



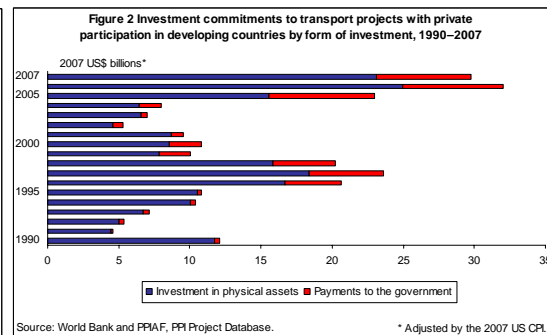
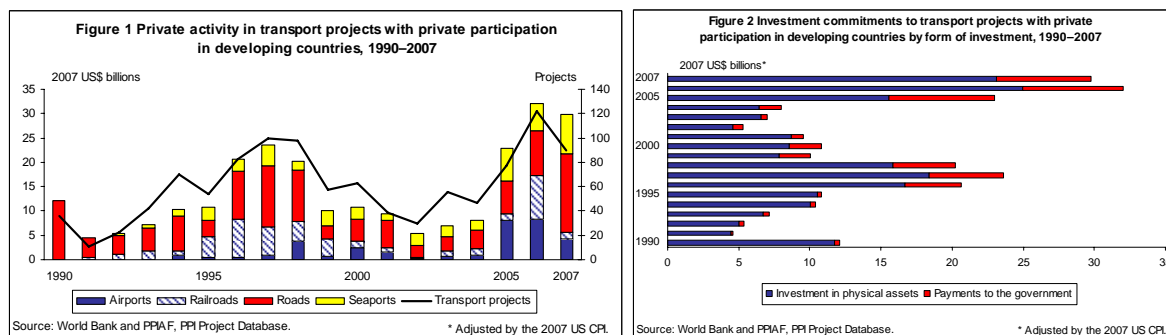
PPI data update note 10

July 2008
(Updated version)

Private activity in transport continued at peak levels for second year

Private activity in transport was strong in 2007, following an upward trend over the last three years. Although lower than in 2006, the number of transport projects with private participation, along with the associated investment commitments, remained at peak levels in 2007, according to just-released data from the Private Participation in Infrastructure Project Database.

In 2007, 90 projects, involving investment commitments (hereafter, “investments”) of US\$25.4 billion, reached financial or contractual closure in 26 low- and middle-income countries.¹ In addition, transport projects implemented in previous years had additional commitments of US\$4.3 billion, bringing total investment to US \$29.8 billion². Investments remained around the 2006 peak (see charts) even when only investments in physical assets are counted—that is, excluding payments to the government (such as concession or lease fees and divestiture revenues).



The use of a variety of financial arrangements to cover project costs or collect revenues was prominent in the transport projects, particularly those in the road sector. For projects allowed to collect user charges such as toll fees, the schemes included fixed government payments to cover the expected gap between project revenues and costs or periodic payments required to cover the actual gap. For projects not allowed to collect user charges, the arrangements included predetermined annuity payments to

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¹ Data on private transport projects include primarily medium-size and large projects as reported by the media and other public sources. Small-scale projects are generally not included due to lack of public information. The Czech Republic and Estonia became high-income countries according to the 2007 World Bank country classification (released in July 2007) and are therefore excluded from the 2007 update.

² The 2007 transport update of the PPI Project Database (ppi.worldbank.org) includes 27 more projects for 2001–06 than were reported in the 2006 update (PPI data update note 5). As a result, investments in 2006 changed from the US\$30 billion reported in 2006 to the US\$31.2 billion reported in 2007.

cover expected construction and operational costs or periodic payments based on the number of vehicles actually using the road (shadow tolls).

Of the 90 projects in 2007, at least 37 had either fixed or variable government payment commitments. That represents a 41% share, up from 28% in 2006 and 8% in 2001–05. Most of these 37 projects were implemented in Latin America and India.

Concessions and greenfield projects were the most common forms of projects³. Concessions represented 50% of transport investment in 2007 while greenfield projects (mainly BOT contracts) accounted for 41% of investment.

