# Cities Development Initiative for Asia

## Six Monthly Progress Report

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ADB AFD Agence Française de Développement

Federal Ministry Republic of Austria Finance

german cooperation

Swiss Confederation

Federal Department of Economic Affairs, Education and Research EAER

State Secretariat for Economic Affairs SECO

# Program Scope

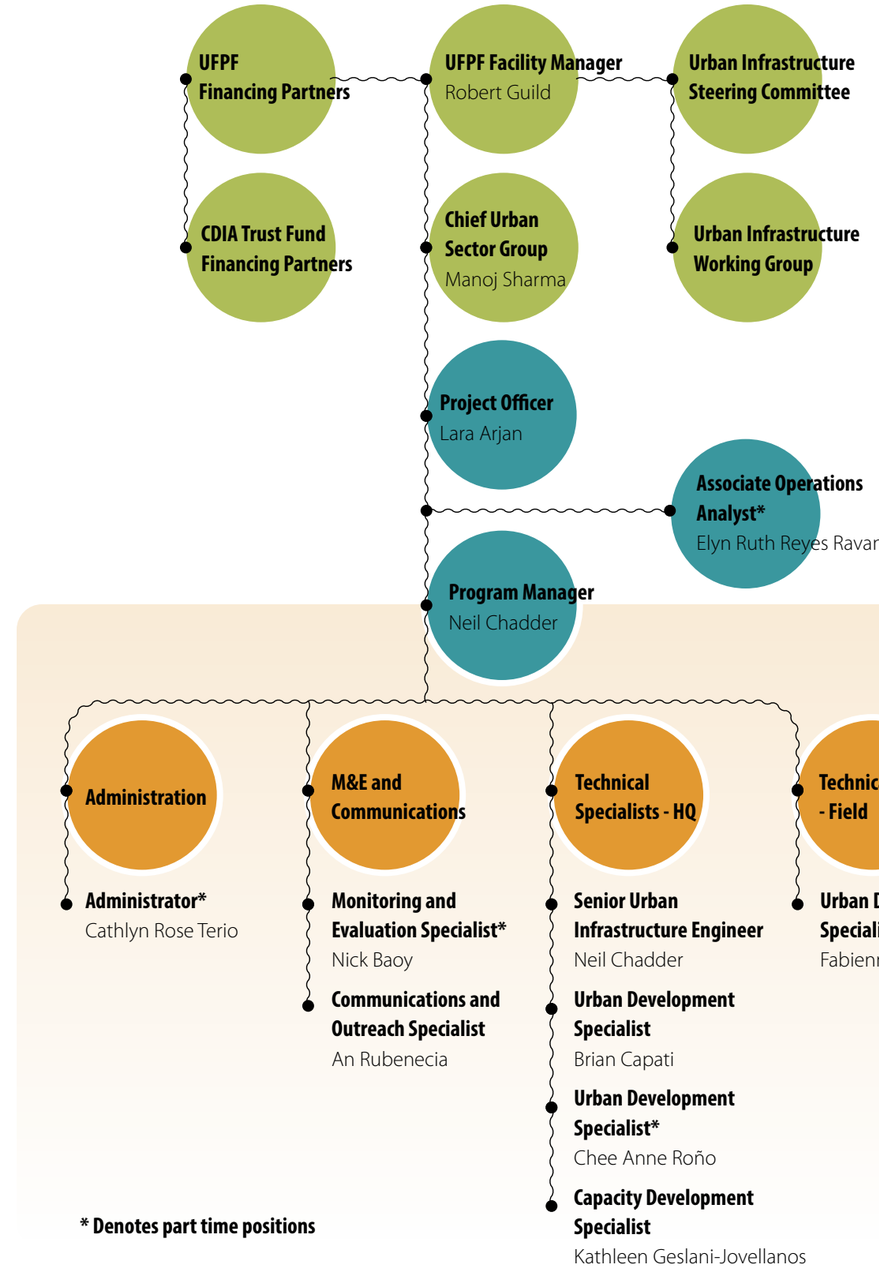
Cities Development Initiative for Asia (CDIA) is a multi-donor trust fund managed by the Asian Development Bank (ADB). As a project preparation facility, it works closely with secondary cities in Asia and the Pacific to address gaps in infrastructure development and financing. It uses a demand-driven approach to support infrastructure projects that emphasize poverty reduction, environmental improvement, climate change mitigation or adaptation, and good governance. To facilitate these initiatives at the city level, CDIA provides a range of international and domestic expertise that can include, among others, support for project preparation studies for high priority infrastructure investment projects.

CDIA is implemented by ADB and Agence Française de Développement (AFD). It receives funding support from Austria, France, Germany, Switzerland and the European Union (EU). It was established in 2007 by ADB and the German government with the intent of improving the lives of 1.6 billion people in Asia and the Pacific.

Cover photo by Asian Development Bank
This page by Shawn Rain

# Governance Structure

Governance Structure of Cities Development Initiative for Asia Trust Fund Under the Urban Financing Partnership Facility (UFPF)




*** Denotes part time positions**

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# Abbreviations and Acronyms

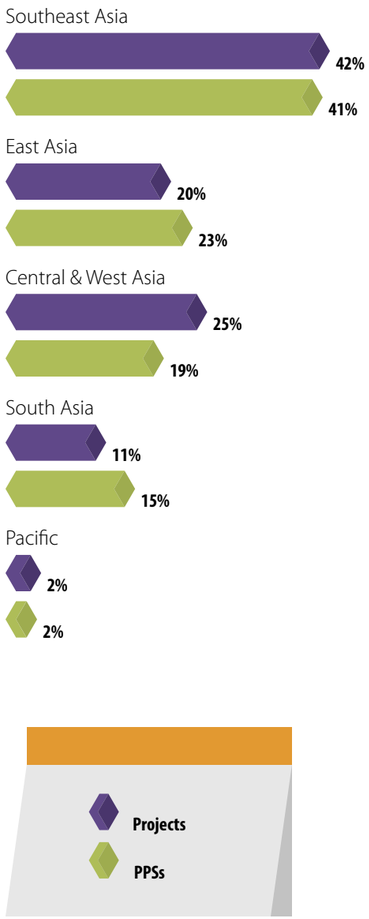
| | |
|---|---|
| **ADB** | Asian Development Bank |
| **AFD** | Agence Française de Développement |
| **BMZ** | German Federal Ministry for Economic Cooperation and Development |
| **CCFLA** | Cities Climate Finance Leadership Alliance |
| **CDIA** | Cities Development Initiative for Asia |
| **COBP** | Country Operations Business Plan |
| **COVID-19** | Coronavirus disease |
| **CWASA** | Chattogram Water Supply and Sanitation Authority |
| **DBO** | Design Build and Operate |
| **DED** | Detailed Engineering Design |
| **DILG** | Department of the Interior and Local Government |
| **DMC** | Developing Member Country |
| **DMF** | Design and Monitoring Framework |
| **DRRM** | Disaster Risk Reduction Management |
| **DWSSP** | Dushanbe Water Supply and Sanitation Project |
| **EAKPF** | Republic of Korea e-Asia Knowledge Partnership Fund |
| **EBRD** | European Bank for Reconstruction and Development |
| **EU** | European Union |
| **FS** | Feasibility Study |
| **GGGI** | Global Green Growth Institute |
| **GIZ** | Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH |
| **IDIA** | Initial Development Impact Assessment |
| **IUDP** | Integrated Urban Development Project |
| **KfW** | Kreditanstalt für Wiederaufbau |
| **KP** | Knowledge product |
| **LFI** | Local Financing Institution |
| **MPWT** | Ministry of Public Works and Transport |
| **MTR** | Mid-term Review |
| **NEDA** | National Economic Development Authority |
| **NRW** | Non-revenue water |
| **PFS** | Pre-feasibility Study |
| **PICIIP** | Punjab Intermediate Cities Improvement Investment Project |
| **PPF** | Project Preparation Facility |
| **PPP** | Public-Private Partnership |
| **PPS** | Project Preparation Study |
| **PT SMI** | PT Sarana Multi Infrastruktur (Persero) |
| **SDCC** | Sustainable Development and Climate Change Department |
| **SDG** | Sustainable Development Goal |
| **SECO** | State Secretariat for Economic Affairs, Switzerland |
| **SMMR** | Sustainable Design of Urban Mobility for Medium-sized Metropolitan Region |
| **SUT** | Sustainable Urban Transport |
| **TCFS** | Tri-City Ferry System |
| **TF** | Trust Fund |
| **TRTA** | Transaction Technical Assistance |
| **UCCRTF** | Urban Climate Change Resilience Trust Fund |
| **UFPF** | Urban Financing Partnership Facility |
| **UNDP** | United Nations Development Program |
| **USAID** | United States Agency for International Development |
| **USD** | United States dollar |
| **WB** | World Bank |
| **WSS** | Water supply and sanitation |
| **WWTP** | Wastewater treatment plant |

# A Glimpse of Our Work

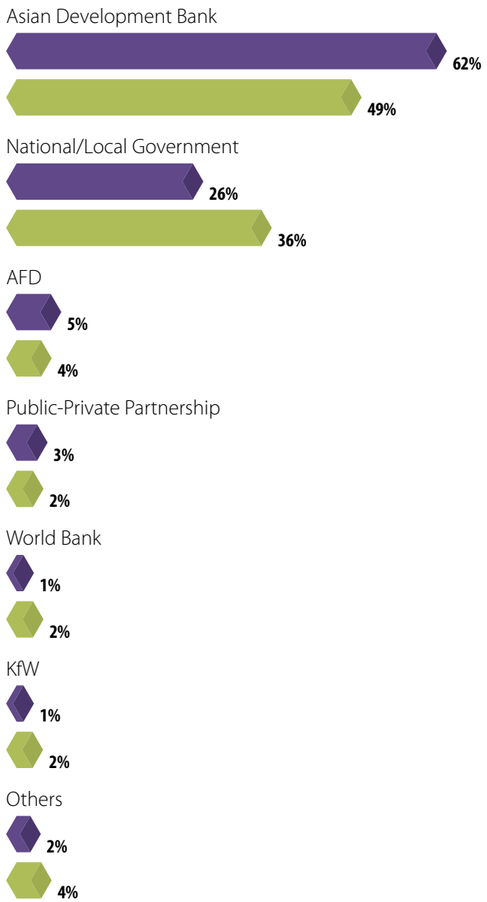
As of June 2021, CDIA has commissioned 109 Project Preparation Studies (PPS) in 117 cities across 21 developing countries in Asia and the Pacific, of which 83 PPSs covering 162 prioritized infrastructure projects in 93 cities have been linked to downstream financing estimated at $11.4 billion. By region, Southeast Asia has the most number of cities with infrastructure projects linked to finance at 42, followed by Central West and East Asia with 22 and 16 cities, respectively. While Southeast Asia leads all regions in terms of number of cities with PPS linked to finance, average investment per city is actually lower than that of other regions (except Pacific) as 18 of its 36 linked PPS are funded by local financing institutions with relatively small investment amounts ranging from $1 million to $60 million. East Asia leads all regions in terms of aggregate amount of investments linked to CDIA-assisted projects at $6.8 billion.

## Total of 162 Projects and 83 PPS have been linked to finance:

### By Region




### By Funder



# Introduction

# 1

Photo by Clam Lo



Cities are at the forefront of the Coronavirus disease (COVID-19) emergency response. In July 2020, the United Nations reported that 90% of reported COVID-19 cases were happening in urban areas[1]. This year, as the world reaches a crossroads in the fight against the disease with the rollout of vaccines, cities will be in the front line of the global recovery effort, being home to more than half of the world's population[2].

To have a transformative and sustainable recovery, city governments must pursue holistic, flexible and multi-pronged interventions that are cognizant of present and future pandemics, climate change, environment, and the deepening poverty and inequalities in cities. Unfortunately, with shrinking revenues and cashflows and increasing expenditures for healthcare, social protection and basic services[3], local governments will have to undertake these complex measures at a time when they can least afford it.

A policy brief published by Cities Climate Finance Leadership Alliance (CCFLA)[4] indicates that US$ 1.1 trillion was pledged in whole or in part to cities for COVID-19 recovery efforts as of October 2020. Although it is only a small percentage of the total $20.5 trillion for global recovery efforts, it offers a huge opportunity for cities, especially as many of these resources have been loosely or yet to be programmed. In addition, as infrastructure has been identified by development finance institutions and national governments as a leading area of support, it provides an avenue for cities to pursue their infrastructure development aspirations.

While the same report indicates that accessing these external financial resources remains a primary hurdle, CCFLA has recommended that a key pathway for cities to leverage this funding is for them to work with project preparation facilities (PPFs), which are well-equipped to support cities with their post-COVID recovery actions, particularly in preparing bankable and sustainable infrastructure projects, linking them with funders and developing their capacity to implement their prioritized projects. The Cities Development Initiative for Asia (CDIA) is a PPF with 14 years of experience in infrastructure project development and financing.

CDIA is a multi-donor trust fund (TF) managed by ADB. It works closely with secondary cities in Asia and the Pacific to provide technical expertise in preparing and linking to financing urban infrastructure projects that effectively mainstream climate resilience, capacity and institutional development, poverty reduction and inclusiveness, and project bankability, among others.

As of June 2021, CDIA has supported 117 cities in 21 developing member countries (DMCs) in the conduct of PPS of various infrastructure projects. As a result of its city interventions, 83 PPSs covering 162 projects in 93 cities have been successfully linked to an estimated $11.4 billion worth of investments. Within the current CDIA five-year strategy period[5], CDIA has completed a total of 25 PPSs covering 64 infrastructure projects across 50 cities in 12 DMCs. During the same period, a total of 36 PPSs covering 81 infrastructure projects have been linked to downstream financing estimated at US$3.8 billion.

Despite the challenges to program operations brought about by the COVID-19 pandemic during this reporting period, CDIA still managed to obtain the approval of three city applications for PPS support from CDIA TF management, complete one PPS intervention in Uzbekistan, and continue its technical assistance activities in five ongoing PPS interventions in Armenia, Lao PDR, Tajikistan and Vietnam. Furthermore, it has continued with its pipeline activities with new applications expected to be approved and new projects commenced in the second half of 2021 as pandemic conditions permit.

1 UN-Habitat. July 2020. Policy Brief: COVID-19 in an Urban World.

2 Katharina Buchholz. November 2020. How has the world's urban population changed from 1950 to today? World Economic Forum.

3 Cities Climate Finance Leadership Alliance. June 2021. The State of Cities Climate Finance.

4 Cities Climate Finance Leadership Alliance. December 2020. Urban Climate Finance in the Wake of COVID-19. Policy Brief.

5 Approved by CDIA Financing Partners in November 2017, the CDIA Strategy 2018-2022 defines the strategic orientation and work plan of CDIA for the period January 2018 to December 2022.

Photo by UNDP Climate



Moreover, CDIA implemented activities related to capacity building, knowledge product (KP) development and outreach including the preparation of institutional capacity development road maps, the conducting of knowledge sharing sessions with PT Sarana Multi Infrastruktur (Persero) (PT SMI) and development of an animated webpage on cities and climate change. During this reporting period, CDIA started the implementation of the CDIA Virtual Clinics, a unique capacity development platform designed to enhance the knowledge of key city officials in drafting climate-resilient, bankable and sustainable project proposals in line with the priorities of downstream funders. Two virtual clinics for five Philippine cities attended by 41 key city officials have been conducted with four more clinics scheduled in the second half of 2021.

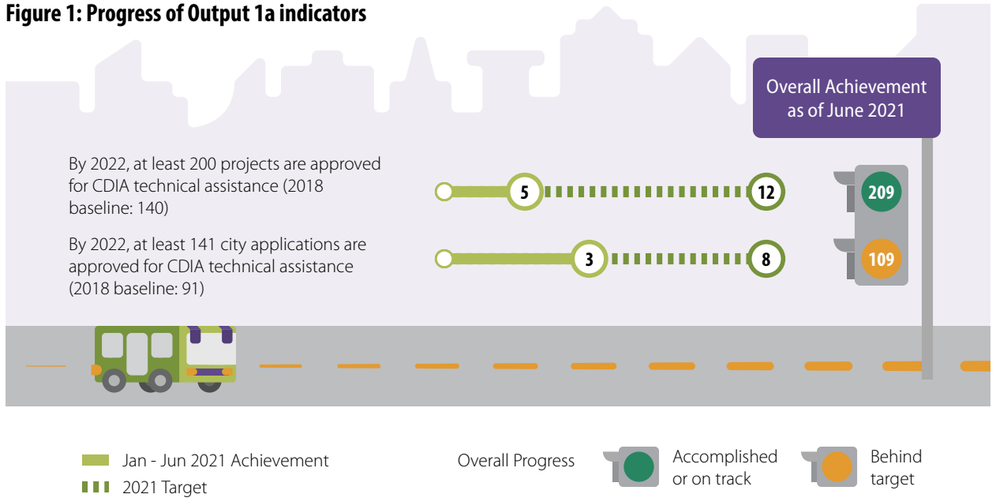
This edition of CDIA's Six-monthly Progress Report highlights CDIA's progress towards its Design and Monitoring Framework (DMF) targets, status of utilization of program resources and contribution to development impacts of PPS completed under the current five-year strategy.

# 2 Progress Towards Design and Monitoring Framework (DMF) Targets

## A. Output Achievements

### Project Approval

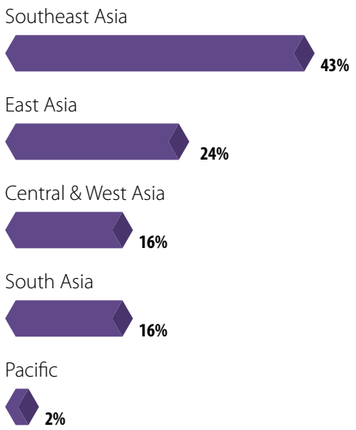
**Figure 1: Progress of Output 1a indicators**



During the period January to June 2021, the CDIA TF management approved three applications for technical assistance in conducting PPS covering five projects: Chattogram Metropolitan Sewerage Project for North Kattoli Catchment in Chattogram, Bangladesh; Tri-City Ferry System Development Project in the cities of Alaminos, Dagupan and San Fernando, Philippines; and Local Devolution and Disaster Risk Reduction Management Program targeting various cities also in the Philippines.

Under the current five-year strategy period, a total of 18 PPS applications covering 69 projects have so far been approved. Cumulatively, CDIA has approved a total of 109 PPS applications covering 209 urban infrastrucure projects in 117 cities across 21 countries in Asia and the Pacific. By region, Southeast Asia accounts for 43% of approved PPS applications followed by East Asia at 24%.

**Figure 2. Approved PPS applications by region as of June 2021**




**Story on Project Approval**

# PHILIPPINES: Tri-City Ferry System Project

**CDIA PPS Support: $550,000**

**Expected to be linked to PPP Financing**

**Background.** The city governments of Dagupan, Alaminos (both in the Province of Pangasinan) and San Fernando (in the Province of La Union) have initiated the revival of a sea transport system connecting the three cities, by establishing a Technical Working Group that is chaired and supported by the National Economic Development Authority (NEDA) that will identify and take forward initiatives related to the Tri-City Ferry System (TCFS) Project. This proposed project is in line with the Philippine National Government's 10-point Agenda and is identified in the Ilocos Regional Development Plan 2017-2022 as a project that can be implemented via Public-Private Partnership (PPP) modality. As a result, the three cities through NEDA requested for CDIA assistance in conducting a PPS that will take into consideration the management and operation of the TCFS under a PPP modality.

**CDIA Intervention.** The main objective of the CDIA-financed PPS is to confirm that the TCFS Project is an appropriate transport project to be taken forward by the cities of Alaminos, Dagupan and San Fernando, in cooperation with the national government, and subsequently, to prepare the feasibility study and preliminary engineering design for the TCFS. Specifically, the CDIA technical assistance will include the following:

(i) feasibility study on ferry terminal infrastructure in the three cities and the related and required auxiliary infrastructure such as access roads, tourism buildings and facilities etc.;
(ii) determination of the most appropriate business model for the development of ferry services that would make the project financially viable to the government and the private sector partner, and would optimize economic impacts;

(iii) establishment of project cost, investment appraisal and funding arrangements;
(iv) identification, selection, and appraisal of project delivery options with sensitivity analysis;
(v) determination of project benefits and limitations;
(vi) description of the scope, boundaries and interdependencies of the system with other projects as well as determination of soundness of technical components based on standards, rules and laws;
(vii) description of the proposed project organization and governance;
(viii) assessment and analysis of the market as well as opportunities and major risks and their impacts on the project; and
(ix) drafting of bidding documents including minimum performance standards and specifications, and the draft PPP contract.

