ACHIEVING SUSTAINABILITY

March 2023

Infrastructure Financing for High Impact Development

More and more pension funds and insurance companies are financing infrastructure projects in developing countries. New financing vehicles have been set up to focus on sectors with the highest impact on social and economic growth. As an approach to development finance, "blended finance" vehicles can allow institutional investors to access a new asset class of high impact investments.

Financing of infrastructure: no longer just the task of government

Three main factors have favoured the development of infrastructure financing (also known as "infrastructure debt") as an asset class since the outbreak of the global financial crisis in 2008:

1/ Falling investment from banks
The global financial crisis has led to the acceleration and intensification of banking regulation, prompting banks around the world to switch out of classic, very long-term project financing.

2/ Dwindling state budgets
The sharp rise in government debt has reduced budgets for state-funded infrastructure and development aid projects, and caused many countries, particularly in the West, to look for new sources of financing.

3/ Stagnating interest rates
The low interest rates that have followed in the wake of the global financial crisis have led to changes in the investment needs and behaviour of institutional investors.

The banks were subsequently joined by institutional investors such as insurance companies and pension funds, which were looking for investments that would offer a yield mark-up compared with government or corporate bonds, for example, as well as having terms that matched those of the liabilities of these two groups of investors.

Financing of essential infrastructure that is largely independent of demand, with public-sector operators with top-quality credit ratings (governments, cantons/federal states and other regional authorities or state-affiliated companies), has at least partially replaced other asset classes such as government or corporate bonds.

Intermediaries with their own departments that structure project financing have become established partners of many large asset managers. This trend has been further boosted in recent years by favourable regulatory treatment of this financing under the EU-wide regulatory standard Solvency II.

However, this development has taken place mainly in OECD countries. For a very long time this financing was exclusively in the investment-grade range, and it is only in the last few years that it has gradually begun to shift out of this range.

The idea of mobilising private, institutional capital into emerging markets

While this development has occurred, supranational and specialist development banks have had increasing difficulty in recent years performing their official duties in areas such as the financing of infrastructure projects in emerging markets. Demand far exceeds the funds made available to the development banks.

This demand gave rise to the idea, in 2015 and the following years, of mobilising capital from private, institutional investors for financing in general, and infrastructure projects, in particular, in emerging and even frontier markets. However, institutional investors are dependent on providing **financing in the investment-grade range,** if possible, particularly when it comes to very long-term financing, if not for economic reasons then often for regulatory reasons.

The obvious solution therefore seemed to be for development banks, with their many years of experience and access to emerging markets, as well as the capacity to bear risk, to assume only part of this financing in future, and for private investors to take over a secured portion. This has an advantage for both sides, as development banks will increase their financing capacity, while institutional investors will receive a structured investment with high-yield potential that also offers diversifying characteristics compared with the classic interest-rate portfolio.

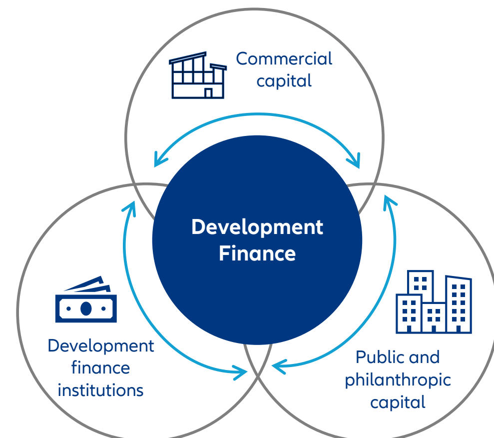
However, the main focus is on the benefits for project sponsors and funding recipients in emerging markets. Without these expanded financing opportunities, some funding and infrastructure projects in emerging markets in the last six years would not have come about at all.

Last but not least, the conclusion of the Paris Climate Agreement in late 2015 not only added climate protection to the agenda, but also brought up the question with respect to emerging markets of how, for example, the United Nations' 17 Sustainable Development Goals can also be applied to these countries in this way.

New financing vehicles

In the light of all these considerations, new financing vehicles, in some cases worth billions, have been set up in the past few years through collaboration between various supranational and national development banks on the one hand, and large institutional investors on the other (Figure 1). A new asset class has emerged over time: "**Development Finance**".

Figure 1: Development finance, set up in partnership



Source: Allianz Global Investors Sustainability Report 2020

Depending on which side we look at this type of financing from, we can describe it as **indirect infrastructure financing (infrastructure debt) in emerging markets** or assign it to ESG-oriented investments as "impact investments". There is justification for both. This asset class is expected to develop further, and to become accessible to other groups of investors in the coming years, partly for the reasons mentioned at the beginning of this article.

The Covid-19 pandemic has also accelerated this development, which has been further intensified by the rapidly growing trend over the last two to three years towards ESG-compliant investments.

A Development Finance vehicle allows a development bank to supplement with private capital each dollar it has available for financing projects in emerging markets by a factor of four to eight, and at the same time to agree ESG goals with both borrowers and lenders. Ultimately, that benefits all parties involved – and others besides.