Activity by subsector. With 59 projects in 2007, the **road** sector accounted for most of the transport activity as well as most of its growth. These projects involved around 6,400 kilometers of road and investment of US\$15.3 billion. Such investment level in private roads was never seen before, even if the number of projects remained around the peak level reached in 2006. However, the activity was highly concentrated in a few countries. Of 11 countries that signed road projects, four (Mexico, India, China, and Indonesia) accounted for 83% of projects and 73% of investments.

Sixteen contracts in seaports, involving investment of US\$5.4 billion, were implemented in 12 countries.⁴ In addition, US\$2.5 billion was committed to existing seaport projects, bringing the total investment to almost US\$8 billion. For the 12 projects for which capacity information was available, total annual capacity amounted to 47 million twenty-foot equivalent units (TEU).

Twelve new **airport** projects, involving investment of US\$3.6 billion, reached financial or contractual closure in 11 countries in 2007. Although such investments represented just half of investment in the previous two years, they were still the third highest in the 1990-2007 period.

Three new **railway** contracts were granted in 2007 with totaling investments of US\$1.1 billion. Those projects included two concessions (one for Ferrovia Norte Sul in Brazil and the other for Tanzania Railways in Tanzania) and one management contract for Metro of Algiers in Algeria.

Activity by region. In 2007, new private activity was highly concentrated by region. Four countries—Mexico, India, China, and Turkey—accounted for 54% of investment and 61% of projects. The top six countries by investment (with Brazil, Hungary, Peru, and Indonesia added to the list) represented 73% of investment and 78% of projects.

In East Asia new private activity took place in four countries. China signed 11 contracts involving investments of US\$3.8 billion. Of the new contracts, five were BOT contracts for roads, four were for seaports (three BOT contracts and one concession), and the remaining two were for airports (one BOT contract and one partial divestiture). Indonesia implemented 6 road projects with investments of US\$1.2 billion. Of these projects, 5 were greenfield projects and involved 125 kilometers of new road projects. The remaining one was the partial divestiture of PT Jasa Marga (Persero), the Indonesian state-owned road operator. In Malaysia, a BOT contract for Kajang-Seremban Highway was implemented. In Vietnam, a 50-year BOT contract for a seaport terminal was implemented.

In Europe and Central Asia seven countries implemented nine contracts, six of which were in airports. In Armenia, the government signed a 24-year concession for Shirak Airport. In Georgia, a 20-year lease

³ This note use the term “concession” as defined in the methodology of PPI Project Database which is different from the definition commonly used in transport literature. The latter one uses a broad sense, including not only Build, Rehabilitate, Operate, and Transfer (RBOT) projects as well as Rehabilitate, Operate, Transfer (ROT) ones but also Build, Operate, Transfer (BOT) contracts. In other infrastructure literature such as those of electricity and water, the term “concession” refers mainly to contracts dealing with operation and expansion/rehabilitation of existing assets.

⁴ Investment in seaport projects may be underestimated because of the lack of public information on investment figures for some projects.

contract for Batumi international airport and 48-year concessions for Batumi container terminal were implemented. In Hungary, the government signed a 3-year BOT contract for expansion operation of two sections of M6 & M60 motorways. Under the contract, the government will receive the toll revenues and pay the concessionaire a fixed annuity payment. In Kazakhstan, a 10-year management contract was signed for Astana International Airport. In the Russian Federation, a management contract for Sheremetyevo International Airport Terminal II became effective. In Turkey, a 17-year lease contract and signed for Antalya Airport and a 36-year concession was signed for the port of Mersin. The latter contract was awarded in 2005, but took two years to solve legal challenges.

In Latin America and the Caribbean eight countries implemented 25 projects. In Argentina, a 20-year seaport concession was signed for Bahia Blanca Container Terminal. In Brazil, three projects were implemented: a 25-year concession for State Highway MG-050, a 30 concession for Norte Sul railroad, and a greenfield container terminal project. In Chile, the 40-year BOT contract for Acceso Nororiente awarded in 2004 reached financial closure. In Colombia, two contracts were signed with one being a 20-year concession for San Andres and Providencia Airports and the other a BOT contract for Bucaramanga Highway. In addition, five existing seaport projects obtained contract extensions and committed additional investments for a total of US\$1.1 billion. In Costa Rica, the 25-year concession for San Jose Caldera highway reached financial closure. In Ecuador, a 20-year concession for Guayaquil Port was implemented.

