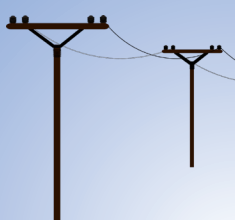


December 2014

PUBLIC-PRIVATE PARTNERSHIPS

Training Modules



*Understanding the benefits and challenges of further involving
the private sector in public infrastructure development*

PUBLIC-PRIVATE PARTNERSHIPS

Training Modules

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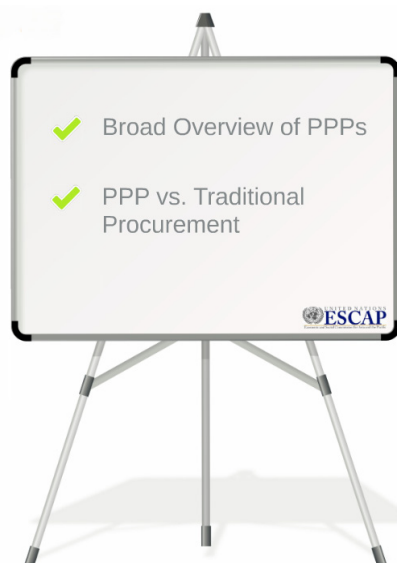
These modules are part of online training materials developed by ESCAP to support countries in the Asia-Pacific region to further involve the private sector in infrastructure development. The full set of training materials can be accessed on <http://www.unescap.org/our-work/transport/financing-and-private-sector-participation/public-private-partnership-course>

MODULE 1

PPP Concept, Benefits and Limitations

The first Module outlines the main features of Public-Private Partnerships (PPPs) and highlights the differences between PPP and traditional procurement of public infrastructure. The key benefits, but also the risks and limitations, of the PPP procurement mechanism are presented.

Objectives



Why PPPs?



Long term solution for public infrastructure

Poor quality construction

Inadequate maintenance

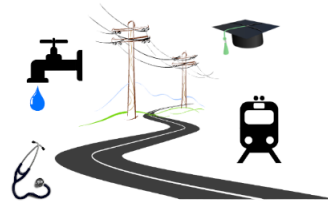
More efficient delivery of public services

Private sector capacity to deliver services more efficiently and cheaply than the public sector

Lower funding pressure on the government

Lack of available budget

Definition



Notes:

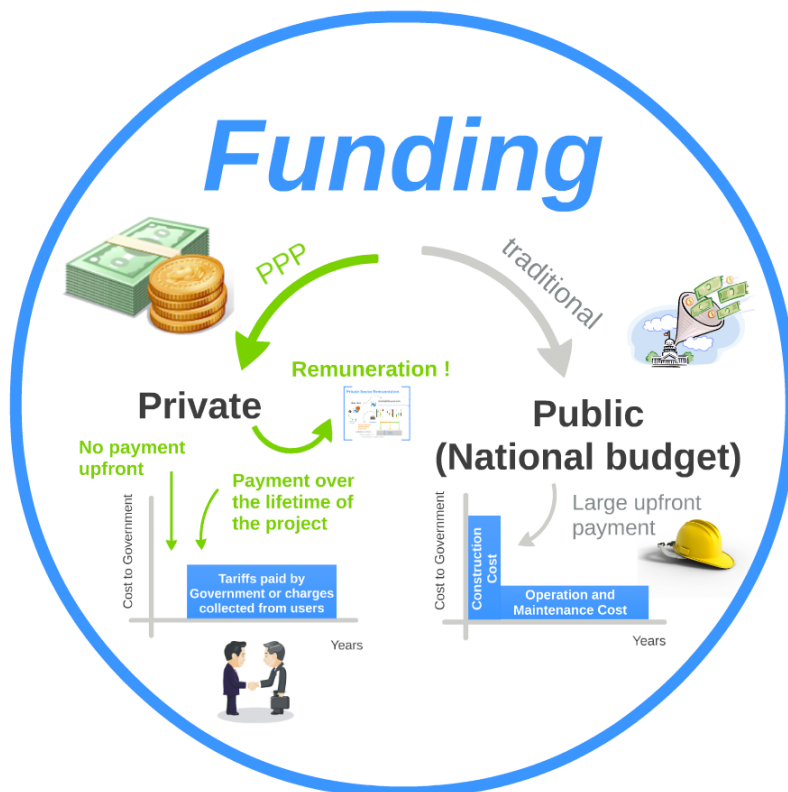
Public Private Partnerships

"A **long-term contract** between a **private** party, and a government agency, for providing **public services** and/or developing public infrastructure, in which the private party bears significant **risk** and management responsibility"