**Expected Results.** The project will enhance the interconnectivity of the three cities and increase access to local employment opportunities especially for the poor and the marginalized sector as a result of increased economic and tourism activities. The project will contribute to environmental improvement due to the reduction of land-based transport emissions and climate change mitigation as a result of its contribution to the reduction of greenhouse gas (GHG) emissions.

**Actions in Response to COVID-19.** The project will address the threat of COVID-19 through the improvement of mass public transport network thereby improving the connectivity between the three cities and providing a redundancy in the region's urban transport system to facilitate and supplement immediate and coordinated response to adverse events.

waterways resulting in extensive surface water pollution and a significant risk to public health. The Chattogram Water Supply and Sewerage Authority (CWASA) has been mandated to provide the necessary services to collect, treat and safely dispose of the wastewater and fecal sludge generated within its service area. In view of this, the Economic Relations Division of the Bangladeshi Ministry of Finance requested AFD to take up the Sewerage Project for North Kattoli Catchment as a key element in the implementation by CWASA of the overarching sanitation master plan. The key requirement in order to proceed is the preparation of a project feasibility study which will confirm the scope of the proposed works and the estimated investment cost which will be the focus of the CDIA support that CWASA, on behalf of Chattogram has applied for.

**CDIA Intervention.** The primary objective of the CDIA-supported PPS is to prepare the feasibility study and preliminary design for the proposed Chattogram Metropolitan Sewerage Project for North Kattoli Catchment, which will include the climate change assessment, safeguard due diligence and financial/economic analysis necessary to facilitate the preparation of an AFD investment loan. The PPS work will be implemented in two stages: Stage 1 – project confirmation and outline design, including climate risk and vulnerability assessment; and Stage 2 – feasibility study and preliminary engineering design including social, environmental, climate change and gender due diligence assessments as well as preparation of a roadmap for institutional and capacity development.

**Expected Results.** The proposed project will construct wastewater and fecal sludge collection and treatment infrastructure for the North Kattoli catchment benefiting 60% of its projected population of 365,000 by 2030. When completed, the project will result in a significant improvement in the environmental condition of Chattogram.

**Actions in Response to COVID-19.** The project will address the threat of COVID-19 through the improvement of basic sanitation services in the low-income areas of Chattogram, thereby improving the overall level of public hygiene and health.

**Story on Project Approval**

## BANGLADESH: Chattogram Metropolitan Sewerage Project for North Kattoli Catchment

**CDIA PPS Support: $700,000**

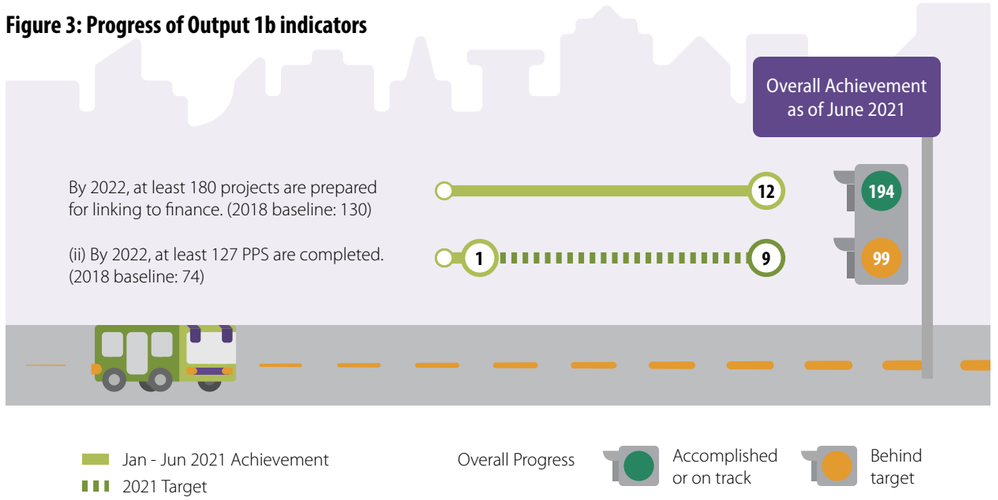
**Linked to AFD Loan: $180 million**

**Background.** At present, Chattogram, the second largest city in Bangladesh with a population of 2.9 million, has no sewerage system or wastewater treatment facilities. Residents are reliant on the use of on-site facilities when available or alternatively discharge their wastewater directly to the city's storm water drainage system and



# Project Preparation

**Figure 3: Progress of Output 1b indicators**

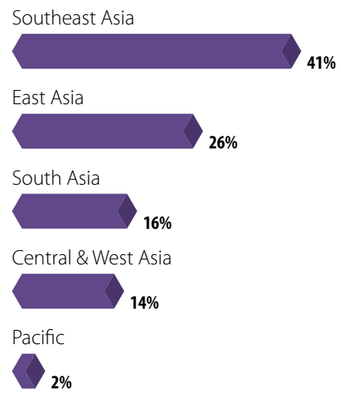



During this reporting period, one PPS intervention covering 12 infrastructure projects in the cities of Djizzak, Khiva and Yangiyer/Havas in Uzbekistan was completed, i.e., Uzbekistan Integrated Urban Development Project. Two PPS interventions, namely: Additional Financing for the Water Supply and Sanitation Project in Tajikistan; and Lao PDR Livable Cities in Lao People's Democratic Republic have been substantially completed with PPS reports under final stages of preparation as of 30 June 2021.

In addition, four PPS interventions approved in 2020 covering five cities in three DMCs are in various stages of implementation during this reporting period including: (i) Sustainable Transport Implementation Project in Yerevan, Armenia; (ii) Georgia Livable Cities in Tbilisi, Georgia; (iii) Climate Resilience and Urban Development Project in Bac Kan and Ha Nam, Vietnam; and (iv) Green Growth and Climate Resilience Project in Dong Ha, Vietnam. Due to the unstable political conditions in Myanmar, the PPS contract for the Hlawga Water Supply Project was cancelled by AFD in May 2021.

Within the current five-year strategy period, a total of 25 PPSs covering 64 infrastructure projects across 50 cities in 12 DMCs have so far been prepared for linking to finance. Cumulatively, a total of 99 PPSs covering 194 infrastructure projects have been prepared for linking to finance with assistance from CDIA as of June 2021. By region, Southeast Asia has the biggest share of PPSs prepared for linking to finance at 41%, followed by East Asia at 26%. Of the total infrastructure projects prepared for linking to finance, wastewater management sector accounts for 23%, followed by water supply (19%) and urban transport (18%).

**Figure 4: PPS prepared by region as of June 2021**



## Figure 5: Projects Prepared by Sector as of June 2021

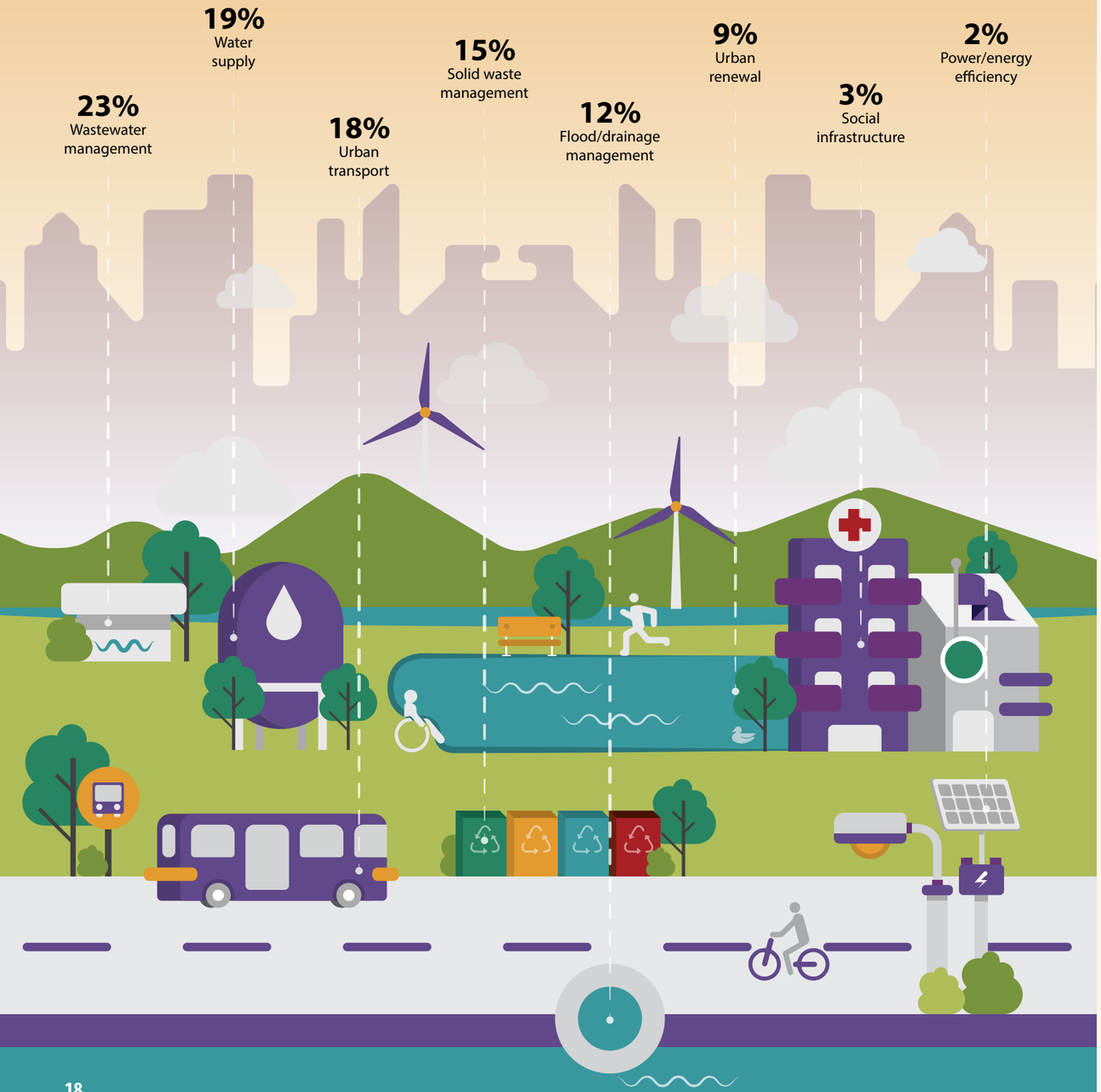


Photo by Asian Development Bank

**Story on Project Preparation**

# UZBEKISTAN: Livable Cities - Khiva, Djizzak & Yangiyer/Havas

**CDIA PPS Support: $690,000**

**Linked to ADB Loan: $100 million**

**Background.** The government of the Republic of Uzbekistan requested ADB to prepare robust urban development projects in the cities of Khiva, Djizzak and Yangiyer in line with the provisions of the country's Urbanization Program. The result is the proposed Integrated Urban Development Project (IUDP) having a target loan amount of $100 million for approval in 2022, as included in the ADB's Country Operations and Business Plan (COBP) 2020-2022. The government has specifically targeted the project cities as pilot test cases for different scenarios with the intention of replicating the experiences gained nationwide.

**CDIA Intervention.** The primary objective of the CDIA PPS was to identify and prepare, to pre-feasibility level, priority infrastructure projects to be taken up by the proposed IUDP in the cities of Khiva, Djizzak and Yangiyer/Havas. The specific sectoral foci of the CDIA technical assistance are solid waste management, water supply, urban regeneration and integrated capacity development. CDIA was able to respond quickly to the request for assistance and established a clear understanding of city priorities at an early date. The city focus of CDIA has been highly appreciated by the government. As a result, there is a high potential that CDIA will conduct further similar projects for other cities in Uzbekistan.

**Expected Results.** The PPS prepared integrated development projects in line with the over-arching objective to improve city livability and economic competitiveness. Institutional capacity at the city-level is relatively weak and hence CDIA has reviewed and assessed the institutional, financial and other municipal governance aspects of each city. Upon identification of key issues and constraints, CDIA prepared a capacity building and institutional development program for inclusion in the downstream loan.

**Actions in Response to COVID-19.** The onset of COVID-19 resulted in the demobilization of the international team and the adoption of home office working. While the initial approach was to target a rapid return to Uzbekistan, CDIA took the decision, in coordination with the government, to complete the project with the international team working remotely and the national team conducting all site visits and local liaison where permissible in line with national guidelines. The solid waste management component of the project has been adjusted to include a greater focus on medical waste management, while the urban regeneration component will include measures to mitigate the impact of future pandemics such as improved sanitation and hygiene awareness.

Story on Project Preparation

# TAJIKISTAN: Additional Financing - Dushanbe Water Supply and Sanitation Project

**CDIA PPS Support: $100,000**

**Expected to be linked to ADB Grant: $ 35.0 million**

Photo by Samiara

**Background.** Dushanbe City is currently implementing the Dushanbe Water Supply and Sanitation Project (DWSSP) with the support of a $41.22 million grant from ADB. Its aim is to improve inclusive and sustainable access to safe and resilient water supply and sanitation (WSS) services in the city. The DWSSP is based on the PPS prepared by CDIA and submitted to Dushanbe City in June 2018. The CDIA PPS prepared 20-year road maps for water supply and sanitation, together with a road map for institutional capacity development having short-, medium- and long-term interventions. Based on the two road maps, CDIA prepared a priority project, which aimed at reducing non-revenue water (NRW) in Shohmansur district, improving the sanitary condition in the south-eastern part of Dushanbe, and pursuing key capacity development measures. The estimated value of the priority project was $75.58 million. With a value of $41.22 million, the DWSSP covers approximately 55% of the CDIA prepared priority project.

**CDIA Intervention.** Dushanbe City is currently discussing the potential for a further grant from ADB with a value of $35.0 million. The purpose of the new grant, which will be termed the Additional Financing - Dushanbe Water Supply and Sanitation Project (AF-DWSSP) is to continue with the implementation of the CDIA priority project and support the implementation of the critical WSS interventions which were not included in the original project due to the limited funds. The primary objective of this second CDIA-financed PPS supporting Dushanbe is to prepare the updated technical feasibility and preliminary engineering designs of the WSS infrastructure elements of the AF-DWSSP for ADB grant financing. This will ensure that the WSS infrastructure investments identified under the original CDIA prepared priority project can be completed. A key factor leading to CDIA's involvement in the project was the city's familiarity with CDIA and their trust in our work. Despite the on-going COVID-19 pandemic, which has prevented any travel to Dushanbe, the CDIA team has been able to pick up where we left off in 2018 and take the project forward. By the end of June 2021, the project had reached draft final report stage and work will be completed in early August.

**Expected Results.** The CDIA consulting team has updated the feasibility study and preliminary engineering design, including cost estimates for the remaining prioritized project components covering (i) the rehabilitation and expansion of the urban water supply infrastructure including water transmission, pumping stations, storage, distribution system and customer connections; and (ii) the rehabilitation of portions of sewerage main pipeline as well as the expansion of the sewerage system to unserved areas in Shohmansur district.

**Actions in Response to COVID-19.** The project will address the threat of COVID-19 through the improvement of basic services in the low income areas of Dushanbe, thereby improving the overall level of public hygiene and health.

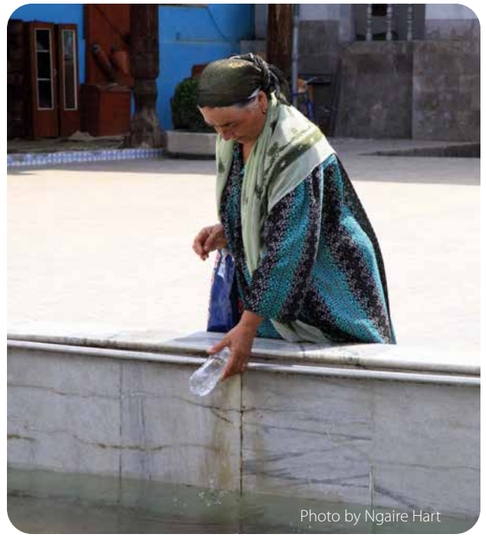


Photo by Ngaire Hart

Photos by (left) Alexandr Hovhannisyan, (middle and right) Kim Løvenskjold

**Story on Project Preparation**

# ARMENIA: Yerevan Sustainable Urban Transport Implementation Project

**CDIA PPS Support: $520,000**

**Expected to be linked to national and local government funding**

**Background.** Mobility patterns in Yerevan, a city of 1.2 million inhabitants, have radically changed with the evolution of the economy in the early 1990s and the closure of large industrial plants. They have significantly affected the ridership on the public transport networks, necessitating a major reorganization of the transport system. The transport sector is also a major source of air pollutants in the capital city. The Yerevan Municipality (YM) has embarked on the implementation of a local sustainability agenda that emphasizes a shift to sustainable urban mobility. A long-term plan has been prepared in 2019 with ADB support, which sets out a comprehensive renewal of the public transport system, a fully integrated public transport network supported by an integrated tariff system and a modern flexible ticketing system. With CDIA support, representatives from YM visited Tbilisi, Georgia to discuss with its counterparts challenges and lessons learnt in the public bus sub-sector, and they were able to understand the extent and results of CDIA assistance in the city. As a result, YM has requested CDIA assistance to provide advisory services to build their overall capacity on urban mobility, and support them to start implementing the new integrated urban transport network.

**CDIA Intervention.** The primary objective of the CDIA-financed PPS is to prepare strategic and operational recommendations, and the preliminary design to facilitate the implementation of the new transport network by YM. The project will consist of a combination of advisory services to build local capacity on integrated and sustainable urban mobility, and specific outputs to develop the key features of the new network. The objectives of the project are: (i) to enhance the capacity of the YM for the new bus network implementation, as well as air pollution monitoring; (ii) to recommend strategic measures for a phased implementation of the integrated network; and (iii) to conduct preliminary engineering design for key facilities that will allow efficient operation of the newly purchased buses.

**Expected Results.** The study will directly contribute to the implementation of the new bus network and enable the newly purchased fleet (under procurement with support from the European Bank for Reconstruction and Development) to operate on an adequate and efficient system. Related investments will be supported by YM and the national government. The identified sub-projects could feed into the project readiness preparation of ADB's future investment program loan documentation. When fully implemented, the project will lead to an increase in the efficiency and use of the public transport system and will therefore have a direct positive impact on the environment, and indeed public health, due to reduced vehicle pollution of the atmosphere. A dedicated air quality monitoring activity will be piloted to establish baselines before the introduction of the new buses. Furthermore, the reduced journey time and improved system access will have direct benefits for the urban poor, women, and the elderly.

**Actions in Response to COVID-19.** The project will address the threat of COVID-19 through the improvement of mass public transport network thereby improving the passengers' travel experience (frequency, multimodal interchange facilities, reliability, and comfort) and overall level of public health. Started in February 2021, the PPS work is experiencing delays due to remote work and additional time needed to set up regular discussions with the city on various topics (transport strategy, bus priority measures, network optimization). The PPS is expected to be completed in October 2021.

