): Framework for Financing Merchant Power Plants (MPPs) in Asia	\$400,000
Total		\$2,301,500