

Characteristics of PSP Options for Toll Roads

	A: Maintenance Management contract	B: Turnkey	C: Operate & Maintain	D: ROT	E: BOT	F: Corridor Management
Definition	<ul style="list-style-type: none"> Maintain Fee from Government 	<ul style="list-style-type: none"> Design & Build Fixed fee from Government 	<ul style="list-style-type: none"> Maintain and Operate 	<ul style="list-style-type: none"> Finance, Rehabilitate, Maintain, and Operate 	<ul style="list-style-type: none"> Finance, Design, Construct, Maintain and Operate 	<ul style="list-style-type: none"> Finance, Design, Construct, Maintain & Operate Corridor / Network
Examples (see case studies)	<ul style="list-style-type: none"> New South Wales USA 	<ul style="list-style-type: none"> USA Hong Kong 	<ul style="list-style-type: none"> Argentina Hong Kong 	<ul style="list-style-type: none"> Argentina Colombia 	<ul style="list-style-type: none"> Malaysia; Philippines; Thailand; Hong Kong Argentina, USA etc. 	<ul style="list-style-type: none"> UK (DBFO) Colombia
Cost recovery	<ul style="list-style-type: none"> Fixed government payments 	<ul style="list-style-type: none"> Fixed government payment 	<ul style="list-style-type: none"> Typically government receives some toll revenue 	<ul style="list-style-type: none"> Concessionaire may pay Government or vice-versa 	<ul style="list-style-type: none"> Government investment usually required 	<ul style="list-style-type: none"> Government contributes existing roads and other investment usually required
Scale of Private Investment	<ul style="list-style-type: none"> Very low 	<ul style="list-style-type: none"> Considerable for very short term 	<ul style="list-style-type: none"> Low 	<ul style="list-style-type: none"> Medium 	<ul style="list-style-type: none"> High / Very High 	<ul style="list-style-type: none"> Medium / High
Private Sector Risks	<ul style="list-style-type: none"> Maintenance 	<ul style="list-style-type: none"> Design Construction 	<ul style="list-style-type: none"> Traffic & revenue levels Revenue collection Political Financial Maintenance required 	<ul style="list-style-type: none"> Rehabilitation Traffic & revenue levels Revenue collection Political Financial Maintenance required 	<ul style="list-style-type: none"> Design Construction Traffic & revenue levels Revenue collection Political Financial Maintenance required 	<ul style="list-style-type: none"> Design Construction Traffic & revenue levels Revenue Collection Political Financial Maintenance required
Public Sector Risks (land acquisition and relocation risks are always carried)	<ul style="list-style-type: none"> Design Construction Traffic & revenue levels Revenue collection 	<ul style="list-style-type: none"> Planning Traffic & revenue levels Revenue collection Maintenance required 	<ul style="list-style-type: none"> Revenue Macro Social 	<ul style="list-style-type: none"> Force Majeure Macro Social 	<ul style="list-style-type: none"> Planning Force Majeure Macro Social 	<ul style="list-style-type: none"> Planning Force Majeure Macro Social
Typical Contract size (\$)	<ul style="list-style-type: none"> Small 	<ul style="list-style-type: none"> Medium / Large \$50 - \$800 m 	<ul style="list-style-type: none"> Small / Medium 	<ul style="list-style-type: none"> Medium / Large 	<ul style="list-style-type: none"> Very Large c. \$100m - \$1 bn 	<ul style="list-style-type: none"> Medium / Large c. \$90 - \$300 m
Min. size concessionaire required	<ul style="list-style-type: none"> Small / Local construction firm 	<ul style="list-style-type: none"> Small / Local construction firm 	<ul style="list-style-type: none"> Construction firm with management skills 	<ul style="list-style-type: none"> Larger construction firm with management skills 	<ul style="list-style-type: none"> Consortium incl. major construction firms 	<ul style="list-style-type: none"> Consortium
Extent of Gov. preparation required	<ul style="list-style-type: none"> Low 	<ul style="list-style-type: none"> High 	<ul style="list-style-type: none"> Low 	<ul style="list-style-type: none"> Medium 	<ul style="list-style-type: none"> High 	<ul style="list-style-type: none"> High
Typical duration	<ul style="list-style-type: none"> 2-10 years 	<ul style="list-style-type: none"> Defined construction period 	<ul style="list-style-type: none"> 2-10 years 	<ul style="list-style-type: none"> 10-20 years 	<ul style="list-style-type: none"> c. 30 years 	<ul style="list-style-type: none"> c. 30 years

Source: *Developing Best Practices for Promoting Private Sector Investment in Infrastructure: Roads*. 2000. Asian Development Bank.