**Story on Project Preparation**

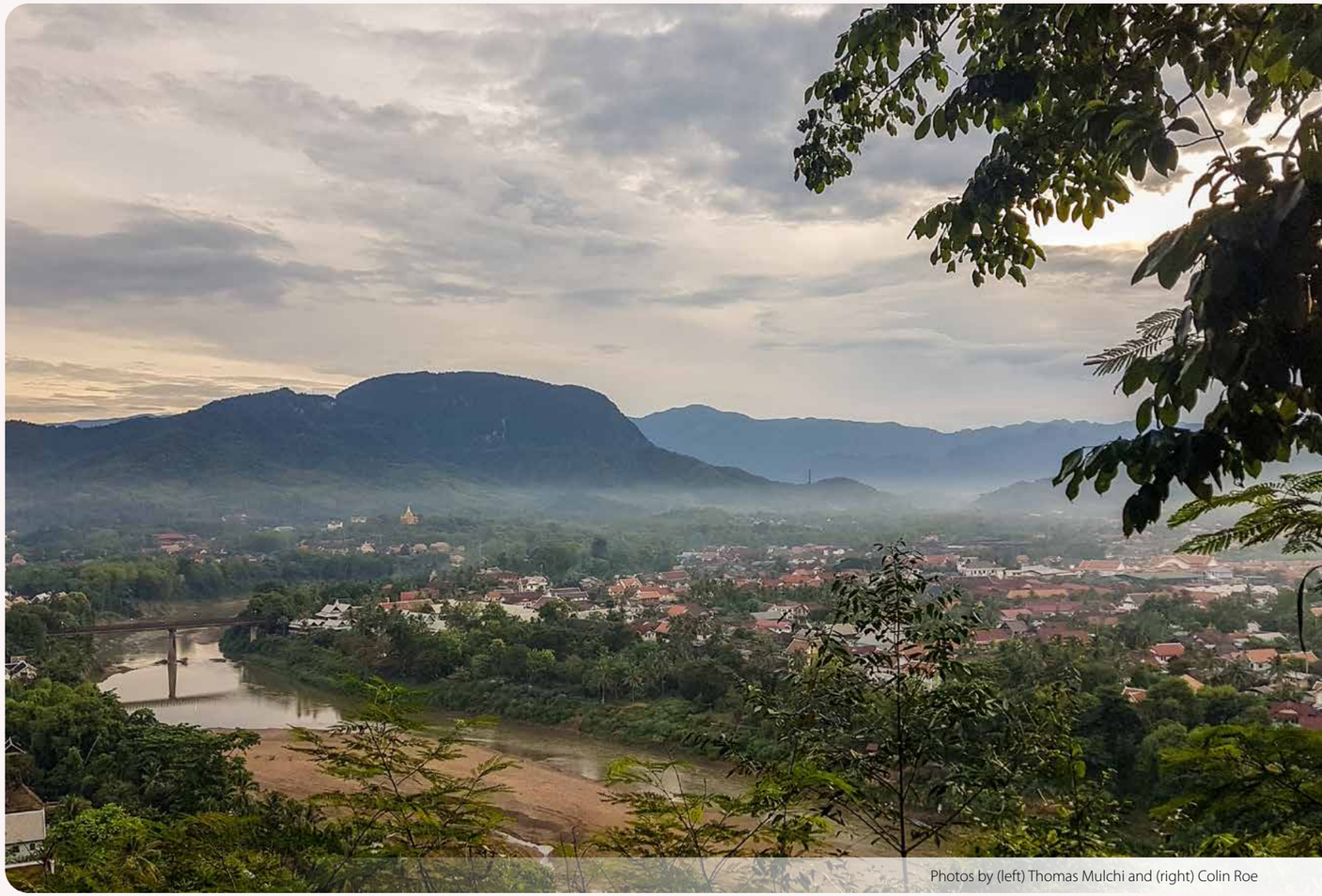
# LAO PDR: Livable Cities Project - Kaysone Phomvihane, Pakse and Luang Prabang

**CDIA PPS Support: $650,000**

**Linked to ADB Loan: $120 million**

**Background.** The government of Lao PDR recently authorized the upgrade of three provincial capitals to city status in order to advance the administration and prepare the development of these urban areas. CDIA's technical assistance covers the following 'elevated' cities: Kaysone Phomvihane – the capital of Savannakhet Province, Pakse – the capital of Champasack Province, and Luang Prabang – the capital of Luang Prabang Province. All three cities are currently covered under Lao PDR's 8th Five-Year National Socioeconomic Development Plan (2016–2020) and Urban Development Strategy to 2030, and a 10-year national urban sector strategy (2016-2025) which is accompanied by a 4-year investment plan (2017-2020) which serves to operationalize and cost the strategy.

**CDIA Intervention.** The primary objective of the PPS is to help Lao PDR's Ministry of Public Works and Transport prepare a pre-feasibility study for an investment loan package of up to $120 million for the three new elevated cities. The PPS will address urgent urban development challenges in the three cities and will provide broad technical, environmental, social and economic analysis in investment gaps across pre-identified priority sectors: solid waste management, wastewater management and urban planning/"streetlife" improvements. Furthermore the PPS will prepare capacity development road maps for each city. Through CDIA's intervention, the project preparation has been able to proceed much quicker than would otherwise have been the case. Government's familiarity with CDIA, particularly in the case of Pakse, enabled an excellent working relationship to be established at an early stage.



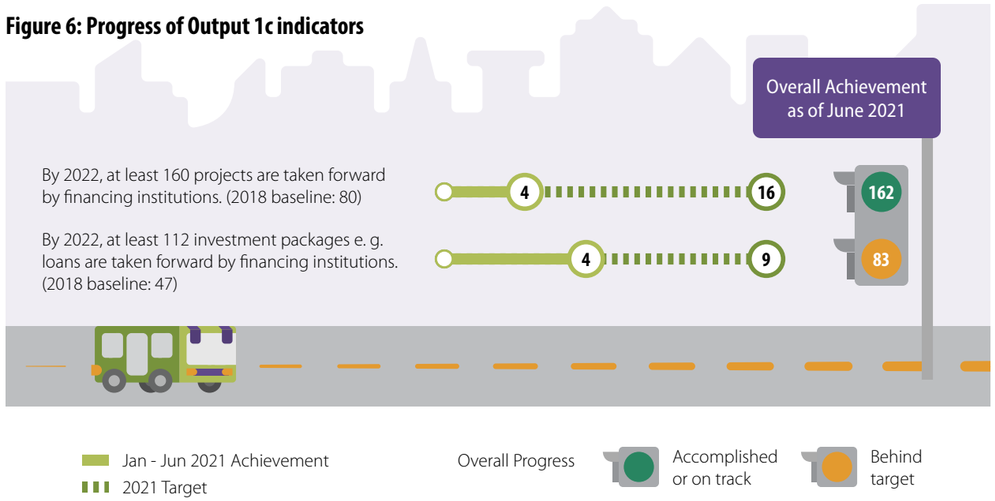
Photos by (left) Thomas Mulchi and (right) Colin Roe

**Expected Results.** The investments proposed are expected to further improve and augment the cities' locational advantages as key contributors to national growth and as drivers for the achievement of middle-income status for the country. Each city is a hub for its own corridor. The livability investments have been purposefully selected to improve the cities' economic and environmental resilience, develop their locational competitiveness and foster social and cultural inclusion. Collectively, the selected investments, coupled with a focus on aligning city-specific operational and delivery systems and the development of skills within local institutions, will result in improved livability for the elevated cities. The project will improve environmental and health conditions for urban residents, with special emphasis on poor households which is about 20% of the population.

**Actions in Response to COVID-19.** The consulting firm was recruited under TA 8556 using a fixed-budget selection method and mobilized on 3 December 2019 to undertake the PPS. As regular work activities were disrupted by the lockdowns and travel restrictions imposed in response to COVID-19, alternative work arrangements were implemented from March 2020 until the end of contract in December 2020, adjusting contract deliverables and correspondingly reducing the contract cost. The direct contracting of the same consulting firm was initiated in June 2021 under TA 6559 to complete the remaining outputs of the PPS in accordance with the original terms of reference and as agreed with the Lao government. The PPS is expected to be completed in August 2021. The project design is well suited to combat COVID-19 as it addresses improvements in basic infrastructure with the public area upgrading including measures for appropriate social distancing.

# Linking Projects to Financing

**Figure 6: Progress of Output 1c indicators**



Four CDIA-supported PPS interventions were linked to downstream financing during this reporting period including: (i) Georgia Livable Cities Project in Georgia; (ii) Additional Financing – Dushanbe Water Supply and Sanitation Project in Tajikistan; (iii) Panaji 24/7 Water Supply and Saint Inez Creek Rejuvenation Project in India; and (iv) Chattogram Metropolitan Sewerage Project in Bangladesh. Within the current five-year strategy period, a total of 36 PPSs covering 81 projects have been linked to downstream financing estimated at $3.8 billion.

As of June 2021, a total of 83 investment packages covering 162 infrastructure projects in 93 cities have been taken forward by downstream funding agencies. The total investment value of these projects is estimated at $11.4 billion. By region, Southeast Asia has the biggest share of projects and PPSs linked to financing at 41%. By funding agency, almost two thirds of the projects and half of the PPSs supported by CDIA are linked to ADB financing.

**Figure 7: Projects and PPSs linked to finance by region as of June 2021**

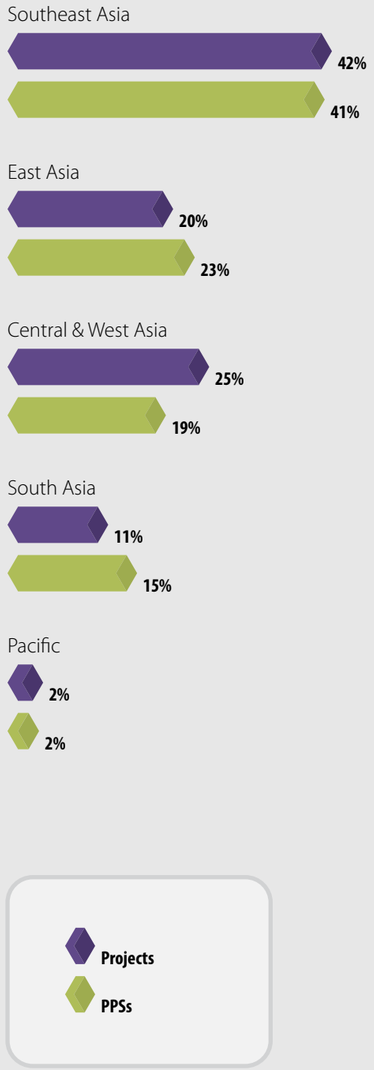
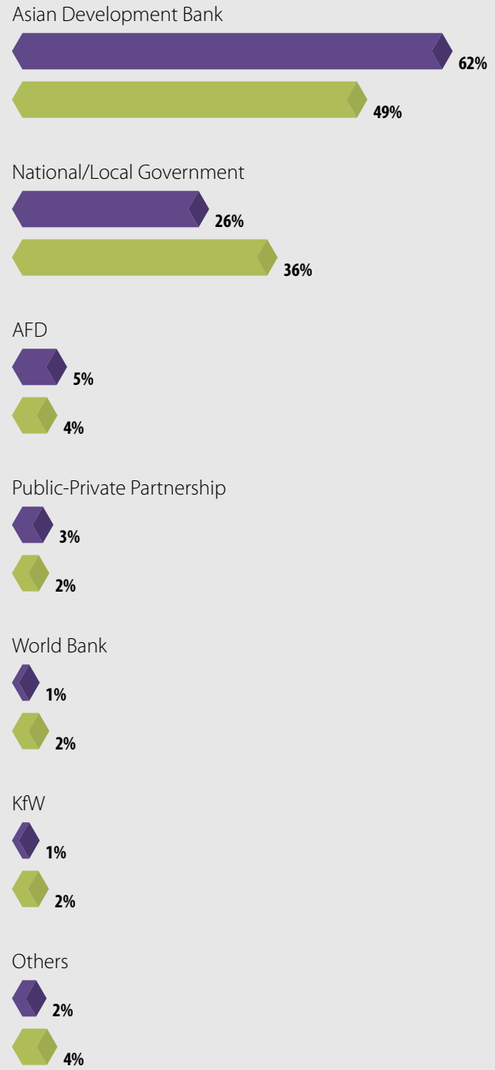



**Figure 8: Projects and PPSs linked to finance by funder as of June 2021**



**Story on Linking Projects to Financing**

# GEORGIA: Livable Cities – Tbilisi

**CDIA PPS Support: $500,000**

**Linked to ADB Loan: $50 million**

**Background.** In cooperation with the government of Georgia, ADB is currently formulating the proposed Georgia Livable Cities Investment Program as included in the ADB's COBP 2020-2022. The proposed loan will include a Tbilisi-specific tranche having a value of $50 million. Over recent years, and with the strong support of its development partners, Tbilisi municipal government has been implementing improvements in the urban transport sector and is steadily achieving the target of a shift to sustainable urban mobility in the Tbilisi urban area. The city has been addressing key issues including reducing road congestion, improving the bus network, introducing bus priority measures, bus and metro fleet renewal, improving the safety of the Tbilisi metro system and taxi regulation, and the introduction of a parking strategy.

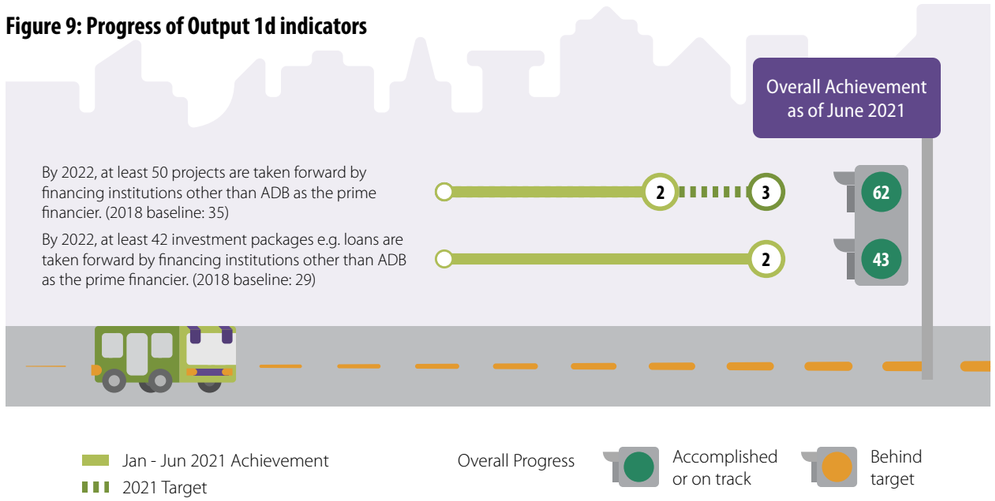
**CDIA Intervention.** The primary objective of the CDIA PPS is to prepare, to pre-feasibility level, an investment program to achieve universal access and inclusive mobility in the Tbilisi Metro System. CDIA was able to effectively respond to the government's request for assistance due to the long-term relationship that CDIA has established with the city and our clear understanding of city priorities. In preparing the project, CDIA will consider the outcome of the models developed by Austrian Institute of Technology on current and future passenger flows for the Akhmeteli Theatre, Marjanishvili and Liberty Square metro stations.

**Expected Results.** The key output of the PPS will be a long-term investment plan which will be supported by a pre-feasibility study and outline design of the identified projects. The proposed investment program will include improved, rapid and efficient access to the metro system for all elements of society, improved linkages to all forms of public transport including buses, mini-buses, main line railways and cable cars, improved linkages to the city's developing pedestrian and cycle path network, the development of additional metro accesses to increase safety, relieve congestion and mitigate the impacts of COVID-19, improving the quality of the public space and leisure areas in the vicinity of all metro stations and the improvement of transport information systems and signage.

**Actions in Response to COVID-19.** The COVID-19 pandemic initially delayed CDIA's scoping and project preparation work. The PPS has started in March 2021 and work is progressing to address the engineering and social aspects of phase 1 of the study. Key project components, particularly the development of additional metro accesses and the enhancement of the urban space in the vicinity of all stations, will directly address measures to mitigate and reduce the spread of COVID-19 and other future pandemics. The team is working under a mixed format, with remote international members and local consultants in the city. The PPS is expected to be completed in October 2021.

# Linking Projects to Non-ADB Financing

**Figure 9: Progress of Output 1d indicators**




During this reporting period, two investment packages were taken forward by financing institutions other than ADB as the main financier, namely: Panaji 24/7 Water Supply and Saint Inez Creek Rejuvenation Project (India) financed by the state government; and (ii) Chattogram Metropolitan Sewerage Project (Bangladesh) funded by AFD.

Under the current five-year strategy period, a total of 14 PPSs covering 27 projects have been linked to non-ADB financing including the above two PPPs linked during this reporting period. As of June 2021, a total of 43 investment packages covering 62 infrastructure projects have been taken forward by financing institutions other than ADB.

**Story on Linking Projects to Non-ADB Financing**

## INDIA: Panaji 24/7 Water Supply and Saint Inez Creek Rejuvenation Project

**CDIA PPS Support: $600,000**

**Linked to State Government Financing: tbc**

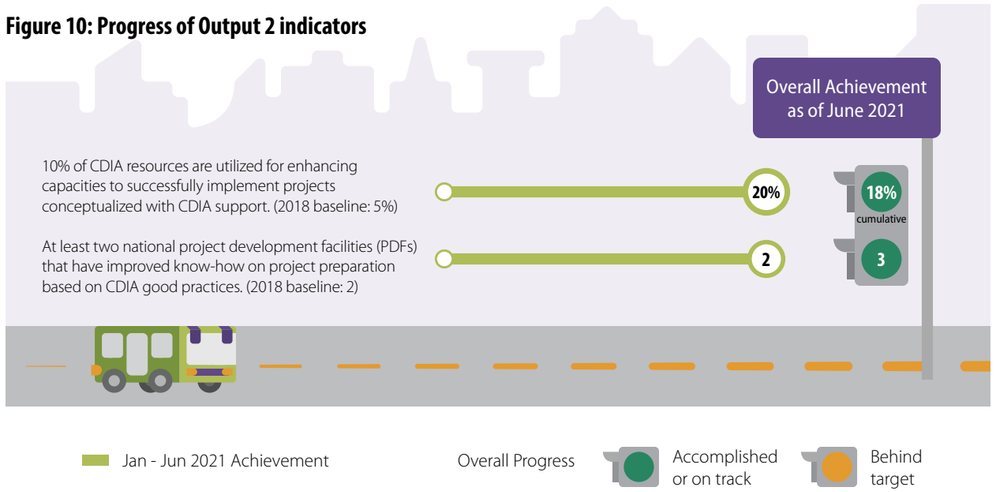
**Background.** The City of Panaji was selected to be included in the Smart Cities Mission in 2016 with Imagine Panaji Smart City Development Ltd. (IPSCDL) being created as the special purpose vehicle. Despite having a reasonable supply of good quality water, the city residents still only receive between one and seven hours of water supply per day depending on their location. The vision of the city includes the transformation to a fully operational and modern 24/7 system, which can be considered as a showcase example for both India and the region. The Saint Inez creek is a tidal water body which winds its way through the centre of Panaji. In former times, the water was clean and was used by city residents for recreation. However, it has fallen into a state of decline due to poorly designed highway widening project at the mouth of the creek, wastewater discharges, and siltation at certain locations and vegetation, etc. A report titled "Hydraulic and Environmental Regeneration of Santa Inez Creek" has been developed, but the solutions presented were hard "concrete-based" engineering which lacked imagination.

**CDIA Intervention.** CDIA supported IPSCDL in developing two project proposals with two components. One, an outline design for additional works needed to achieve the 24/7 water system, which will be incorporated in a performance-based Design Build and Operate (DBO) contract. The contract will further integrate a comprehensive NRW reduction programme and the execution of a roadmap for capacity building and institutional development for the Public Works Department, which manages water supply in Panaji City. Two, a review of the existing technical detailed project report on the regeneration of Saint Inez Creek, and a roadmap to define a more environmentally friendly approach, while maximising on community and youth engagement in finding appropriate solutions supported and embraced by the local population.

**Expected Results.** When fully implemented, the project will lead to the provision of water on a 24/7 basis throughout the city which itself will lead to significant social development benefits including: (i) household coping costs will be reduced as the need to store and re-pump water is removed; (ii) water quality will improve by eliminating the dangers of intermittent supply with consequent improvements in public health; and (iii) the provision of 24/7 water, if accompanied by appropriate public information programs, will result in an improved public appreciation of the service and a greater willingness to pay higher tariff. The rejuvenation of the Saint Inez Creek, on the other hand, will improve the ability of the city's infrastructure to cope with climate change impacts, specifically by enhancing features as permeability, microclimate regulation and biodiversity and ecosystem functions. Furthermore, the proposed interventions will lead to greater social awareness and education and the commercial development of the targeted area will positively impact social aspects of city life.

# Support to Capacity Building

**Figure 10: Progress of Output 2 indicators**




In line with Strategy 2018-2022, CDIA has continuously implemented the focused capacity development approach whereby capacity building support is fully integrated into CDIA's infrastructure project preparation activities. For this reporting period, CDIA prepared institutional capacity assessments and capacity development road maps as part of its support to the following PPSs: (i) Urban Development and Climate Resilience in Bac Kan and Ha Nam Provinces (Vietnam); (ii) Yerevan Sustainable Urban Transport Implementation Project (Armenia); and (iii) Local Devolution and DRRM Program (Philippines). In addition, CDIA organized training workshops on Climate Risk and Resilience in Bac Kan last April 1, 2021 and Ha Nam last April 8, 2021. A total of 41 project stakeholders, of which 17 were women, participated in the workshops. Most of them found the training relevant to their work and took special interest in the topics of climate vulnerability and risk, and climate change impacts in their respective province. They also showed a desire to learn more details about resilience.