Blended finance: de-risking via blending

An approach known as blended finance is used in structuring risk-tiered vehicles that bring together public and private funding and mobilise scalable amounts of commercial capital into high impact projects (aligned with UN Sustainable Development Goals) in emerging and frontier markets.

Its risk-tiered structure tends to include a combination of a senior capital tier and a junior capital tier, where commercial or private capital ranks senior to the publicly funded junior tier. The junior investors absorb the first losses in the portfolio, offering investors of the senior tier capital loss mitigation (see Figure 2).

The presence of the first loss structure de-risks the investment for institutional investors at a senior position to achieve an investment-grade credit profile. For insurers, the vehicle-level de-risking with the first loss provision allows for a more favourable treatment under Solvency II capital requirements.

Co-investing alongside development-focused institutions is key to achieving the sustainable impact. The partnership helps the blended finance portfolios to focus on sectors with the highest impact on social and economic growth, such as infrastructure, energy and agribusiness.

Blended finance in practice

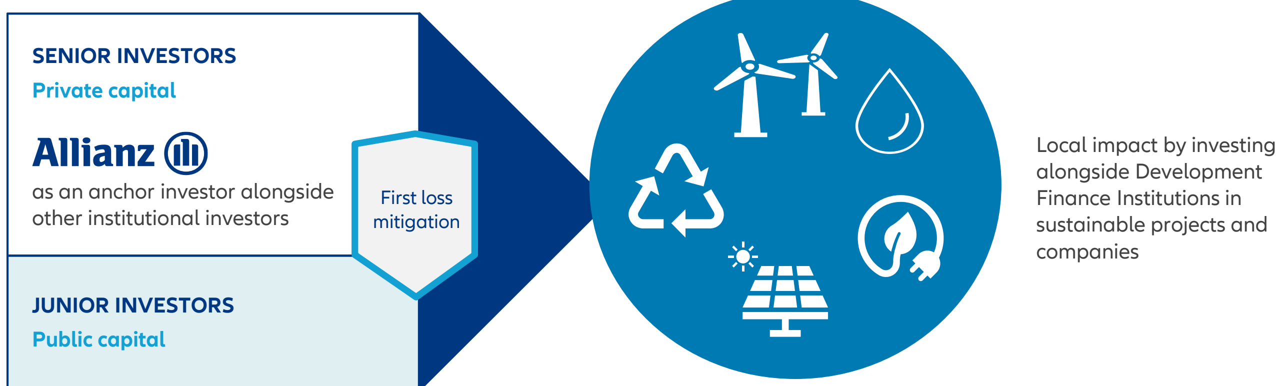
In 2017, Allianz Group and the International Finance Corporation (IFC), a member of the World Bank Group, launched a partnership under the Managed Co-Lending Portfolio Program (MCPP).

The new program, MCPP One Planet, is the world's first cross-sector portfolio of emerging-markets loans aligned with the Paris Agreement. The program combines institutional investor contributions with IFC's own funds to scale up climate-responsible financing in emerging markets.

As depicted in Figure 3, Allianz insurance companies committed USD 500 million in a vehicle to co-invest alongside the IFC in infrastructure projects in emerging markets worldwide. The vehicle has preferred access to invest in all IFC loans which fulfil a strict set of eligibility criteria.

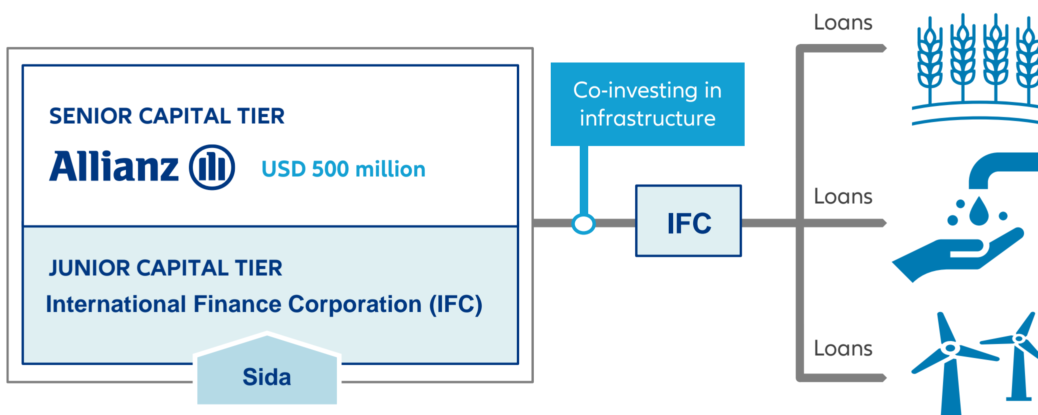
The vehicle is risk-tiered, set up by AllianzGI. IFC takes the first loss on investments up to their committed capital. Furthermore, the Swedish International Development Cooperation Agency (Sida) provides a guarantee to IFC for part of the first-loss funding.

Figure 2: Blended finance – an example



Source: Allianz Global Investors, 2021

Figure 3: MCPP One Planet – providing emerging-market loans aligned with the Paris Agreement



Source: Allianz Global Investors Update Magazine I/2022

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