

Ladies and gentlemen!

First of all, I would like to thank the Bappenas, the UN ESCAP and the co-organizers for inviting the Ministry of Planning and Investment of Viet Nam to this very important conference.

Through this event, we were able to learn the Indonesia's experiences in development of PPP infrastructure investment environment, know about the difficulties that you are facing. We have had a valuable chance to meet face-to-face with the practitioners and prominent advisors who transferred not only theory of PPP but also the insight into real-life PPP implementation in a number of countries, including Vietnam. Undoubtedly, the gains from this forum will help us in development of our own PPP system, and hopefully it will address well the country's desperate need for infrastructure.

Ladies and gentlemen, let me take this opportunity to inform you of the progress in establishing a functional PPP framework in our country.

Vietnam embarked on public – private partnership 10 years ago, with Government decrees on BOT, BTO and BT. Through the time, we have synchronized foreign and domestic investment in BOT, BTO and BT into one legal document. That means the international investors and domestic investors are on the level playing field. Current regulations are defined in Government Decree 108 of 2009.

We have cases of success like BOT power plants of Phu My 2 and Phu My 3, recently Mong Duong 2 – as referred to in a presentation here. A number of BOT, BT in transportation have already been in place. However, there remains several issues that discourage the investors. Those are: the investor selection procedure, complicated and prolonged procedure and the lack of capacity.

In recognition of these issues, the government strongly push the innovative solution to PPP, based on experiences the country had in the past and knowledge of international best practices gained from dialogue like this and other co-operation activities. Recently, the Ministry of Planning and Investment, with the assistance from the World Bank, the Government of Japan through Ministry of Economy, Trade and Industry (METI) and many other development partners, submitted the PPP pilot program to the Prime Minister for his consideration, with following main features:

Firstly, to develop a project pipeline. The market size for PPP infrastructure investment in Viet Nam for the next 10 years is about 150 – 160 billion USD.

The proposal of PPP pilot program indicate a number of infrastructure sectors for the pilot phase: transportation (roads, bridges, tunnels, ferry, railway, railway bridges, railway tunnels, urban transport, airports, seaports), clean water supply system, power plant and other projects decided by the Prime Minister. The project is deemed ready for competitive procurement stage once it has been fully developed with an approved Feasibility Study, this means that the Government assures the well prepared PPP project before bringing it to the investors. We find that the Indonesia PPP book is a good example for us to learn from.

Secondly, to streamline to appropriate procedure with one-stop-shop mechanism. Experiences show that too many doors discourage investors, especially genuine investors who have capital as well as technology. The proposed pilot program streamline the procedure wherein the Ministry of Planning and Investment be a focal point, co-ordinating efforts of relevant agencies. The Ministry will also set up a task force with members from related ministries, agencies to deal full-time with PPP projects.

Thirdly, to build up capacity. Capacity is another important issue to be addressed. The design is that dedicated PPP team in the Ministry of Planning and Investment, as well as core teams in concerning agencies would be well trained on multiple facets of PPP, keeping up to the national standards. These people will be the first generation who have hands-on experience in pilot PPP projects is expected to be key people in expansion of PPP program in the future.

In summing up, Viet Nam does have its own difficulties in realization a workable PPP program. And there is definitely the strong political will for good changes, for the infrastructure development.

Ladies and gentlemen, we share this enthusiasm to overcome the identified barriers, build up a PPP framework for infrastructure development in our own country, as well as promote a PPP alliance in this region for a truly efficient implementation.

Lasly, let's me wish you all good health and success !

Thank you.

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