**PPS Training events**

| Training event (Mode of delivery) | Date conducted | Number of participants | | |
|---|---|---|---|---|
| | | M | F | Total |
| Climate Risk and Resilience Training Workshop for Bac Kan | April 1, 2021 | 13 | 13 | 26 |
| Climate Risk and Resilience Training Workshop for Ha Nam | April 8, 2021 | 11 | 4 | 15 |

This reporting period also saw the active collaboration between CDIA and two national PDF partners: (i) PT Sarana Multi Infrastruktur (PT SMI) in Indonesia and (ii) Public-Private Partnership (PPP) Center of the Philippines in various capacity development activities. From March to May 2020, CDIA implemented the Stage 1 of the comprehensive capacity building program for PT SMi aimed at enhancing its institutional capacity to provide project development services and ensure its continuous contribution towards Indonesia's infrastructure development. Comprised of four two-hour virtual knowledge sharing sessons, Stage 1 was designed to engage a large number of PT SMI officers and staff in an open discussion to stimulate the sharing and understanding of CDIA's approaches and experiences in infrastructure project preparation. In light of PT SMI's expanded mandate in public housing infrastructure, Stage 1 culminated in a deep-dive session, wherein ADB sector experts invited by CDIA shared their extensive knowledge and experience in responding to the housing sector challenges. Specifically, the deep-dive session aimed at addressing PT SMI's knowledge gaps in the field of housing development including the management of PPP housing projects in its pipeline. Due to pandemic-related travel restrictions, the training sessions were conducted online with a total of 139 participants in attendance, 81 of which were female (see list of training events below). Discussions are ongoing for the conduct of Stage 2 of the capacity buidling program whereby key PT SMI staff will be given the opportunity to participate in the actual conduct of a CDIA-assisted PPS.

**PT SMI Capacity Development Stage 1: Knowledge Sharing Series**

| Training event (Mode of delivery) | Date conducted | Number of participants | | |
|---|---|---|---|---|
| | | M | F | Total |
| Session 1. CDIA Organizational Management | March 17, 2021 | 14 | 17 | 31 |
| Session 2. CDIA Organizational Outputs & Outcomes | March 24, 2021 | 9 | 20 | 29 |
| Session 3. CDIA Capacity Development and M&E | March 31, 2021 | 12 | 18 | 30 |
| Session 4. Housing Sector Deep Dive | May 25, 2021 | 23 | 26 | 49 |

Similarly, CDIA continued its close collaboration with the PPP Center in connection with the PPS application for the TCFS Project by the cities of Alaminos, Dagupan and San Fernando. During this reporting period, CDIA engaged with the PPP Center in several coordination meetings to finalize the city application. In June 2021,the CDIA TF management duly approved the PPS application.

Furthermore, CDIA implemented the CDIA Virtual Clinics, a unique capacity development platform designed to enhance the knowledge of key city officials in drafting climate-resilient, bankable and sustainable project proposals in line with the priorities of downstream funders (see related discussion below). Two clinics were conducted during this reporting period participated in by 41 key officials from five Philippine cities: Baguio, Dagupan, Naga, Tacloban and Zamboanga. An important aspect to the clinic was the active involvement of the PPP Center in the identification of participating cities and in the virtual one-on-one consultations during the clinics. CDIA utilized an evaluation tool to gauge the reception and relevance of the activity to the participants; and shape the improvement of future clinics.

**CDIA Virtual Clinics**

| Training event (mode of delivery) | Date conducted | Number of participants | | |
|---|---|---|---|---|
| | | M | F | Total |
| Virtual Clinic #1 | May 19-20, 2021 | 5 | - | 5 |
| Virtual Clinic #2 | June 16-17, 2021 | 18 | 18 | 36 |

**Story on PPS Support to Capacity Building**

## Philippines: Local Devolution and Disaster Risk Reduction Management Program

**CDIA PPS Support: $240,000**

**Expected to be linked to AFD loan: $118 million**

Photo by Asian Development Bank

**Background.** The passage of National Disaster Risk Reduction and Management (DRRM) Act in 2010 ushered a paradigm shift to a proactive approach where disaster resiliency is incorporated in all aspects of national and local governance. It stimulated local governments, who are at the forefront of disaster response, to better prepare for emergencies. The Department of the Interior and Local Government (DILG), the agency responsible for overseeing local government units (LGUs) and coordinating disaster preparedness under the DRRM Act has been implementing capacity building programs aimed at increasing the resilience of LGUs against natural hazards and disasters. In preparation for the devolution of the DRRM functions to local governments in 2022, the DILG plans to formulate a long-term program for strengthening the capacities and capabilities of LGUs to fully assume the devolved functions, specifically in the field of DRRM. In this regard, discussions between AFD and DILG confirmed the opportunity to provide specific policy and institutional support towards strengthening the country's DRRM in preparation for the devolution and DRRM policy-based loan (PBL) proposed for AFD funding.

**CDIA Intervention.** The primary objective of the CDIA-financed PPS is to develop a Local Devolution and Disaster Risk Reduction and Management Program (LD-DRRMP) that will help build DRRM and climate change adaptation capacity both at national (mainly DILG) and local level (LGUs). Specifically, the PPS activities will be carried out in four stages: Stage 1 - diagnosis and assessment of the DRRM sector; Stage 2 - development of policy and results matrix including an implementation framework for the devolution of DRRM function to the LGUs; Stage 3 - design of a technical assistance (TA) to support the implementation of policy reforms; and Stage 4 - selection of champion cities and identification of priority projects that could be taken forward to further project preparation and due diligence studies. Furthermore, the PPS will include the development of a roadmap for capacity building and institutional development that will guide the implementation of LD-DRRMP.

**Expected Results.** The PPS output, i.e., LD-DRRMP, is expected to trigger the approval of a PBL and an accompanying TA grant for the development and improvement of DRRM and climate change adaptation tools, knowledge, and operational capacities of national agencies and LGUs. The LD-DRRMP will provide DILG with the opportunity to set-up a flexible intervention framework to support the implementation of a medium-term policy program on DRRM including its devolution to the LGUs. It is also expected to address the need for a stronger integration of disaster risk reduction and climate change adaptation in local government plans and infrastructure investment programs. Using pro-poor and socially inclusive approaches, the LD-DRRMP will help build resilience among the most vulnerable populations by reducing their exposure and vulnerability to disaster.

**Actions in Response to COVID-19.** The project will enhance capacities to mitigate and respond to disease outbreaks and pandemics by ensuring readiness to prepare for, mitigate, and respond to public health emergencies such as the COVID-19 outbreak, given the probability that disease outbreaks may occur simultaneously with natural hazards such as typhoons or floods.

## Knowledge Products and Outreach Activities

CDIA launched new and exciting knowledge products and outreach activities in the first half of 2021, which enabled the team to engage with more cities and development partners.

**EU/AFD-supported communication roadmap implementation.** The EU/AFD allocated €200,000 to implement a communication roadmap to positively highlight the project goals, milestones and results of CDIA's work. The roadmap identifies a series of communication products and outreach activities to be carried out from 2020 to mid-2022.

1. **CDIA Virtual Clinics**
   In this reporting period, CDIA with Clickable Impact Consulting Group, a Hanoi-based communications firm engaged by AFD to support the implementation of the roadmap, launched the CDIA Virtual Clinics. It is a unique capacity development opportunity offered to officials of secondary cities so they can get direct feedback on their planned infrastructure projects. The clinics are structured to give one-on-one consultation with the CDIA urban development team, and they offer a pathway for potential project preparation grant assistance. The nine clinics that will be conducted until mid-2022, are an alternative to the in-person regional event indicated in the communication roadmap.

The COVID-19 pandemic has restricted CDIA from conducting project scoping missions, considered a key strategy for maintaining a healthy project pipeline. Through the online clinics, however, CDIA was able to hold project discussions, build rapport with city officials and enhance their capacity to conceptualize bankable and climate-focused infrastructure projects.

CDIA has set up three outreach campaigns to promote the clinics and drive registrations: 1) reengagement with previous city partners through a targeted email campaign; 2) strategic outreach with network and development partners; and 3) social media campaign across Twitter, LinkedIn and Facebook starting second half of 2021. Strategic communication materials have been developed, including a dedicated landing page: CDIA.asia/virtual-clinics, agenda brochure, a video, presentation decks, and a series of email templates.

CDIA intends to continue with its promotion campaigns in the coming months to generate more interest in the clinics, which, as the evaluation surveys have shown, city officials find very helpful in formulating their projects. See page 40 for the full report of the first two clinics held on May 19-20 and June 16-17, respectively.

### 2. Animated Webpage on Cities and Climate Change

In March of this year, CDIA launched an animated webpage to help cities find climate solutions. Visitors to the page will follow the journey of a cyclist as she travels through a city and learn how climate change impacts urban infrastructure and services. They will further see how CDIA can be a good starting point for cities wanting to develop a range of infrastructure solutions to increase their resilience.

### 3. Other Deliverables

CDIA published on its website six special feature articles to provide deeper insights on topics central to its work. Examples of these articles can be found through the following links: Invisible Burden of Tourism on Infrastructure in Secondary Cities, World Environment Day 2021: The Role of Cities in Ecosystem Restoration, Sustainable Mobility Is About Moving People, Not Vehicles, Announcing CDIA's Virtual Clinics: Helping Secondary Cities Develop Bankable Infrastructure Projects, How Nature-based Solutions Can Bring Climate Resilient Future to Cities, and Three Ways for Cities to Strengthen the Implementation of Global Sustainability Agendas.

Continued throughout the current reporting period, CDIA has revitalized its presence on LinkedIn, Facebook and Twitter. During the first half of 2021, there has been a substantial growth of followers. From an audience size of 5,749 on January 1, 2021, it grew to 6,355 followers on June 30 – an increase of 606 new followers. Meanwhile, CDIA's engagement rate of 5.02% on Facebook, 3.26% on LinkedIn and 1.45% on Twitter exceeded industry benchmarks of 1-2%, 2% and .5% respectively. The strategic frequency of topical posts brought about the steady increase in CDIA followers and engagement.

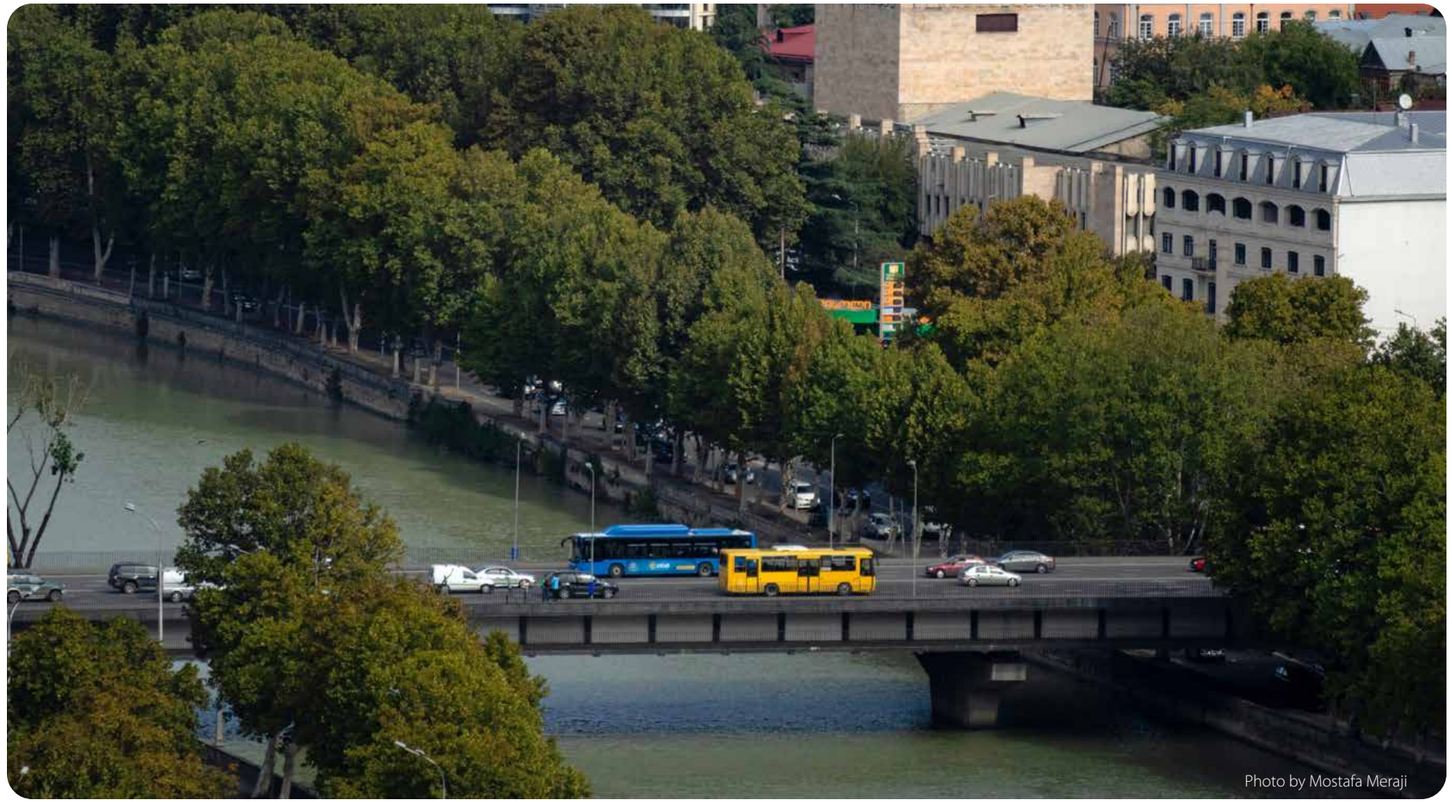
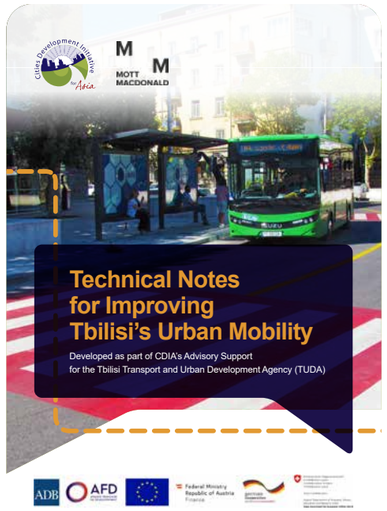


Photo by Mostafa Meraji




## Technical notes to facilitate the development of bus priority measures

CDIA published in February the Technical Notes for Improving Tbilisi's Urban Mobility as part of the outputs of the Tbilisi Hall Transport Department Advisory Project. Through these 20 technical notes, CDIA experts have documented the technical advice, international best practices and pragmatic solutions they have proposed while working with Tbilisi's Transport and Urban Development Agency from January to November 2020. They are primarily for Tbilisi as a reference in redesigning their core urban transport corridors but CDIA further made them available online so that other transport planners can learn from the systematic approach CDIA has taken to help Tbilisi plan, design and implement measures leading to a more sustainable mobility.

## Partnership building activities

CDIA has engaged with various international and national organizations to explore possible partnership for PPSs. It has ongoing discussions with: 1) Sustainable Design of Urban Mobility for Medium-sized Metropolitan Region (SMMR) for two potential PPSs in Can Tho, Vietnam and Thailand/ Lao cross-border ropeway; 2) UNDP Global Centre for Technology, Innovation and Sustainable Development for potential projects in Hue, Vietnam as well as Moynaq and Namangan, Uzbekistan; 3) PPP Center of the Philippines for the Tri-City Ferry System PPS in Dagupan City, Philippines, which was recently approved; and 4) Alliance to End Plastic Waste for a solid waste management project in Vung Tau, Vietnam.

It has likewise collaborated with various partners for the development of knowledge products. For example, CDIA has started contributing articles on its work with Development Asia, ADB's knowledge collaboration platform for sharing development expertise relevant to Sustainable Development Goals (SDGs). So far, two articles have been published: Restoring a River the Natural Way, and A Smart Solution for Protecting River Ecosystems from Urban Pollution (which made it to the top three with the highest page views in April). CDIA likewise contributed to the development of Accelerating Progress toward the SDGs through City-led Initiatives, a report published by Devex and Cancer City Challenge; and its Urban October activities were included in UN-Habitat's Urban October Report 2020. CDIA continues to look for partnership opportunities to produce more knowledge products and share its experiences with cities and development partners.

Photo by Asian Development Bank

CDIA participated in several outreach activities to further build its visibility. For example, Urban Development Specialist Brian Capati served as a panelist in an energy efficiency and conservation forum held on May 21, 2021 for the Philippine local governments in the Visayas and Mindanao regions. It was organized by EU-supported Access to Sustainable Energy Programme with support from ADB, World Bank and United States Agency for International Development (USAID). Brian Capati and Capacity Development Specialist Kathleen Jovellanos also represented CDIA in the Asia-Pacific Mayors Academy forum on May 4 to present insights on preparing bankable projects, and engage with city mayors on their prospective development projects. The event was organized by United Cities and Local Governments – Asia Pacific. Finally, Urban Development Specialist Fabienne Perucca has more actively engaged with Cities Climate Finance Leadership Alliance (CCFLA) as part of the project preparation action group.

Furthermore, CDIA has continued with its newsletters featuring CDIA projects, activities and milestones with the publication of three editions (February, April and June). It has also continued with its regular updates via its website and social media pages.

## How COVID-19 affected knowledge products and outreach activities

One of the most difficult challenges we have to deal with during the pandemic is the inability to do scoping missions and face-to-face engagement with partners, which are key to keeping a robust pipeline of projects. While COVID-19 has closed this important door for us, the Virtual Clinics have opened up a wider opportunity to build our pipeline of projects and help city officials integrate bankability, climate resilience and capacity development into their infrastructure projects.

The COVID-19 pandemic and its difficulties has further propelled CDIA to do what it does best… innovate!

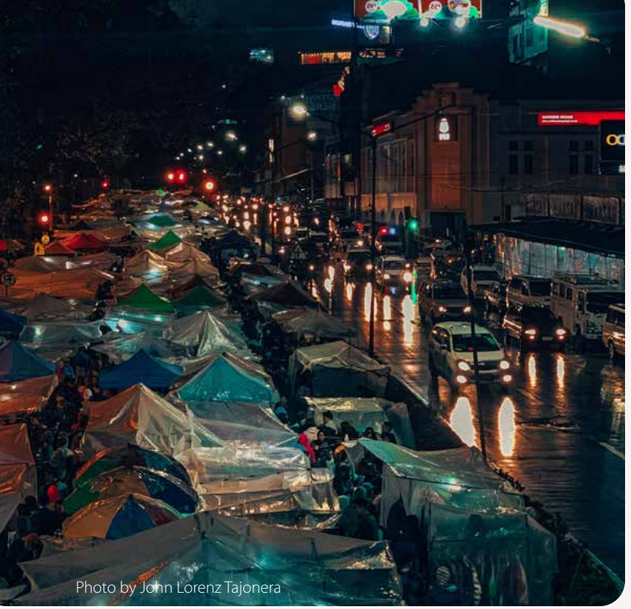


Photo by John Lorenz Tajonera

**Story on Knowledge Products and Outreach Activities**

# CDIA Welcomes Philippine Cities to its First Two Virtual Clinics

Officials from the Philippine cities of Naga, Dagupan, Baguio, Tacloban and Zamboanga joined the CDIA Virtual Clinics held on May 19-20 and June 16-17, respectively, to help them prepare bankable and sustainable infrastructure projects.

"The virtual clinic gave us the opportunity to seek crucial guidance despite the limitations set by COVID-19," says City Tourism Officer Alec Santos from Naga. "Thanks to the sharing and consultation from CDIA, we were able to dissect the crucial aspects of our plans and look at them through the lens of resilience and sustainable development," he adds.

CDIA is offering the virtual clinics to officials of secondary cities in Asia and the Pacific so they can get direct feedback on their planned infrastructure projects. The clinics are structured to give one-on-one consultation with the CDIA urban development team; and they offer a pathway for a potential CDIA project preparation study grant assistance.

At the first virtual clinic in May, representatives from the city of Naga exchanged with the CDIA team on how to better formulate their plan of developing a green infrastructure project that will help address the city's problems on riverbank erosion and a lack of recreational spaces for residents.

Similarly, the Dagupan delegates asked advice on how to abate frequent flooding in their city due to sea level rise and a high concentration of silt in their surrounding rivers.

At the second virtual clinic in June, officials from Baguio City Planning Office explored with CDIA experts options for improving the traffic flow in their central business district and creating low-carbon transport routes in the city.

Meanwhile, Tacloban representatives were keen on developing their sanitation infrastructure to address water pollution in the surrounding bays as a result of a combination of indiscriminate domestic sludge disposal and absence of commercial wastewater treatment facilities.

Finally, Zamboanga officials joined the clinic as they would need a feasibility study support for their renewable energy project that will provide a long-term and sustainable solution to their problem of significant power interruptions.