In Mexico, nine road projects reached financial closure, involving 1,080 kilometers and investment of US\$6.1 billion. Of that amount, the first FARAC highway concession package accounted for US\$4.1 billion and included four roads that were concessioned in the early 1990s but bought back by the government in 1997 due to the financial difficulties experienced by the concessionaires. Six of the other Mexican road projects had government support through either revenue guarantees or variable payments. Mexico also implemented a BOT contract for a seaport terminal and another for an airport cargo terminal. In Peru the BOT contract for Muelle Sur port terminal and four road contracts were implemented. The road projects involved investments of US\$875 million and 2,000 kilometers. Three of these projects were sections of Inter-Oceanic Highway which connects Brazil and Peru, and included government payment commitments to cover the gap between project costs and revenues. The other road concession included fixed government payments to cover the expected construction and operational costs.

In the Middle East and North Africa three countries had new private activity. The government of Algeria signed a 9-year management contract for the Metro of Algiers. In Jordan, a 25-year concession was signed for Queen Alia International Airport. Finally, the government of Tunisia signed a 40-year concession for Enfidha and Monastir Airports.

In South Asia, India and Pakistan implemented 32 new projects. India executed 31 new projects with all but two being road projects. The 29 road projects involved over 1,700 kilometers and US\$2.8 billion in investments. Of these projects, 24 included government payment commitments through either annuity payments to cover the expected construction and operational costs or through capital grants to cover the expected gap between project costs and revenues. The two remaining transport contracts were greenfield seaport projects in Chennai and Orissa. Pakistan signed a 40-year concession for Gwadar Port Phase II.

In Sub-Saharan Africa two countries had new private activity. In Angola, a 20-year concession was signed for the Luanda Container Terminal with a consortium led by AP Moller – Maersk Group. In Tanzania, a 25-year concession for Tanzania Railways was signed with Indian RITES. The contract was awarded in 2005.

Potential new projects. In addition to the 90 new projects that reached financial or contractual closure in 2007, 53 projects at least were awarded but did not reach closure by December 2007. In East Asia, there were ten potential projects including five roads, four seaports, and a railway project. In Europe and Central Asia, there were five potential projects including two airports, two seaports, and one road. In Latin America and the Caribbean, there were 20 potential projects including 15 roads, three seaports, and two airports. In the Middle East and North Africa there were three potential projects which

were two railways and one seaport. In South Asia there were eleven potential projects including one airport, seven seaports, and three road projects. In Sub-Saharan Africa, there were four potential projects which are three railway contracts and a seaport project.

Canceled and distressed projects. In 2007, the number of canceled or distressed transport projects grew by 6, bringing the total number to 62 (52 were canceled and 10 were distressed). Those projects represent 6% of all transport projects and 10% of investments in transport.

Six projects were cancelled in 2007. In Argentina, two railway concessions (Transportes Metropolitanos Belgrano and Transportes Metropolitanos Roca) granted in 1994 were canceled by the federal government, citing concessionaire's lack compliance with service obligations. In Bangladesh, Thai Airways canceled its 10-year management contract for Shah Amanat Airport with the government due to delays in transferring the airport management. In Guatemala, Railroad Development Corp stopped operating Guatemala Rail Network (Ferrovias Guatemala) which was operating under a 50-year concession granted in 1998. The operator had also filed for international arbitration, claiming that recent government actions had amounted to indirect expropriation and direct interference with its contractual rights. In Mexico, Genessee and Wyoming Inc. requested the cancellation of the 30-year for concession Coatzacoalcos Port - Merida Railway and then stopped operating it due to damages caused by a hurricane in 2005. In Peru, the 30-year Callao expressway concession granted in 2001 was canceled by the local government, citing lack of compliance with investment obligations.

Concluded projects. One project concluded in 2007: the 13-year concession for Montevideo-Punta del Este Toll Road in Uruguay granted in 1994.

See the list of projects by region.