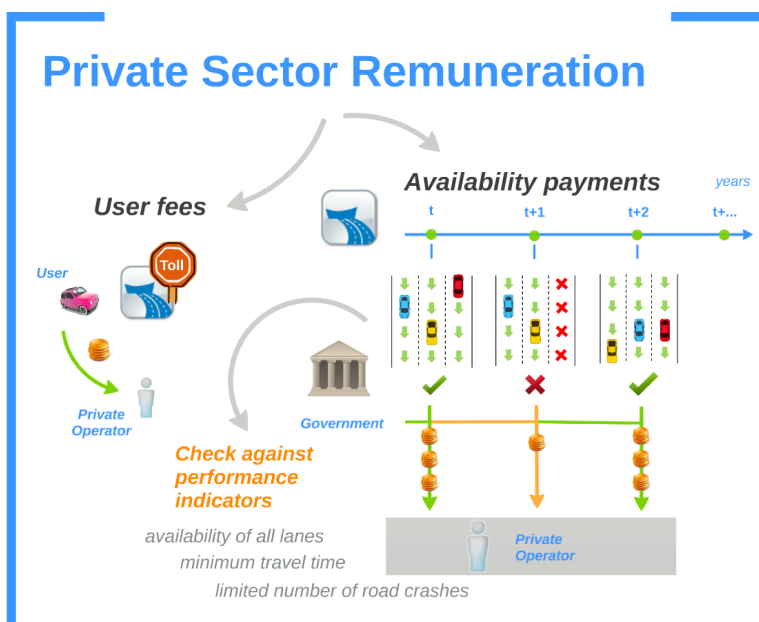
Notes:



Introduction to PPPs

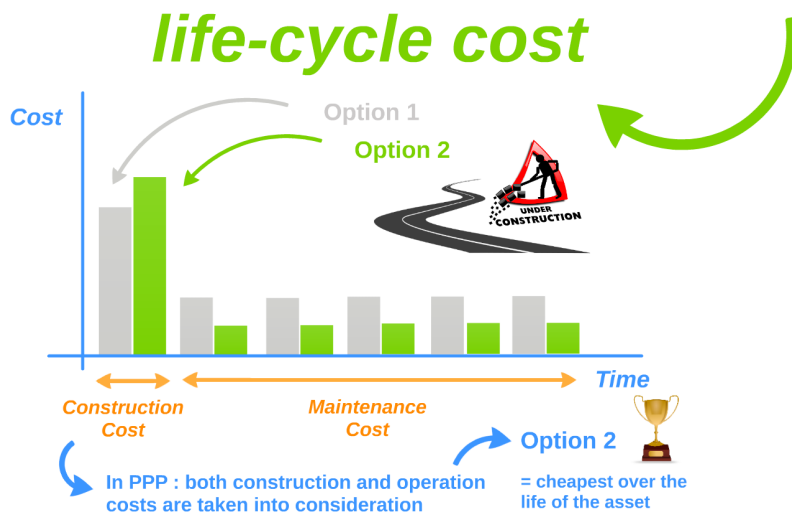
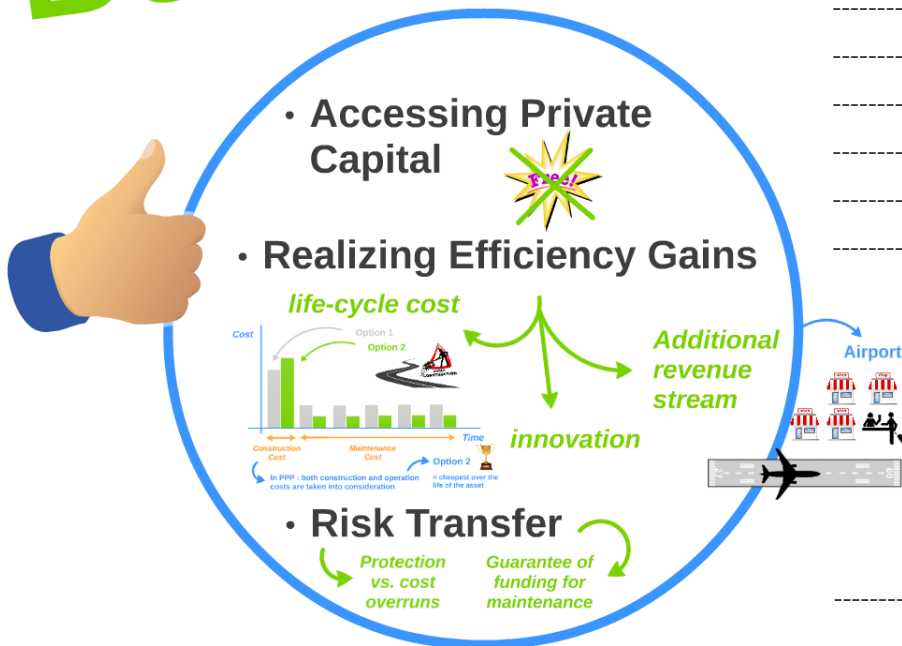


Private Sector Remuneration



Benefits

Notes:



Limitations

- Not suitable for all projects
- Complex / High transaction costs
- Fiscal direct and indirect liabilities
 - subsidies
 - guarantees
- Political and social sensitivity
 - "user-pay principle"
- Limited flexibility

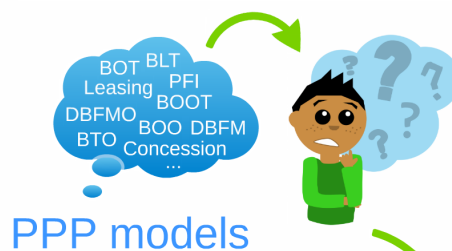


MODULE 2

Public-Private Partnership Models

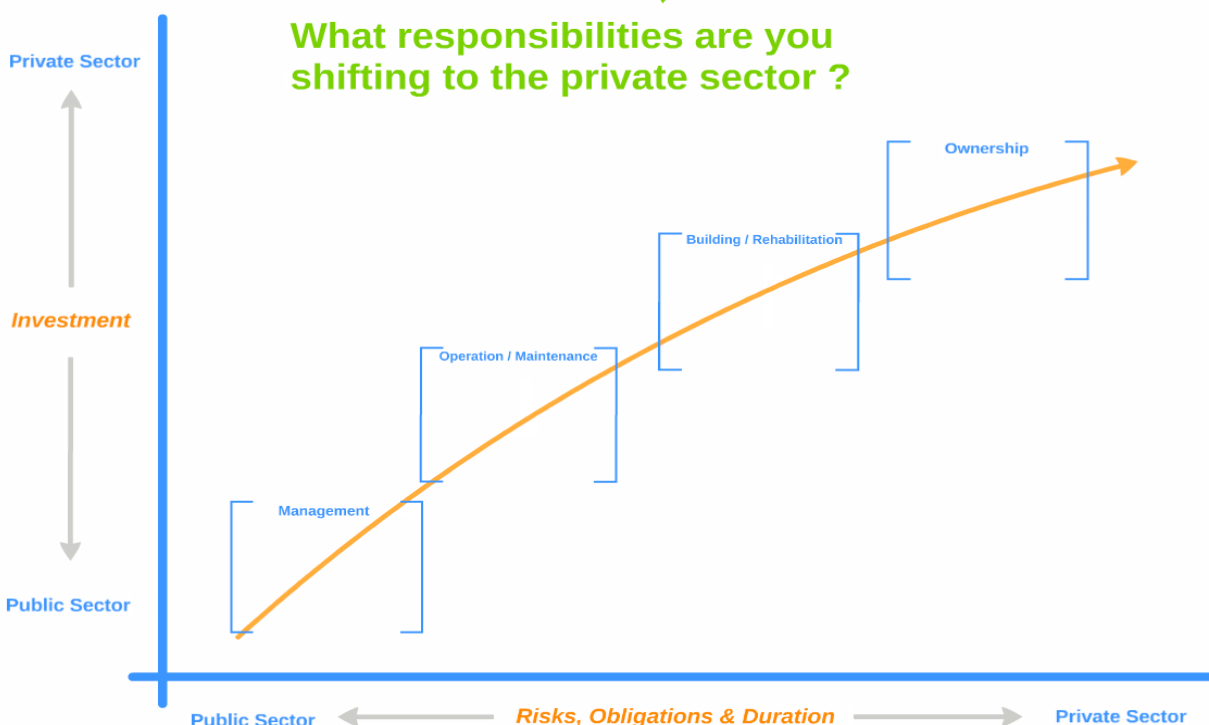
The Module details the various possibilities to involve the private sector in infrastructure development and presents the different risk and responsibilities that can be shifted to the private sector. It also describes the key benefits and limitations that can be expected from each model.

Notes:



What are you trying to achieve ?

What responsibilities are you shifting to the private sector ?



Management

Fee for managing a public facility

performance based

No private capital investment

Short Term (2 to 5 years)



Potential operational gains

Low complexity / quick implementation

Less politically sensitive

Example



Only existing infrastructure

Very limited transfer of risk (e.g. commercial risk)

No additional funding provided

Water Sector



Water Sector

Efficiency gains

Less challenging

Private Sector Remuneration

bonuses for exceeding targets

customer tariff



Notes:

Operation / Maintenance

Transfer the responsibilities of operating / maintaining a public asset to the private sector

Medium Term (10+ years)

Port Terminal (Leasing)

Example 1



Incentives for efficiency and high sales

O&M risks transferred



Limited investment (existing assets)

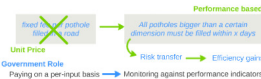
Regulatory oversight (e.g. tariff arrangements)

Reluctance to maintain an asset you have not built

Example 2

Road Maintenance

Performance based road asset management and maintenance contract



Port Terminal (Leasing)

Port authorities



handling equipment



Road Maintenance

Performance based road asset management and maintenance contract

Performance based

fixed fee per pothole filled in a road

All potholes bigger than a certain dimension must be filled within x days

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_4779