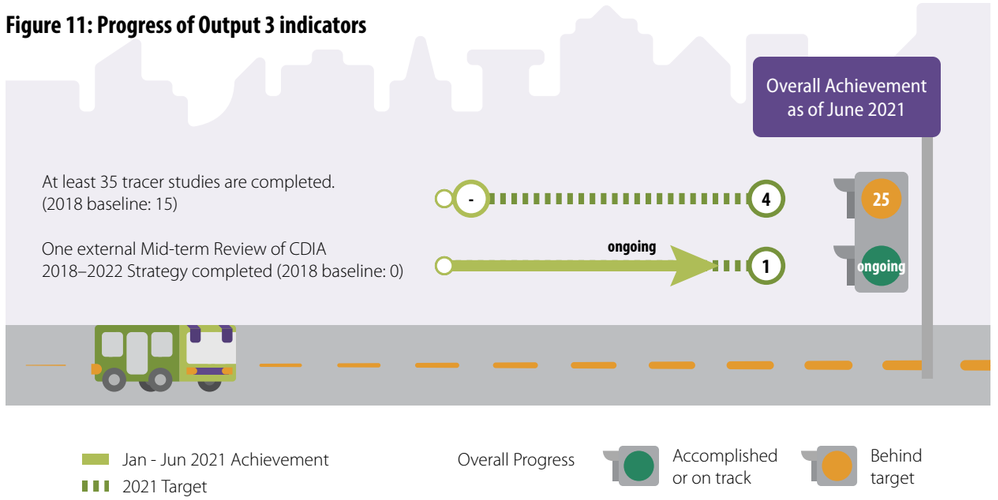
The cities of Baguio, Tacloban and Zamboanga are planning to pursue PPP arrangements for their infrastructure projects in coordination with the PPP Center of the Philippines. PPP Center, CDIA's long-time institutional partner provided invaluable support to the second clinic.

In response to the development challenges shared by the five cities, CDIA provided tailor-made and concrete recommendations on how to take their projects forward and integrate key aspects like urban resilience, capacity development, project bankability, stakeholder engagement, and broad-based sectoral studies, among others. To know more about the proposed projects and CDIA's recommendations, click these links: Clinic 1 Wrap-Up Report; Clinic 2 Wrap-Up Report.



# Measuring Results of CDIA Interventions

**Figure 11: Progress of Output 3 indicators**



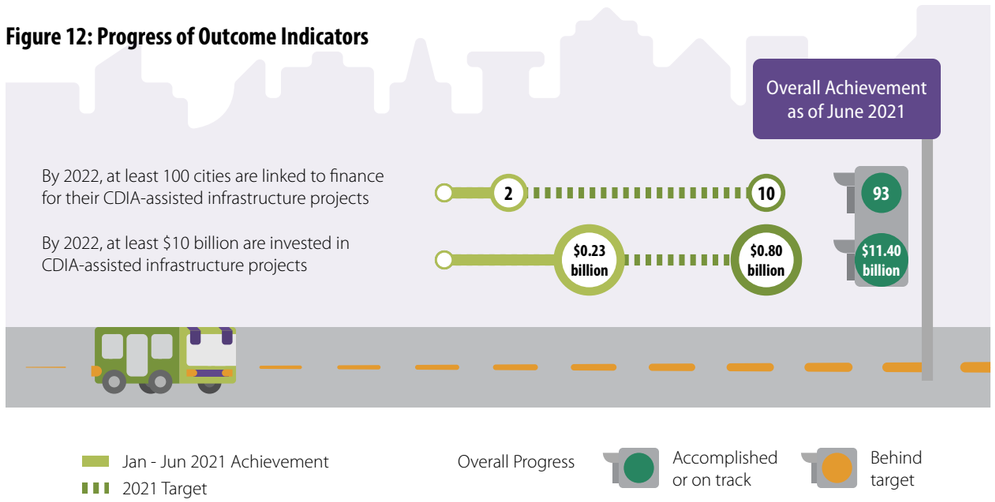

Improving the measurement of CDIA contribution to development impacts is a key deliverable under the DMF of CDIA Strategy 2018-2022. In order to determine the progress and results of CDIA's PPS inteventions, two tracer studies were commenced during this reporting period for two completed PPSs: (i) Green and Integrated Wastewater Management Project in San Fernando, Philippines; and (ii) Climate Proofing and Revitalization of Pasar Johar Market in Semarang, Indonesia. Due to the travel restrictions and lockdown measures brought about by the COVID-19 pandemic, these tracer studies are being carried out remotely using videoconferencing platforms by local tracer study consultants under the close supervision of the CDIA Monitoring and Evaluation Specialist. As of June 2021, remote data collection was still ongoing. Tracer study reports are expected to be completed by August 2021.

Apart from tracer studies, CDIA continued the conduct of the external Mid-term Review (MTR) which began in October 2020 following the procurement of an external Program Evaluation Expert. Due to the ongoing COVID-19 crisis, the entire MTR including data collection was conducted remotely with the CDIA team coordinating online interviews and virtual meetings with key program stakeholders including representatives of CDIA Financing Partners and key officials from selected CDIA-assisted cities and partner organizations. The external Program Evaluation Expert has completed the Draft Final Report in May 2021 and presented the MTR findings including lessons learned to the CDIA Financing Partners during the meeting held in June 2021. The Final Report is expected to be submitted by the end of July 2021.

Photo by Manh Nghiem

# B. Progress Towards Outcome

**Figure 12: Progress of Outcome Indicators**



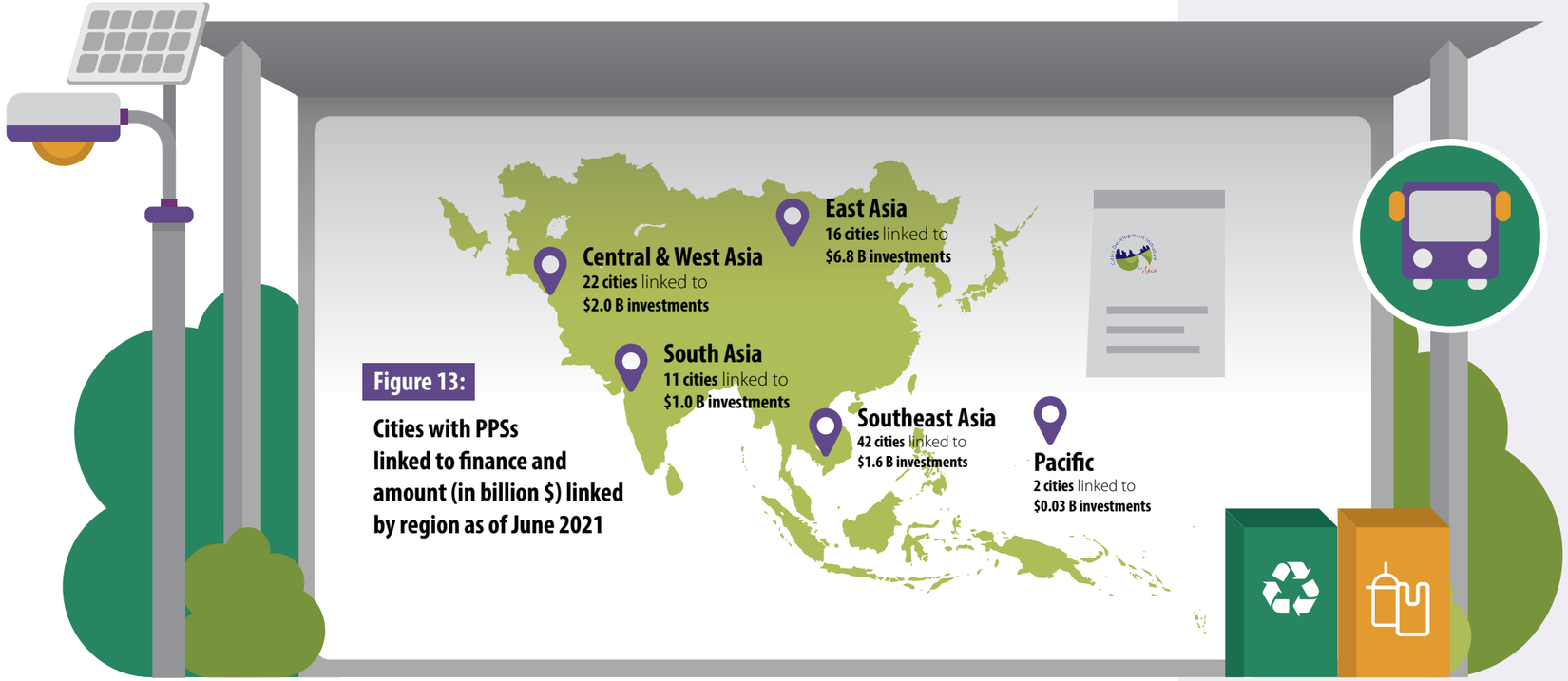




**Figure 13:** **Cities with PPSs linked to finance and amount (in billion $) linked by region as of June 2021**

## Linking Cities to Downstream Financing

In the first half of 2021, four CDIA-supported PPS interventions were linked to downstream funding estimated at $0.23 billion. These include: (i) Georgia Livable Cities Project in Georgia; (ii) Additional Financing – Dushanbe Water Supply and Sanitation Project in Tajikistan; (iii) Panaji 24/7 Water Supply and Saint Inez Creek Rejuvenation Project in India; and (iv) Chattogram Metropolitan Sewerage Project in Bangladesh. As a result, two new cities, namely Panaji (India) and Chattogram (Bangladesh) were linked to finance for their CDIA-assisted PPS. The cities of Tbilisi (Georgia) and Dushanbe (Tajikistan) have CDIA-supported PPS infrastructure that were previously linked to downstream funding.

Cumulatively, a total of 93 cities have had their projects linked to downstream financing amounting to $11.4 billion as of June 2021. By region, Southeast Asia has the most number of cities with infrastructure projects linked to finance at 42, followed by Central West and East Asia with 22 and 16 cities, respectively. While Southeast Asia leads all regions in terms of number of cities with PPS linked to finance, average investment per city is actually lower than that of other regions (except Pacific) as 18 of its 36 linked PPSs are funded by local financing institutions with relatively small investment amounts ranging from $1 million to $60 million. East Asia leads all regions in terms of aggregate amount of investments linked to CDIA-assisted projects at $6.8 billion.

## Status of Implementation of PPSs Linked to Finance

As of June 2021, a total of 83 PPSs have been linked to downstream financing in 93 CDIA-assisted cities. Of this total, two-thirds or 64 PPSs have commenced actual project implementation with 24 PPSs in the detailed engineering design or construction stage, 21 PPSs with construction of some infrastructure components completed and eight PPSs with construction of infrastructure projects fully completed. Nine PPSs (11%) have financing agreements signed and due for implementation while 16 PPSs (19%) have been informally linked to financing with the expectation that these PPSs will be taken forward to the next phase by the identified downstream funding agency.

**Figure 14:** **Status of Implementation of PPSs Linked to Finance as of June 2021**

# 3 Contribution to Development Impacts

Photo by Giuliano Gabella



## A. Contribution to CDIA Impact Areas

The long-term objective of CDIA is to contribute to the improvement of living conditions and the environment in the secondary cities of Asia and the Pacific, particularly among the urban poor. In line with this overarching objective and in recognition of the development priorities of its funding partners, CDIA prioritizes interventions that demonstrably lead to the promotion and improvement with respect to at least two of the four development impact areas: (i) urban environmental improvement; (ii) climate change mitigation or adaptation; (iii) urban poverty reduction; and (iv) improved urban governance. Since its inception in 2007, CDIA has been tracking the anticipated development impacts of its PPS interventions. This chapter highlights the anticipated development impacts of CDIA's PPS interventions under CDIA Strategy 2018-2022.

From January 2018 to June 2021, CDIA has completed a total of 25 PPS interventions covering 50 cities in 12 DMCs. Figure 15 shows the distribution of the 25 PPSs in terms of their alignment to each of the four development impact areas. CDIA's strong orientation towards environmental improvement and climate change impact areas is largely due to the prevalence of PPSs in the wastewater management, flood and drainage management and urban transport sectors.

### Anticipated Positive Impacts

A key feature of CDIA's monitoring system is the Initial Development Impact Assessment (IDIA), which serves as the main tool for tracking anticipated impacts of urban infrastructure projects being prepared for downstream financing. Introduced in 2015 and revised in 2019, this tool captures baseline information about anticipated positive impacts of urban infrastructure projects categorized according to the four CDIA impact areas as envisaged in the completed PPS. For this reporting period, the 25 PPSs completed under the current five-year strategy period were analyzed according to their anticipated positive contributions to each of the four development impact areas (see figures 16, 17, 18 and 19).

**Figure 15: Distribution of 25 completed PPSs by CDIA impact area**

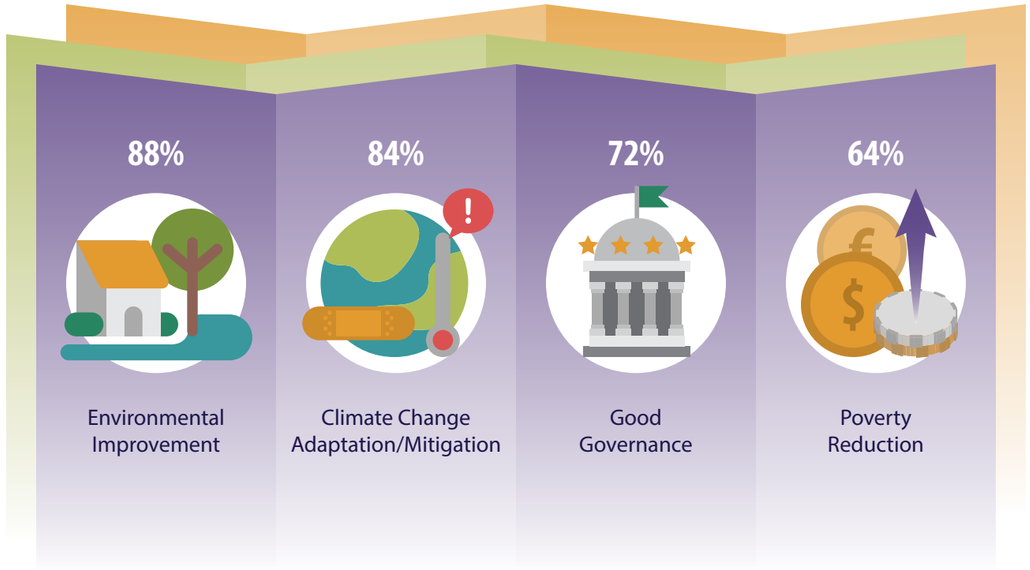


**Figure 16: Anticipated impacts on environment, % of 25 completed PPSs**

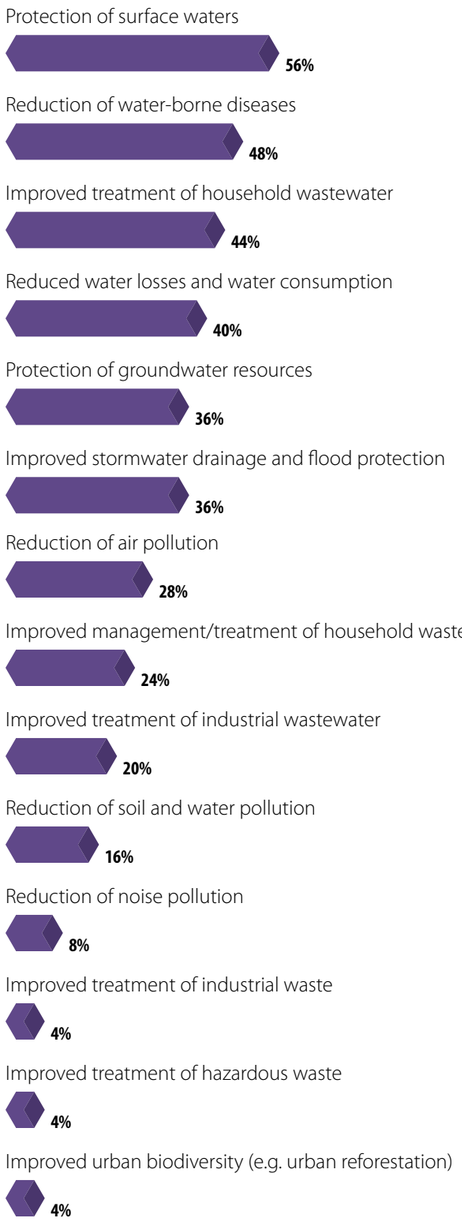



**Figure 17: Anticipated impacts on good governance, % of 25 completed PPSs**

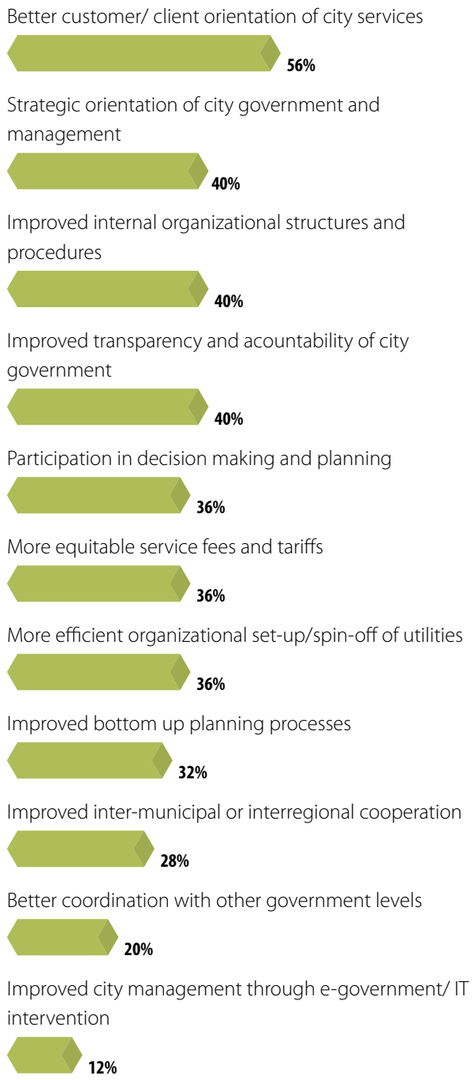



**Figure 18: Anticipated impacts on poverty reduction, % of 25 completed PPSs**

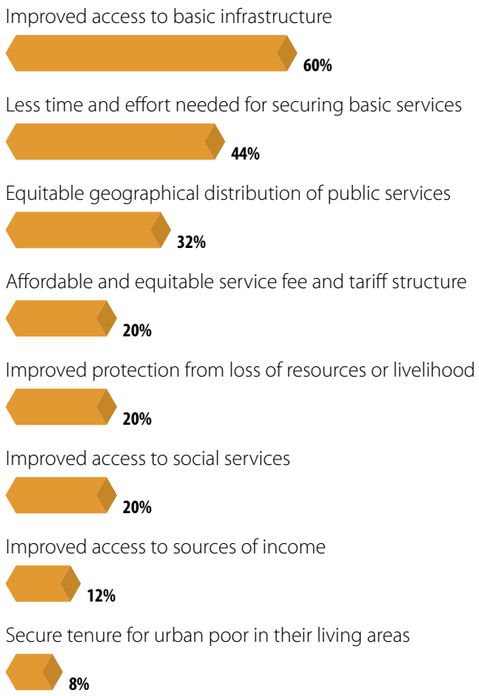
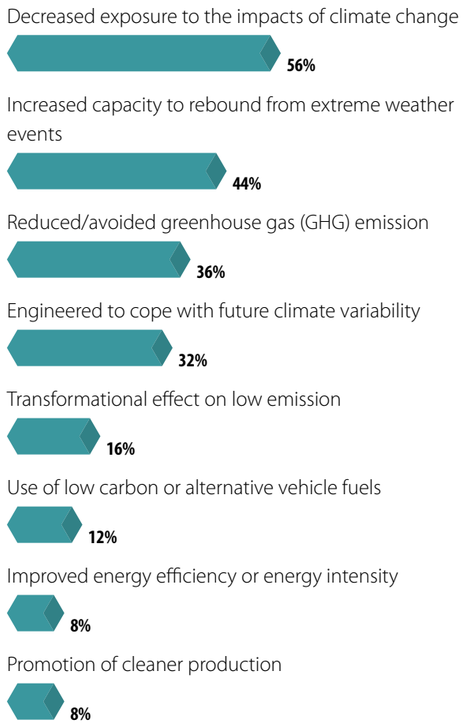



**Figure 19: Anticipated impacts on climate change, % of 25 completed PPSs**




As 17 out of the 25 completed PPSs aim at addressing wastewater, drainage, water supply and sanitation issues, positive environmental impacts anticipated from the prioritized infrastructure projects were mostly related to the protection of surface waters, reduction of water-borne diseases, improvement of treatment of household water and reduction of water losses. Positive impacts on good governance were noted in 18 out of 25 PPSs mostly in terms of better customer/client orientation of city services. Improved access to basic infrastructure, less time and effort needed for securing basic services, and more equitable distribution of public services were cited as key benefits anticipated from the planned infrastructure projects relative to poverty reduction while decreased exposure to the impacts of climate change and increased capacity to rebound from extreme weather events were the positive benefits anticipated from 21 of the 25 PPSs that had direct contribution to climate change mitigation and/or adaptation.

## Gender Dimension and Inclusiveness

Projected direct beneficiaries from the infrastructure projects under the 25 PPSs completed from January 2018 to June 2021 are estimated at 8.17 million city residents. Of this total, 43% are women, 22% are children, 21% are poor and 8% are elderly citizens. By country, Pakistan, where CDIA completed the PPS on Punjab Intermediate Cities Investment Improvement Project (PICIIP) - II in 2019, accounts for 28% of the projected 8.17 million direct beneficiaries of the infrastructure projects prepared for linking to financing.

**Figure 20: Projected beneficiary population of 25 completed PPSs by vulnerable group**

**Figure 21: Projected beneficiary population of 25 completed PPSs by country**

# B. Contribution to Sustainable Development Goals (SDGs)

In recognition of the important role that cities play in the pursuit of sustainable development, the envisaged program outcome of CDIA under Strategy 2018-2022 is to link to downstream financing urban infrastructure investments that make positive contribution to reaching the SDGs. Considering that CDIA's work is focused on cities, all CDIA-supported PPSs are expected to contribute to the achievement of SDG 11, which aims to "make cities and human settlements inclusive, safe, resilient and sustainable" as well as to the attainment of one or more SDG 11 sub-goals. At the same time, the various infrastructure projects that are prepared for linking to downstream financing under these PPSs may be able to contribute to other SDGs such as SDG 1, which aims to "end poverty in all its ways and forms", and SDG 6, which focuses on "ensuring availability and sustainable management of water and sanitation for all", among others.

Using the IDIA tool, CDIA has been tracking the anticipated SDG contribution of planned urban infrastructure investments in its partner cities since 2016 when the 2030 Agenda for Sustainable Development officially came into force. The charts below describe how the 25 PPSs that CDIA supported from January 2018 to June 2021 will contribute to achieving the SDGs and the sub-goals within SDG 11.

**Figure 22: Distribution of 25 completed PPSs by contribution to SDGs**

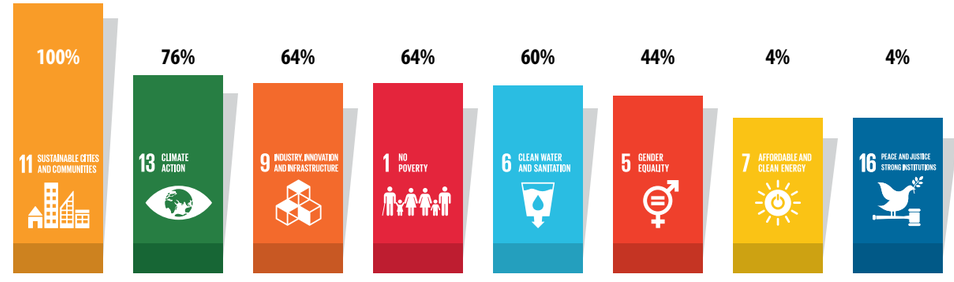



**Figure 23: Distribution of 25 completed PPSs by contribution to SDG 11 sub-goals**

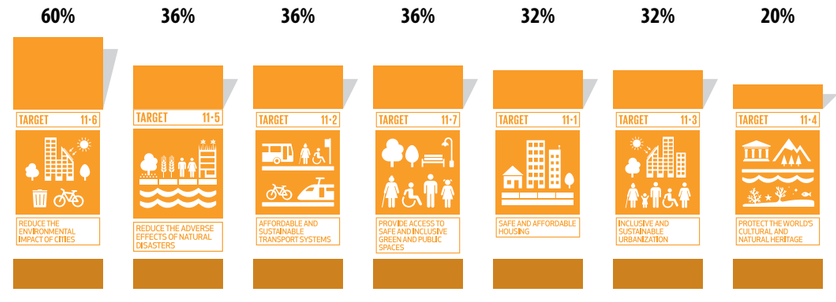


**Figure 24: Number of cities with PPS linked to finance by region**

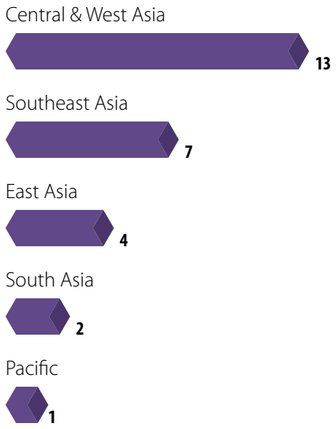
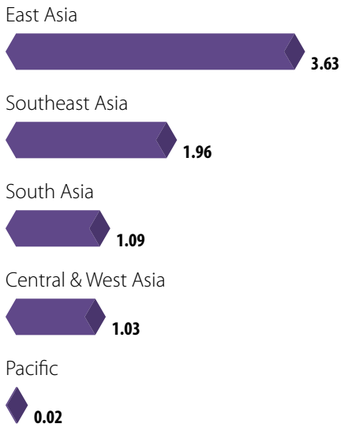



**Figure 25: Projected beneficiaries (in millions) of PPS by region**




# C. Contribution to Climate Finance

CDIA assesses its contribution to climate finance in two ways: (i) amount of CDIA financial resources spent on PPSs that seek to address climate change mitigation and/or adaptation; and (ii) amount of downstream financing leveraged to climate change.

From January 2018 to June 2021, CDIA has spent $12.6 million to support 21 completed PPSs aimed at addressing climate change issues. Of this amount, 66% was utilized for PPSs dealing with climate change adaptation while 34% was used for PPSs addressing climate change mitigation. By region, Southeast Asia accounts for the biggest share of climate change-related PPS expenditure at 38% followed by Central and West Asia at 32%. By infrastructure sector, 43% of the CDIA resources was spent on PPSs covering multi-sector infrastructure projects, 24% was utilized to support water supply projects and 19% was used for urban transport projects.

CDIA's contribution in terms of the amount of investments linked to PPSs addressing climate change adaptation and/or mitigation can only be partly assessed as estimates on climate-related investments are only available for CDIA-supported PPSs linked to ADB financing. From 2007 to June 2021, about $1.0 billion of ADB financing have been leveraged to CDIA-assisted PPSs addressing climate change. Of this amount, $0.7 billion or 66% are invested on climate change mitigation while $0.3 billion or 34% are earmarked for climate change adaptation.

**Figure 26: Amount of PPS support to climate change by use**

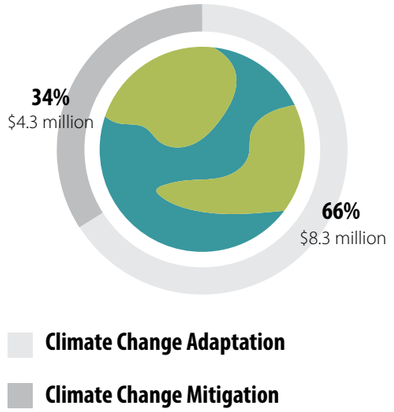



**Figure 27: Amount of PPS support to climate change by region**

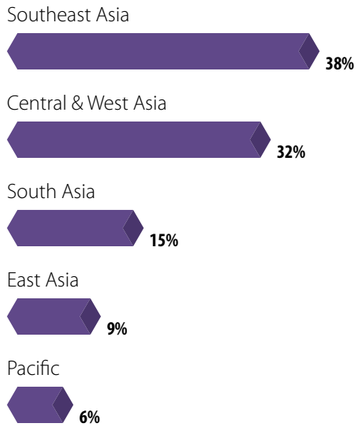



**Figure 28: Amount of PPS support to climate change by sector**

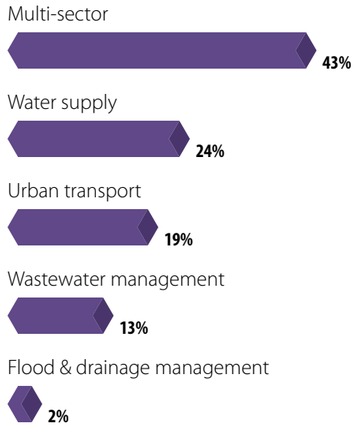



**Figure 29: Amount of ADB-linked finance leveraged to climate change**

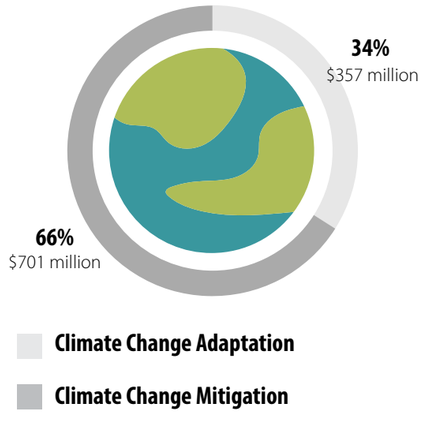


Photo by Asian Development Bank



# 4 Financial Status

## Historic Funding of CDIA

From 2007 to June 2021, cumulative donor contributions to CDIA amounted to $111.52 million with the Government of Germany being the biggest contributor at $50.10 million, followed by the Government of Sweden ($15.98 million), Government of Switzerland ($12 million), AFD/EU ($6.78 million) and Government of Ausria ($6.25 million). Almost half of the total donor contributions were channeled and disbursed through ADB's knowledge and support TAs, namely TA 6293: Managing the Cities in Asia which closed in June 2018, TA 8556: Supporting the Cities Development Initiative for Asia which closed in December 2020, and the ongoing TA 6559: Implementing the Cities Development Initiative for Asia.

Funding commitments from the Government of Germany and the Shanghai Municipal Government were administered through their intermediaries which included Gesellschaft fur Internationale Zusammenarbeit (GIZ) GmbH and Kreditanstalt fur Wiederaufbau (KfW) for the German Government.

CDIA program operations from January to June 2021 were funded through parallel paths, namely: TA 6559 and AFD/EU.

**Figure 30: Cumulative Donor Contributions (in million $) to CDIA from 2007 to June 2021**

Over the period 2007 to June 2021, the cumulative donor contributions were allocated as follows: 41% for PPS activities; 31% for capacity development; and 28% for TA management.

## TA 6559

Following the financial closure of TA 8556 in December 2020, TA 6559 has been the primary facility through which CDIA has implemented the CDIA Strategy 2018-2022 beginning January 2021. TA 6559 was approved in September 2020 for $4.5 million sourced from the CDIA TF which is financed on a grant basis by the following sources: (i) Government of Austria; (ii) Government of Germany; and (iii) Government of Switzerland.

As of June 2021, the total contributions to TA 6559 remained at $4.5 million. Of this total, $2.07 million or 46% has been committed (i.e., allocated into signed contracts with consultants, firms and other entities). Cumulative disbursements from January to June 2021 reached $0.39 million or 19% of the committed amount of $2.07 million.

## Status of the CDIA Trust Fund

To date a total of $ 8,007,000 has been contributed to the CDIA Trust Fund as follows:

- Government of Austria: € 2,000,000, equivalent to $ 2,246,000
- Government of Germany: € 1,000,000, equivalent to $ 1,195,000
- SECO: $ 4,000,000
- SECO funds transferred from TA 6293: $ 566,000

In late 2019, it was agreed that the Government of Germany, through BMZ will contribute a further €2 million over two tranches, the first in November 2020 and the second in November 2021. The final tranche of SECO funding of $ 1 million was transferred to the Trust Fund in June 2021.

## European Union/ Agence Française de Développement Funding

In addition to the TA funds, CDIA received parallel funding from AFD in the amount of €6 million originating from the European Union (€5M) and the AFD (€1M) in February 2018. With the funds administered by AFD, €3.49 million or 58% of the €6 million have been committed to support CDIA activities as of June 2021. Cumulative disbursements as of June 2021 reached €1.07 million or 31% of the committed fund of €3.49 million.

**Figure 31: Percent allocation of cumulative donor contributions from 2007 to June 2021**

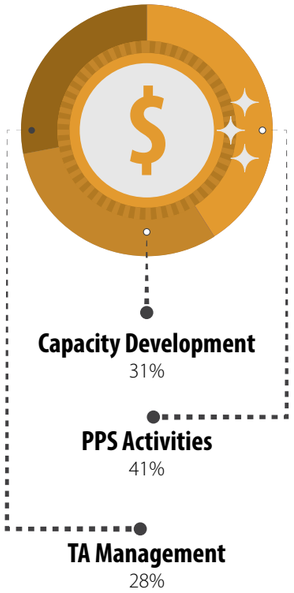



**Figure 32: TA 6559 overall financial status as of June 2021**

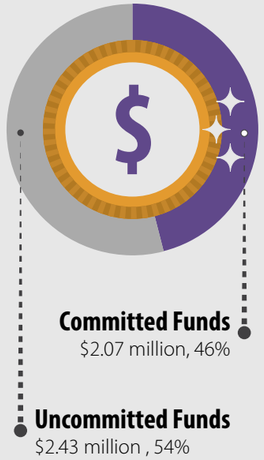



**Figure 33: TA 6559 overall disbursement status as of June 2021**

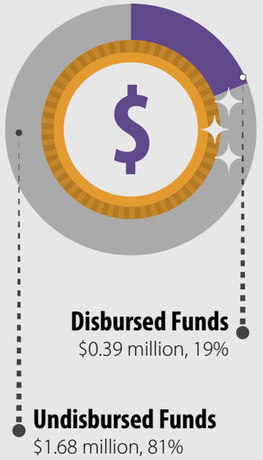



**Figure 34: Overall AFD/EU parallel funding status as of June 2021**

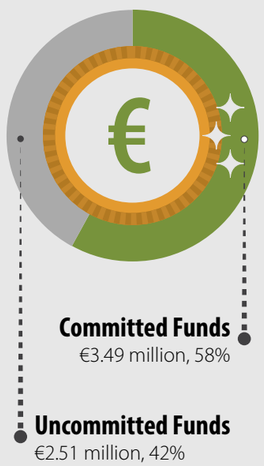
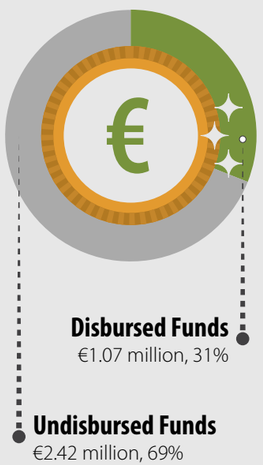



**Figure 35: Overall AFD/EU disbursement status as of June 2021**



## CDIA Financial Summary

The overall financial status of CDIA is summarized below:

| CDIA Trust Fund | Amount ($) |
|---|---|
| Contributions received to the Trust Fund | 8,007,000 |
| Future contributions from BMZ (November 2021) | 1,190,000 |
| Total existing and firm future contributions | 9,197,000 |
| Committed | 7,595,000 |
| Uncommitted | 1,602,000 |

| AFD/EU | Amount ($) |
|---|---|
| Total contribution | 6,780,000 |
| Committed | 3,944,000 |
| Uncommitted | 2,836,000 |

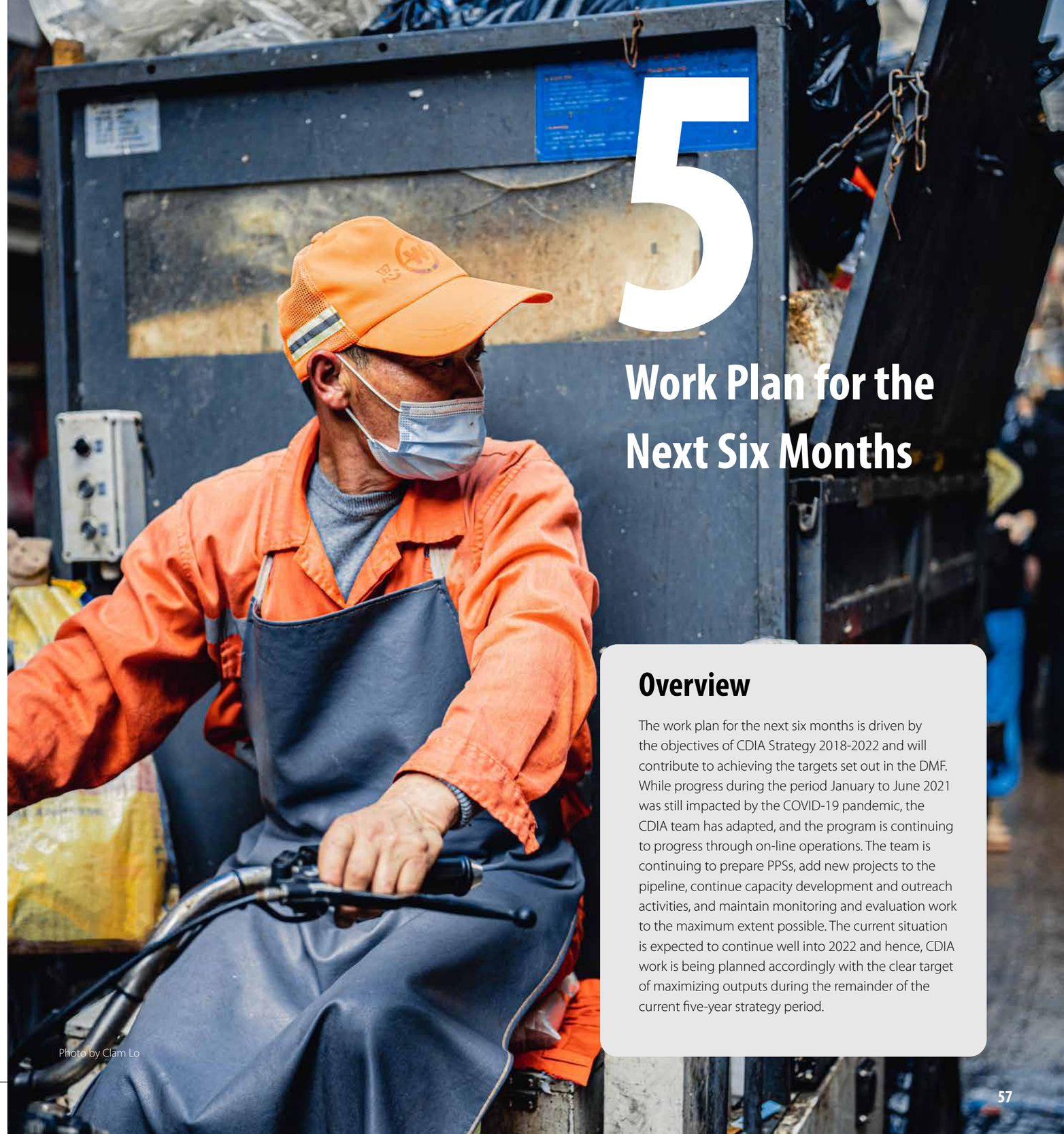
| Total Funding | Amount ($) |
|---|---|
| Total existing and firm contributions | 15,977,000 |
| Committed | 11,539,000 |
| Uncommitted | 4,438,000 |

## Resource Mobilization

The total funds available for CDIA operations as of June 2021 through both funding routes amount to $4,438,000. The available fund is expected to increase in the next reporting period with the infusion of $0.5 million from the Ministry of Economy and Finance (MOEF) of the Government of Korea under the Republic of Korea e-Asia Knowledge Partnership Fund (EAKPF) in July 2021 for the preparation of PPSs.

The use of EAKPF for PPS preparation is subject to CDIA's compliance with MOEF/EAKPF funding requirements (e.g. concept papers and related documents for projects that fall within the development priorities of MOEF and have high possibilities of co-financing from Korean financial institutions, etc.) and lifting of ADB travel ban to enable CDIA to visit potential city partners.





# 5 Work Plan for the Next Six Months

Photo by Clam Lo

## Overview

The work plan for the next six months is driven by the objectives of CDIA Strategy 2018-2022 and will contribute to achieving the targets set out in the DMF. While progress during the period January to June 2021 was still impacted by the COVID-19 pandemic, the CDIA team has adapted, and the program is continuing to progress through on-line operations. The team is continuing to prepare PPSs, add new projects to the pipeline, continue capacity development and outreach activities, and maintain monitoring and evaluation work to the maximum extent possible. The current situation is expected to continue well into 2022 and hence, CDIA work is being planned accordingly with the clear target of maximizing outputs during the remainder of the current five-year strategy period.

Photo by Sung Shin

## Project Approvals

The initial target is to conduct the review and approval of the applications from: (i) the cities of Vientiane, Lao PDR and Nong Khai, Thailand whose joint application for the Cross-border Cable Car Project was submitted to CDIA on 21 June 2021; and (ii) Vung Tau City, Vietnam for the Vung Tau Solid Waste Management Project, which was submitted to CDIA on 15 June 2021. The Vientiane/ Nong Khai Project will be prepared for financing by the private sector and the Vung Tau Project is intended for financing by the Alliance to End Plastic Waste.

During the period July to December 2021 inclusive, it is anticipated that the following additional applications will be prepared, submitted and approved:

- Can Tho Bus Priority Corridor, Vietnam ($500,000 through financing by the e-Asia Knowledge and Partnership Fund (EAKPF) for potential Government of Korea project funding);
- Tacloban Faecal Sludge Management, Philippines ($430,000 for national government and private sector project funding);
- Bhutan Affordable Housing Development Sector Project ($550,000 for ADB project funding);
- Madhya Pradesh Urban Development Project; India ($550,000 for ADB project funding); and
- Khulna Water Supply Expansion Project; Bangladesh ($550,000 for ADB project funding);

The CDIA work program is structured to provide support to potential partner cities for application preparation. Other longer-term pipeline projects include the Punjab Livable City Investment Program in Pakistan and the Pokhara Solid Waste Management Project in Nepal.

## Project Preparation

Despite the current COVID-19 pandemic, CDIA expects to complete the following PPSs during the next six months:

- Urban Development and Climate Resilience in Bac Kan and Ha Nam Provinces, Vietnam ($700,000 for AFD project funding);
- Local Devolution and Disaster Risk Reduction Management Program, Philippines (($240,000 for AFD project funding);
- Livable Cities, Lao PDR ($650,000 for ADB project funding);
- Georgia Livable Cities ($500,000 for ADB project funding);
- Additional Financing - Dushanbe Water Supply and Sanitation Project ($100,000 for ADB project funding); and
- Sustainable Urban Transport Implementation Project, Armenia ($520,000 for national government funding).

Furthermore, the following projects will commence during the upcoming six-month period and will continue into 2022:

- Urban Development, Green Growth and Climate Resilience in Dong Ha, Vietnam ($450,000 for AFD project funding);
- Tri-City Ferry System Project, Philippines ($550,000 for private sector / national government funding);
- Chattogram Metropolitan Sewerage Project for North Kattoli Catchment, Bangladesh ($750,000 for AFD project funding);
- Can Tho Bus Priority Corridor, Vietnam ($500,000 for potential Government of Korea project funding);
- Vientiane/Nong Khai Cross-border Cable Car Project, Laos PDR/Thailand ($550,000 for private sector funding);
- Tacloban Faecal Sludge Management, Philippines ($430,000 for national government and private sector project funding);
- Vung Tau Solid Waste Management Project, Vietnam ($450,000 for financing by the Alliance to End Plastic Waste);
- Bhutan Affordable Housing Development Sector Project ($550,000 for ADB project funding);
- Madhya Pradesh Urban Development Project; India ($550,000 for ADB project funding); and
- Khulna Water Supply Expansion Project; Bangladesh ($550,000 for ADB project funding);

## Projects Linked to Financing

It is anticipated that the following projects will be linked to downstream financing over the next six-month reporting period:

- Bhutan Affordable Housing Development Sector Project ($550,000 for ADB project funding);
- Local Devolution and Disaster Risk Reduction Management Program, Philippines (($240,000 for AFD project funding);
- Sustainable Urban Transport Implementation Project, Armenia ($520,000 for national government funding).
- Urban Development, Green Growth and Climate Resilience in Dong Ha, Vietnam ($450,000 for AFD project funding); and
- Tri-City Ferry System Project, Philippines ($550,000 for private sector / national government funding).

Photo by Katherine Mccormack

## Support to Capacity Building

In line with Strategy 2018-2022, CDIA's primary capacity development work will continue to be fully integrated into its infrastructure project preparation activities. The key to this approach is mainstreaming the preparation of capacity development roadmaps designed to ensure more sustainable project impact within the supported cities. During the period July to December 2021 inclusive, it is anticipated that capacity development roadmaps integral to the following projects will be prepared utilizing the guidelines developed and adopted by CDIA in October 2020:

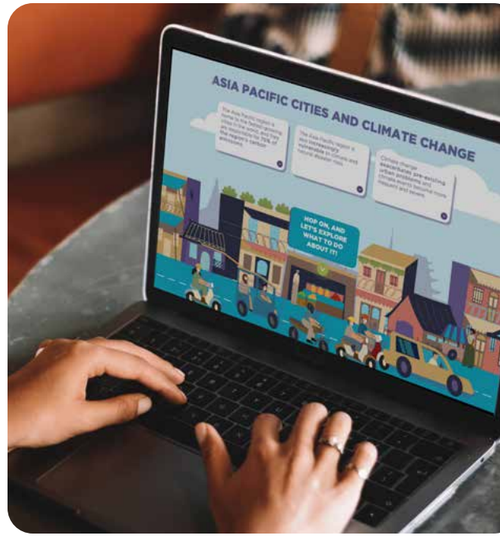
- Urban Development and Climate Resilience in Bac Kan and Ha Nam Provinces, Vietnam;
- Urban Development, Green Growth and Climate Resilience in Dong Ha, Vietnam;
- Tri-City Ferry System Project, Philippines;
- Bhutan Affordable Housing Development Sector Project;
- Chattogram Metropolitan Sewerage Project for North Kattoli Catchment in Bangladesh; and
- Vung Tau Solid Waste Management Project, Vietnam.

CDIA's capacity development work will be expanded over the next six months and will include support to cities in line with Outputs 2 and 3 of overarching TA 6559-REG:  Implementing the Cities Development Initiative for Asia and Strategy 2018-2022, which target: (i) implementing good practices and innovative approaches for mobilizing financing for investments; and (ii) developing knowledge solutions and capacity by involving key national ministries through policy dialogue and knowledge generation and dissemination. As part of this initiative, CDIA will continue its partnership for the provision of capacity development support on project preparation with its current national partners: (i) PT SMI of Indonesia; (ii) the PPP Center of the Philippines; and (iii) Ministry of Public Works and Transport of Cambodia.

CDIA's program of city virtual clinics will continue with a further four events to be held in July (two cities in Indonesia), August (cities in Tajikistan, Kazakhstan and Kyrgz Republic), September (three cities in Pakistan) and October (three cities to be confirmed). The clinics are an initiative designed to help city managers credibly prioritize bankable and sustainable climate-focused infrastructure projects that are in line with funder priorities. The clinics are not a typical training activity where discussions center on case studies from other cities, but instead, focus more on finding concrete solutions for the development issues participating cities are currently facing.

## Knowledge Products and Outreach Activities

Collaboration with Clickable Impact Consulting Group to implement the Communication Roadmap with support from EU/ AFD will continue in the second half of 2021 with the following deliverables expected to be completed: video documentary featuring CDIA's Urban Development and Climate Resilience project in Bac Kan and Ha Nam, Vietnam; at least three CDIA Virtual Clinics in lieu of a regional capacity development/outreach activity; conduct of social media campaign and the publication of six feature articles. CDIA will likewise continue with its newsletters featuring CDIA projects and activities, and regular updates via Facebook, Twitter, LinkedIn and other media outlets. Regular liaison with CDIA's partner organizations such as GGGI, AEPW and SMMR will continue. Furthermore, CDIA will continue to develop knowledge products, and participate in regional forums, workshops and seminars focusing on urban development issues in Asia and the Pacific.




## Tracer Studies

Over the next six months CDIA will continue with the conduct of tracer studies of the following completed PPS interventions:

- San Fernando Green and Integrated Wastewater Management project in the Philippines (completed in 2016); and
- Climate Proofing and Revitalization of Pasar Johar Market project in Semarang, Indonesia (completed in 2014).

Due to domestic travel restrictions, all work associated with these tracer studies is being carried out remotely.

Photo by Awan Project

## Mid-term Review

CDIA program operation is guided by CDIA Strategy 2018-2022 as approved by CDIA's Financing Partners in November 2017. CDIA's performance under the Strategy is measured by the DMF and one of the deliverables under the DMF is the conduct of an external Mid-term Review (MTR). In fulfillment of this deliverable, CDIA appointed a program evaluation expert who is currently conducting the MTR with

the following objectives: (i) to assess CDIA's progress towards meeting its objectives as defined by CDIA Strategy 2018-2022 including enabling factors and challenges encountered; (ii) to provide action-oriented recommendations on how to improve CDIA operations and enhance the prospects for achieving the program targets for the remaining period of CDIA Strategy 2018-2022; and (iii) to inform decisions regarding future resource allocations to the CDIA Trust Fund by existing and potential financing partners.

Due to the ongoing COVID-19 crisis, the commencement of the MTR was delayed to October 2020 and, furthermore, the decision was subsequently taken to complete the entire MTR from home office and without any travel to undertake field studies in CDIA's partner cities. By the end of June 2021, the Draft Final Report had been submitted and comments by all key stakeholders were under review. The Final Report will be submitted by the end of July and, following the issue of the ADB Management Response to the review recommendations, further discussions will be held with CDIA's Financing Partners.

## CDIA Interim Work Plan

In line with the draft recommendations of the MTR, which will be confirmed In July/August 2021, CDIA will take stock of the current situation and the impact of the pandemic and will prepare and implement an interim work plan to cover the period up to December 2022. The work plan activities will draw from TA 6559 and will lead into the formulation of the new CDIA Strategy 2023-2027 in early 2022.

## COVID-19 Related Activities

COVID-19 is having an unprecedented impact on cities, from the need to redesign public spaces, to altering the delivery of municipal services. CDIA anticipates that in the immediate term it would work in the following areas to respond to the COVID-19 related challenges on urban areas: (i) ensure the smooth operation of urban water and wastewater utilities; (ii) provide essential water, sanitation, and hygiene (WASH) services; (iii) address environmental problems of increased solid waste and medical waste management; (iv) address the special needs of informal settlements and vulnerable groups; (iv) address changing mobility needs during COVID-19; and (vi) effectively use information and communication technology (ICT) and digital solutions. These immediate actions are part of the short- and medium-term efforts to (i) enhance inclusivity through greater social protection measures for the most vulnerable groups in cities; (ii) improve urban services and infrastructure and effectively use technologies and digital solutions; (iii) revisit infrastructure planning to strategically incorporate lessons from COVID-19; (iv) strengthen financial sustainability of local governments, and build capacities of urban institutions and other stakeholders; (v) focus on healthy and environmentally sustainable cities, and (vi) build resilient cities with the ability to absorb shocks and stresses due to pandemics, disasters and climate change.

Photo by Asian Development Bank

# CDIA Staff Resources

The current CDIA team is as presented in the governance structure at the commencement of this report comprises:

- Program Manager;
- Four Urban Development Specialists, one of which is also the Program Manager;
- Monitoring and Evaluation Specialist
- Communications and Outreach Specialist;
- Capacity Development Specialist; and
- Administrator.

In line with CDIA's plans to expand its capacity development work, new expertise in municipal finance and public private partnerships will be procured over the next six months.

The CDIA team continues to benefit from the support of ADB staff including an Urban Development Specialist as Project Officer, an Associate Analyst, the Chief of Urban Sector Group, SDCC, and the Chief Sector Officer and Facility Manager, Urban Financing Partnership Facility.

The specialisation and duties of the CDIA team are summarized below:

## Neil Chadder

Program Manager/ Senior Urban Development Specialist

Holds overall responsibility for the management of the CDIA team of experts to ensure implementation of the CDIA program and the delivery of Strategy 2018-2022. He takes a key role in the preparation, implementation and linking to financing of selected CDIA PPSs. Neil is the Project Manager for the ongoing Additional Financing - Dushanbe Water Supply and Sanitation Project; and the Urban Development and Climate Resilience in Bac Kan and Ha Nam Provinces, Vietnam Project. He has been leading the development of CDIA's project pipeline with particular focus on projects sn South Asia and working with the SMMR program under GIZ.

## Brian Capati

Urban Development Specialist

Responsible for developing the CDIA project pipeline in the Philippines (Tri-City Ferry Terminal Project) and Bhutan (Bhutan Affordable Housing Development Sector Project). He is also developing CDIA's working relationship with the Alliance to End Plastic Waste through the proposed Vung Tau Solid Waste Management Project in Vietnam. Brian is responsible for the implementation and linking to financing of CDIA PPSs and the undertaking of focused and integrated capacity development activities in CDIA partner cities and is currently the Project Manager for the Chattogram Metropolitan Sewerage Project for North Kattoli Catchment in Bangladesh.

## Chee Anne Rono

Urban Development Specialist

Active in the preparation, implementation and linking to financing of CDIA PPSs with particular responsibility for the development of innovative projects incorporating smart systems. Chee undertakes focused and integrated capacity development activities and participates and contributes to selected networking and knowledge development activities. Chee is leading the ongoing Lao PDR Livable Cities project covering Kaysone Phomvihane, Pakse and Luang Prabang. She is currently preparing the Vientiane/Nong Khai Cross-border Cable Car Project in Laos PDR/Thailand and developing CDIAs project portfolio In Vietnam.

## Fabienne Perucca

Urban Development Specialist

Based in Tbilisi, Georgia, Fabienne is responsible for developing the CDIA project pipeline under EU/AFD funding. She is the Project Manager for the on-going Georgia Livable Cities project in Tbilisi and the Yerevan Sustainable Urban Transport Implementation Project in Armenia, together with the upcoming Urban Development, Green Growth and Climate Resilience in Dong Ha project in Vietnam. In addition, Fabienne oversees the AFD/EU-supported programs for communication roadmap implementation and the development and mainstreaming of CDIA climate tools.

## Nick Baoy

Monitoring and Evaluation Specialist

Responsible for monitoring progress and evaluating the results and impact of CDIA interventions. His key tasks include the preparation of the six-monthly progress reports, conducting of tracer studies of CDIA interventions in selected cities and the updating of the monitoring and evaluation program databases. Nick has been responsible for the preparation of all CDIA tracer studies over recent years and is currently introducing improved CDIA reporting mechanisms to better inform stakeholders.

## An Rubenecia

Communications and Outreach Specialist

Facilitates CDIA's external communications, networking, outreach and public relations to support CDIA in fulfilling its mandate to strengthen institutional capacities in cities and other partners in the preparation of public infrastructure investment projects for sustainable urban development. An has particular responsibility for the development of publications, brochures, videos and other communications materials to showcase CDIA's impacts and achievements.

## Kathleen Jovellanos

Capacity Development Specialist

Coordinates and provides oversight of CDIA's integrated capacity development activities and prepares reports on activities undertaken. Kathleen holds particular responsibility for guiding consultants in the preparation of capacity building and institutional development road maps and reviewing outputs and for conducting CDIA's broader capacity development activities and liaison with the three national PDFs. She is currently the Project Manager for the Local Devolution and Disaster Risk Reduction Management Program in the Philippines for downstream AFD financing.

## Cathlyn Terio

Administrator

Provides assistance to the CDIA team in implementing all activities with particular focus on official documentation and filing, liaison with ADB's Urban Sector Group, liaison and support to CDIA's consultants, the preparation of CDIA projects, capacity development and knowledge outputs, together with the PPS wrap-up reports, project overview sheets and project records.

# Annex 1:
# Status of CDIA PPS Interventions as of June 2021

| No. | Region (Country) | Project Title (City) | CDIA Support (US$) | Year Approved | Year Completed | Estimated Investment (US$ mil) | Main Financing Institution | Implementation Status |
|---|---|---|---|---|---|---|---|---|
| **Central and West Asia** | | | | | | | | |
| 1 | GEO | Bus Network Improvement and Bus Rapid Transit (Tbilisi 1) | 498,805 | 2016 | 2017 | 1.0 | LFI | Some components completed |
| 2 | GEO | Tbilisi Metro Upgrade and Refurbishment Plan (Tbilisi 2) | 465,300 | 2016 | 2018 | 17.0 | ADB | Financing agreement signed |
| 3 | GEO | Ciy Hall Transport Department – Transport Advisor (Tbilisi 3) | 371,300 | 2017 | 2018 | 1.0 | LFI | Some components completed |
| 4 | GEO | Twinning Support to United Water Supply Company (Kotaisi, Poti, Anaklia, Zugdidi, Ureki) | 500,000 | 2017 | 2019 | 50.0 | ADB | Financing agreement signed |
| 5 | GEO | Ciy Hall Transport Department Advisory Services Proejct (Tbilisi 4) | 500,000 | 2019 | 2020 | 10.0 | ADB | DED/ construction stage |
| 6 | GEO | Georgia Livable Cities (Tbilisi 5) | 500,000 | 2019 | ongoing | 15.0 | ADB | TRTA stage |
| 7 | KYR | Energy Efficiency through Street Lighting (Bishkek) | 139,885 | 2012 | 2015 | 8.0 | EIB | DED/ construction stage |
| 8 | PAK | KP Inclusive Urban Growth Program (Abbottabad, Mardan, Peshawar) | 749,913 | 2016 | 2017 | 128.0 | ADB | DED/ construction stage |
| 9 | PAK | Urban Transport and Industrial Waste Management (Faisalabad) | 511,436 | 2008 | 2010 | 50.7 | PPP | Financing informally confirmed |
| 10 | PAK | Bus Rapid Transit Project (Islamabad) | 405,432 | 2011 | 2012 | 420.0 | LFI | Completed |
| 11 | PAK | Urban Transport Project (Peshawar) | 405,257 | 2012 | 2014 | 587.0 | ADB | DED/ construction stage |
| 12 | PAK | PICIIP Phase I (Sahiwal, Sialkot) | 625,093 | 2015 | 2017 | 250.0 | ADB | DED/ construction stage |
| 13 | PAK | PICIIP Phase II (Sargodha, Rahim Yar Khan, Bahawalpur, Muzafargarh) | 899,512 | 2016 | 2019 | 300.0 | ADB | TRTA stage |
| 14 | TAJ | Water Supply and Sanitation Project (Dushanbe) | 590,287 | 2017 | 2018 | 41.0 | ADB | DED/ construction stage |
| 15 | TAJ | Additional Financing - Water Supply and Sanitation Project (Dushanbe) | 100,000 | 2020 | ongoing | 38.0 | ADB | TRTA stage |
| 16 | UZB | Uzbekistan Integrated Urban Development Project (Khiva, Djizzak, Yaniyer) | 650,000 | 2019 | 2021 | 100.0 | ADB | TRTA stage |
| 17 | ARM | Sustainable Urban Transport Implementation Project (Yerevan) | 520,000 | 2020 | ongoing | tbc | ADB | For linking |
| | | **Sub-total** | **8,473,520** | | | **2,016.7** | | |
| **East Asia** | | | | | | | | |
| 1 | MON | Water Supply and Sanitation Improvement Project (Darkhan) | 292,542 | 2012 | 2014 | 21.1 | ADB | Some components completed |
| 2 | MON | Retrofitting apartment blocks (Ulaanbaatar 1) | 154,387 | 2008 | 2009 | - | None | Not linked |
| 3 | MON | Urban Renewal and Affordable Housing (Ulaanbaatar 2) | 468,684 | 2015 | 2016 | 80.0 | ADB | DED/ construction stage |
| 4 | MON | Central Heating Power Plant 5 (Ulaanbaatar 3) | 197,224 | 2015 | 2016 | - | None | Not linked |
| 5 | MON | Cultural Heritage and Tourism Devt in Ger Areas (Ulaanbaatar 4) | 320,014 | 2015 | 2016 | 101.5 | ADB | DED/ construction stage |
| 6 | MON | Air Quality Improvement Program (Ulaanbaatar 5) | - | 2017 | 2018 | 130.0 | ADB | Completed |
| 7 | PRC | Flood and integrated water management (Anxiang) | 262,250 | 2014 | 2015 | 60.0 | LFI | Financing agreement signed |

| No. | Region (Country) | Project Title (City) | CDIA Support (US$) | Year Approved | Year Completed | Estimated Investment (US$ mil) | Main Financing Institution | Implementation Status |
|---|---|---|---|---|---|---|---|---|
| 8 | PRC | Entrepreneurship and Human Resource Development Project (Chongqing) | 450,000 | 2017 | 2019 | 427.3 | ADB | DED/ construction stage |
| 9 | PRC | Land Development Project (Geiju) | 227,458 | 2012 | 2012 | - | None | Not linked |
| 10 | PRC | Urban Transport - LRT Line 1 (Guiyang 1) | 521,800 | 2008 | 2009 | 3,366.0 | LFI/China Dev Bank | Some components completed |
| 11 | PRC | North Passenger and Integrated Logistics Hub (Guiyang 2) | 357,000 | 2011 | 2013 | 76.0 | LFI | DED/ construction stage |
| 12 | PRC | Vocational Education Project (Guiyang 3) | 400,000 | 2015 | 2018 | tbc | PPP | Not linked |
| 13 | PRC | Wastewater Treatment (Handan) | 250,000 | 2010 | 2011 | 31.5 | LFI | Some components completed |
| 14 | PRC | Vocational Education Project (Harbin) | 311,341 | 2013 | 2014 | tbc | PPP | Not linked |
| 15 | PRC | Green Urban and Economic Revitalization Project (Heilongjiang) | 70,000 | 2017 | 2018 | 310.0 | ADB | DED/ construction stage |
| 16 | PRC | Shandong Spring City Sustainable Urban Mobility Devt Project (Jinan) | 360,000 | 2016 | 2017 | 422.0 | ADB | DED/ construction stage |
| 17 | PRC | Green Public Transportation Hub (Kaili) | 310,394 | 2017 | 2018 | tbc | PPP | Not linked |
| 18 | PRC | Lincang Border Economic Zone Development Project (Lincang) | 291,439 | 2014 | 2015 | 250.0 | ADB | DED/ construction stage |
| 19 | PRC | Flood Control and Water Reclamation Works (Pu'er) | 410,000 | 2011 | 2011 | 80.0 | KfW | Completed |
| 20 | PRC | Energy Efficiency Project (Xiaolan) | 252,483 | 2012 | 2014 | tbc | PPP | Not linked |
| 21 | PRC | Flood Protection System (Xinyu) | 362,960 | 2011 | 2012 | 300.0 | ADB | DED/ construction stage |
| 22 | PRC | Old City Renewal, Waterway Rehab and Water Treatment (Yangzhou) | 218,270 | 2008 | 2009 | 447.6 | LFI/JVC | Completed |
| 23 | PRC | Elderly Care Demonstration PPP Project (Yichang) | 300,000 | 2015 | 2016 | 128.4 | ADB | DED/ construction stage |
| 24 | PRC | Domestic Waste Management (Yongzhou) | 240,100 | 2012 | 2013 | 30.0 | ADB | DED/ construction stage |
| 25 | PRC | Sichuan Ziyang Green Transformaion and Development (Ziyang) | 559,870 | 2017 | 2018 | 413.5 | ADB | DED/ construction stage |
| 26 | PRC | Anhui Huangshan Xin'an River Ecological Protection and Green Development Project | 300,00 | 2019 | 2020 | 100.0 | ADB | DED/ construction stage |
| | | **Sub-total** | **7,878,216** | | | **6,774.9** | | |
| **Pacific** | | | | | | | | |
| 1 | FIJ | Integrated Urban Infrastructure Investment Program (Greater Suva) | 326,075 | 2010 | 2012 | 15.0 | LFI | Financing informally confirmed |
| 2 | VAN | Luganville Urban Infrastructure Plan (Luganville) | 738,034 | 2017 | 2019 | 12.0 | ADB | Financing informally confirmed |
| | | **Sub-total** | **1,064,109** | | | **27.0** | | |

| No. | Region (Country) | Project Title (City) | CDIA Support (US$) | Year Approved | Year Completed | Estimated Investment (US$ mil) | Main Financing Institution | Implementation Status |
|---|---|---|---|---|---|---|---|---|
| **South Asia** | | | | | | | | |
| 1 | BAN | Flood Control and Drainage Management, Water Supply Sanitation Project (Gazipur) | 356,660 | 2015 | 2017 | - | none | Not linked |
| 2 | BAN | Solid Waste Management, Flood Control and Drainage Management Project | 356,660 | 2015 | 2017 | 120.6 | ADB | DED/ construction stage |
| 3 | BAN | Medium-term Urban Infrastructure Program (Khulna 1) | 451,186 | 2008 | 2009 | 31.3 | ADB | Completed |
| 4 | BAN | Chattogram Metropolitan Sewerage Project (Chattogram) | 700,000 | 2021 | ongoing | 180.0 | AFD | Financing informally confirmed |
| 5 | IND | Solid Waste Management (Bhopal) | 204,703 | 2013 | 2015 | - | none | Not linked |
| 6 | IND | Waterways Development and Solid Waste Management Project (Chennai) | 423,000 | 2008 | 2009 | 2.0 | LFI | Financing informally confirmed |
| 7 | IND | Urban Transport Project (Cochin) | 396,153 | 2009 | 2010 | 101.0 | KfW | Some components completed |
| 8 | IND | Surface Water Supply System Project (Jalandhar) | 752,482 | 2017 | 2018 | 289.0 | ADB | Financing informally confirmed |
| 9 | IND | Integrated Wastewater and Drainage Management Project (Mysore) | 119,948 | 2015 | 2016 | - | None | Not linked |
| 10 | IND | 24x7 Water Supply and Saint Inez Creek Rejuvenation (Panaji) | 600,000 | 2018 | 2019 | tbc | LFI | Financing informally confirmed |
| 11 | IND | 24x7 Water Supply Project (Pimpri) | 388,091 | 2010 | 2011 | 37.9 | JnNURM | Some components completed |
| 12 | IND | Urban Transport Project (Rajkot) | 360,600 | 2009 | 2010 | 15.7 | LFI | Financing agreement signed |
| 13 | IND | Urban Transport and Slum Upgrading Project (Vijayawada) | 166,500 | 2011 | 2012 | - | None | Not linked |
| 14 | IND | Water Supply Project (Visakhapatnam) | 150,000 | 2011 | 2012 | 5.0 | ADB | TRTA stage |
| 15 | NEP | Priority Urban Infrastructure Program (Kathmandu) | 195,985 | 2008 | 2009 | 30.4 | ADB | Completed |
| 16 | SRI | Integrated Wastewater Management Project (Colombo) | 172,190 | 2014 | 2014 | 150.0 | ADB | DED/ construction |
| 17 | SRI | Sustainable Urban Development Project (Matara) | 511,820 | 2018 | 2020 | - | AFD | Not linked |
| | | **Sub-total** | **6,305,978** | | | **962.9** | | |
| **Southeast Asia** | | | | | | | | |
| 1 | CAM | Wastewater, Drainage and Solid Waste Management Project (Battambang 1) | 401,714 | 2009 | 2010 | 17.7 | ADB | DED/ construction stage |
| 2 | CAM | Provincial Water Supply and Sanitation Project (Battambang 2, Kampong Cham, Siem Reap 1, Sihahoukville, Taing Krasaing) | 734,717 | 2015 | 2017 | 119.2 | ADB | DED/ construction stage |
| 3 | CAM | Tonle Sap II (Battambang 3, K Chhang, Pursat, Serei Saophoan, Stueng Saen) | 701,983 | 2016 | 2017 | 97.7 | ADB | DED/ construction stage |
| 4 | CAM | Wastewater Collection Network Development Project (Siem Reap 2) | 777,000 | 2017 | 2019 | 25.5 | WB | Financing agreement signed |
| 5 | CAM | Climate Vulnerability Assessment (Battambang 4, Chlong, Kampot, Kratie) | 250,000 | 2019 | 2020 | 50.0 | AFD | Financing informally confirmed |
| 6 | INO | Solid Waste Management Project (Balikpapan 1) | 185,000 | 2013 | 2013 | 38.0 | LFI | DED/ construction stage |
| 7 | INO | Wastewater Management Project (Balikpapan 2) | 56,752 | 2016 | 2017 | tbc | LFI | Not linked |

| No. | Region (Country) | Project Title (City) | CDIA Support (US$) | Year Approved | Year Completed | Estimated Investment (US$ mil) | Main Financing Institution | Implementation Status |
|---|---|---|---|---|---|---|---|---|
| 8 | INO | Enhanced Water Supply Services Project (Balikpapan 3, Singkawang) | 569,976 | 2017 | 2019 | 10.0 | LFI | Financing informally confirmed |
| 9 | INO | River-based Urban Infrastructure Development (Banda Aceh 1) | 327,500 | 2008 | 2009 | 5.0 | LFI | Some components completed |
| 10 | INO | BRT Network Improvement Project (Banda Aceh 2) | 71,000 | 2016 | 2017 | 5.0 | LFI | Financing informally confirmed |
| 11 | INO | Sewerage System Development Project (Banda Aceh 3, Bekasi, Mataram) | 807,842 | 2017 | 2018 | 210.5 | ADB | Financing informally confirmed |
| 12 | INO | Urban Tranport Project (Denpasar) | 254,000 | 2013 | 2015 | tbc | LFI | Not linked |
| 13 | INO | Urban Transport Project (Palembang 1) | 402,867 | 2009 | 2011 | 35.2 | LFI | Some components completed |
| 14 | INO | Road Improvement Project (Palembang 2) | 56,752 | 2016 | 2017 | tbc | LFI | Not linked |
| 15 | INO | Development of Palu Bay (Palu) | 93,914 | 2013 | 2015 | - | None | Not linked |
| 16 | INO | Solid Waste Management Project (Probolinggo) | 160,949 | 2014 | 2016 | tbc | LFI | Not linked |
| 17 | INO | Revitalization of Central Market (Semarang) | 164,645 | 2013 | 2014 | 55.7 | LFI | Some components completed |
| 18 | INO | Urban Transport Project (Surabaya) | 250,000 | 2012 | 2013 | 10.0 | LFI | Financing agreement signed |
| 19 | INO | Urban Transport Project (Surakarta) | 360,000 | 2009 | 2011 | 36.7 | LFI | Some components completed |
| 20 | INO | Solid Waste Management Project (Tangerang) | 50,000 | 2013 | 2013 | 55.0 | LFI | Some components completed |
| 21 | INO | Urban Transport Project (Yogyakarta) | 417,283 | 2010 | 2011 | 42.0 | LFI | Some components completed |
| 22 | INO | Slum Improvement in Strategic Human Settlements Area (Banjarmasin, Cirebon, Makassar, Palembang, Sorong) | 599,999 | 2018 | 2019 | tbc | ADB | For linking |
| 23 | LAO | Urban Environmental Improvement Project (Pakse) | 445,757 | 2009 | 2010 | 31.7 | ADB | Some components completed |
| 24 | LAO | Lao PDR LIvable Cities (Luang Prabang, Pakse 2, Savanakhet) | 650,000 | 2019 | ongoing | 120.0 | ADB | Financing informally confirmed |
| 25 | MYA | Heritage Renovation and Integrated Infrastructure Development (Yangon 1) | 353,803 | 2014 | 2015 | tbc | tbc | Not linked |
| 26 | MYA | Yangon Urban Transport Project/Pyay Road Bus Priority Feasibility Study (Yangon 2) | 775,707 | 2017 | 2019 | 150.0 | ADB | Financing informally confirmed |
| 27 | MYA | Yangon Urban Services Improvement Project (Yangon 3) | 1,018,305 | 2018 | 2019 | 180.0 | ADB | Financing agreement signed |
| 28 | MYA | Hlawga Water Supply Project (Yangon 4) | 768,000 | 2019 | cancelled | - | - | Not linked |
| 29 | PHI | Green and Integrated Wastewater Management Project (Baguio) | 231,536 | 2014 | 2016 | 20.0 | LFI | Some components completed |
| 30 | PHI | Solid Waste, Wastewater and Watershed Management Project (Cagayan de Oro) | 316,287 | 2011 | 2013 | 2.8 | LFI | Some components completed |
| 31 | PHI | Priority Infrastructure Investments Program for Cebu SRP (Cebu) | 282,592 | 2008 | 2012 | 141.0 | WB | Financing agreement signed |
| 32 | PHI | Urban Transport Project (Davao) | 253,923 | 2012 | 2015 | tbc | ADB | TRTA stage |
| 33 | PHI | Integrated Food Terminal and Central Market Upgrading Project (Gen Santos) | 212,215 | 2012 | 2013 | tbc | PPP | Not linked |

| No. | Region (Country) | Project Title (City) | CDIA Support (US$) | Year Approved | Year Completed | Estimated Investment (US$ mil) | Main Financing Institution | Implementation Status |
|---|---|---|---|---|---|---|---|---|
| 34 | PHI | Ferry Terminal System and CBD Revitalization (Metro Iloilo-Guimaras) | 60,685 | 2008 | 2008 | 3.4.0 | PPP | Some components completed |
| 35 | PHI | Flood Control, Drainage, Solid Waste Management & River Transport Project (Naga) | 415,600 | 2011 | 2012 | 14.5 | LFI | Completed |
| 36 | PHI | Green and Integrated Wastewater Management Project (San Fernando) | 231,536 | 2014 | 2016 | 2.0 | LFI | Some components completed |
| 37 | PHI | Integrated Flood Risk Management Project (Valenzuela) | 216,681 | 2014 | 2015 | 2.0 | LFI | Sone components completed |
| 38 | PHI | Local Devolution and Disaster Risk Reduction Management Program (tbd) | 212,000 | 2021 | ongoing | tbc | AFD | For linking |
| 39 | PHI | Tri-Ferry System Development Project (Alaminos, Dagupan, San Fernando) | 500,000 | 2021 | ongoing | tbc | LFI | For linking |
| 40 | THA | Industrial Infrastructure Project (Thungsong) | 57,831 | 2009 | 2011 | 27.6 | LFI | Some components completed |
| 41 | VIE | Sewerage Network and Waterwater Treatment Plant (Can Tho 1) | 200,000 | 2008 | 2009 | 6.5 | LFI | Some components completed |
| 42 | VIE | Integrated Wastewater and Drainage Management (Can Tho 2, Hai Duong and Vihn) | 741,920 | 2015 | 2016 | 1.0 | LFI | Financing informally confirmed |
| 43 | VIE | Flood and Drainage and Wastewater Management (Da Nang) | 267,200 | 2011 | 2012 | 1.0 | JICA | Financing informally confirmed |
| 44 | VIE | Drainage and Flood Protection and Wastewater Treatment Project (Hai Phong) | 345,000 | 2012 | 2013 | tbc | PPP | Not linked |
| 45 | VIE | Water Supply and Wastewater Management Project (Thanh Hoa) | 308,551 | 2008 | 2009 | 5.2 | ADB | Completed |
| 46 | VIE | Climate Resilience and Urban Development Project (Bac Kan, Phu Ly) | 560,000 | 2019 | ongoing | 53.0 | AFD | Financing informally confirmed |
| 47 | VIE | Green Growth and Climate Resilience (Dong Ha) | 450,000 | 2020 | ongoing | tbc | AFD | For linking |
| | | **Sub-total** | **17,909,022** | | | **16,39.4** | | |
| | | **TOTAL** | **41,630,845** | | | **11,420.9** | | |

# Annex 2: Progress Towards DMF Outcome and Outputs

## OUTCOME:

In selected Asian cities, urban infrastructure investments which make a positive contribution to SDGs are linked to financing.

| Outcome Indicator | 2021 Target | Jan-June 2021 Achievement | Achievement as of June 2021 | Progress |
|---|---|---|---|---|
| a. By 2022, at least 100 cities are linked to finance for their CDIA-assisted infrastructure projects (2018 baseline: 50) | 10 | 2 | 93 | |
| From January to June 2021, two additional cities were linked to financing for its CDIA-assisted infrastructure projects. These include: (ii) Panaji (IND) for its PPS on 24x7 Water Supply and Saint Inez Creek Rejuvenation was funded by the national government; and (ii) Chattogram (BAN) for its PPS on Chattogram Metropolitan Sewerage Project Urban Development Project which was linked to an AFD loan. As of December 2020, a total of 93 cities have linked their projects to downstream financing. | | | | |
| b. By 2022, at least $10 billion are invested in CDIA-assisted infrastructure projects (2018 baseline: $6.0 billion) | $0.8 billion | $0.23 billion | $11.4 billion | |
| During this reporting period, about $233 million were invested in infrastructure projects that were prepared with technical assistance from CDIA. Total urban infrastructure investments linked to CDIA-assisted projects are estimated at $11.4 billion as of June 2021. | | | | |

## OUTPUT 1:

The linking to finance of CDIA-developed projects is improved.

| Output Indicator | 2021 Target | Jan-June 2021 Achievement | Achievement as of June 2021 | Progress |
|---|---|---|---|---|
| 1a. (i) By 2022, at least 200 projects are approved for CDIA technical assistance (2018 baseline: 140) | 12 | 5 | 209 | |
| 1a. (ii) By 2022, at least 141 city applications are approved for CDIA technical assistance (2018 Baseline: 91) | 8 | 3 | 109 | |
| In the first half of 2021, three PPS applications covering two infrastructure projects were approved for CDIA technical assistance by the CDIA-TF Facility Manager, namely: Chattogram Metropolitan Sewerage Project in Chattogram, Bangladesh; Local Devolution and Disaster Risk Reduction Management Program in the Philippines; and Tri-Ferry System Development Project in Alaminos, Dagupan and San Fernando in the Philippines. As of December 2020, 109 city applications covering 204 infrastructure projects have been approved for CDIA technical assistance. | | | | |
| 1b. (i) By 2022, at least 180 projects are prepared for linking to finance (2018 baseline: 130) | 10 | 12 | 194 | |
| 1b. (ii) By 2022, at least 127 PPSs are completed (2018 baseline: 74) | 9 | 1 | 99 | |
| For this reporting period, one PPS intervention covering twelve infrastructure projects in Uzbekistan covering three cities ((Khiva, Djizzak and Yaniyer) was prepared for linking to finance, namely: Uzbekistan Integrated Urban Development Project. As of June 2021, a total of 99 PPS covering 194 infrastructure projects have been prepared for linking to finance with assistance from CDIA. | | | | |
| 1c. (i) By 2022, at least 160 projects are taken forward by financing institutions (2018 baseline: 80) | 16 | 4 | 162 | |

| | | | | |
|---|---|---|---|---|
| 1c. (ii) By 2022, at least 112 investment packages e. g. loans are taken forward by financing institutions (2018 baseline: 47) | 9 | 4 | 83 | |

In the first half of 2021, four investment packages covering four infrastructure projects were taken forward by funding agencies. These include: Georgia Livable Cities Project in Georgia; Additional Financing – Dushanbe Water Supply and Sanitation Project in Dushanbe, Tajikistan; Chattogram Metropolitan Sewerage Proejct in Chattogram, Bangladesh; and Panaji 24/7 Water Supply and Saint Inzez Creek Rejuvenation Project in Panaji, India. As of June 2021, a total of 83 investment packages covering 162 infrastructure projects have been taken forward by funding agencies.

| | | | | |
|---|---|---|---|---|
| 1d. (i) By 2022, at least 50 projects are taken forward by financing institutions other than ADB as the prime financier (2018 baseline: 35) | 3 | 2 | 62 | |
| 1d. (ii) By 2022, at least 42 investment packages e.g. loans are taken forward by financing institutions other than ADB as prime financier (2018 baseline: 29) | 2 | 2 | 43 | |

Two investment packages were taken forward by financing institutions other than ADB as the main financier during this reporting period including: Chattogram Metropolitan Sewerage Proejct in Chattogram, Bangladesh funded by AFD; and Panaji 24/7 Water Supply and Saint Inzez Creek Rejuvenation Project in Panaji, India financed by the State Government. As of June 2021, a total of 43 investment packages covering 62 infrastructure projects have been taken forward by fundng institutions other than ADB.

## OUTPUT 2:

Capacity development support to project preparation and linking to finance is improved.

| Output Indicator | 2020 Target | Jan-June 2021 Achievement | Achievement as of June 2021 | Progress |
|---|---|---|---|---|
| 2a. 10% of CDIA resources are utilized for enhancing capacities to successfully implement projects conceptualized with CDIA support (2018 baseline: 5%) | 10% | 20% | 18% (Cumulative) | |

For this reporting period, the proportion of CDIA resources utilized for capacity development support to project preparation and linking to finance was estimated at 20%. From January 2018 to June 2021, capacity development support to project preparation and linking to finance accounted for about 18% of total CDIA resources.

| | | | | |
|---|---|---|---|---|
| 2b. At least two national Project Development Facilities (PDFs) that have improved know-how on project preparation based on CDIA good practices (2018 baseline: 2) | 2 | 2 | 2 | |

During this reporting period, CDIA continued to provide capacity development support to two national PDFs, namely PT Sarana Multi Infrastruktur (PT SMI) or Indonesia's State-Owned Infrastructure Financing Company and the PPP Center in the Philippines.

## OUTPUT 3:

Measurement of CDIA contribution to development impacts is improved.

| Output Indicator | 2021 Target | Jan-June 2021 Achievement | Achievement as of June 2021 | Progress |
|---|---|---|---|---|
| 3a. At least 35 tracer studies are completed. (2018 baseline: 15) | 2 | ongoing | 25 | |
| During this reporting period, tracer studies on two completed PPS are ongoing namely: Climate Proofing and Revitalization of Pasar Johar in Semarang (INO) and Green and Intergrated Wastewater Management Project in San Fernando (PHI). As of June 2021, CDIA has completed a total of 25 tracer studies. | | | | |
| 3b. One external Mid-term Review of CDIA 2018–2022 Strategy completed. (2018 baseline: 0) | 1 | ongoing | ongoing | |
| In October 2020, CDIA commenced the external mid-term review of CDIA Strategy 2018-2022 following the successful procurement of an international program evaluation expert. Due to the COVID-19 pandemic, the entire MTR work was conducted using online platforms with the external evaluator working remotely from his home office. The MTR is expected to be completed in July 2021. | | | | |

**Legend:**

Accomplished or on track

Behind target

**Note:** Output indicators 1a (ii), 1b (ii), 1c (ii) and 1d (ii) were adopted as agreed upon in the April 2019 CDIA Financing Partners Meeting

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