Transport projects reaching financial closure in 2007

Note: .. denotes missing data; n.a. means not applicable

East Asia and Pacific											
	Country	Project Name	Project Status	Sub-sector	Type of PPI	Private equity (%)	Investment Commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	China	Fujian Sanming Airport	Construction	Airports	Greenfield project (BOT)	60	54.95	n.a.	n.a.	..	Hainan Tongao Group (.. / China), Hong Kong Zhilong Group (.. / Hong Kong, China)
2	China	Inner Mongolia Tianjiagedan Yellow River Bridge Project	Construction	Roads	Greenfield project (BOT)	100	51.97	n.a.	n.a.	..	Dongda Mongolia King Group (100% / China)
3	China	Mianyang-Suining Expressway Project	Construction	Roads	Greenfield project (BOT)	100	348.18	n.a.	n.a.	80 KM	Sichuan Hanlong Group (100% / China)
4	China	Qingdao New Qianwan Container Terminal Joint Venture	Construction	Seaports	Greenfield project (BOT)	59.2	1000	n.a.	n.a.	6000 Throughput (thousands)	Dubai Holding (24% / United Arab Emirates), AP Moller - Maersk Group (16% / Denmark), Pan Asia International Shipping Ltd (20% / China)
5	China	Tianjin Port North Gangchi Container Terminal Phase III	Construction	Seaports	Greenfield project (BOT)	49	825.72	n.a.	n.a.	4000 Throughput (thousands)	PSA Corp (49% / Singapore)
6	China	Xi'an Xianyang International Airport Company Ltd	Operational	Airports	Divestiture	24.5	263.16	n.a.	n.a.		Fraport AG (25% / Germany)
7	China	Xiannvhu Road	Construction	Roads	Greenfield project (BOT)	75	45.17	n.a.	n.a.	11 KM	China Water Affairs Group Ltd (75% / Hong Kong, China)
8	China	Yangshuo-Luzhai Expressway Project	Construction	Roads	Greenfield project (BOT)		493.42	n.a.	n.a.	87 KM	MTD Capital Bhd Group (.. / Malaysia)
9	China	Yantai Rising Dragon International Container Terminals Ltd	Operational	Seaports	Concession	60	101.56	n.a.	n.a.	900 Throughput (thousands)	International Container Terminal Services Inc. (ICTSI) (60% / Philippines)
10	China	Yibin-Chongqing Expressway Yibin-Luzhou Section	Construction	Roads	Greenfield project (BOT)	70	498.37	n.a.	n.a.	80 KM	Bosideng Corporation (79% / China)
11	China	Zhenjiang City Xinminzhou Port Phase I	Construction	Seaports	Greenfield project (BOT)	100	150	n.a.	n.a.		New Universe International Group Ltd (100% / Hong Kong, China)

12	Indonesia	Jakarta Outer Ring Road Section W1	Construction	Roads	Greenfield project (BOT)	100	164	n.a.	n.a.	10 KM	Bosowa Corporation (100% / Indonesia)
13	Indonesia	Kanci-Pejagan Toll Road	Construction	Roads	Greenfield project (BOT)	92	226	n.a.	n.a.	54 KM	PT Bakrie Investindo (80% / Indonesia)
14	Indonesia	Kertosono-Mojokerto Toll Road	Construction	Roads	Greenfield project (BOT)	90	181	n.a.	n.a.	12 KM	PT Hanurata Coy Ltd. (45% / Indonesia)
15	Indonesia	Makassar Seksi IV Toll Road	Construction	Roads	Greenfield project (BOT)	100	49	n.a.	n.a.	11 KM	PT Bosowa Marga Nusantara (100% / Indonesia)
16	Indonesia	PT Jasa Marga (Persero) Tbk	Operational	Roads	Divestiture (Partial)	30	371.9	n.a.	n.a.	496 KM	Others (30% / ..)
17	Indonesia	Surabaya-Mojokerto Toll Road	Construction	Roads	Greenfield project (BOT)	84	249	n.a.	n.a.	37 KM	PT Marga Nuyasumo Agung (100% / Indonesia)
18	Malaysia	Kajang-Seremban Highway	Construction	Roads	Greenfield project (BOT)	100	272	n.a.	n.a.	44 KM	Antah Holdings Bhd (AHB) (50% / Malaysia), IJM Corporation Berhad (50% / Malaysia)
19	Vietnam	Saigon International Terminals Vietnam Limited (SITV)	Construction	Seaports	Greenfield project (BOT)	100	267	n.a.	n.a.	..	Hutchison Port Holdings (70% / Hong Kong, China), Saigon Investment Construction & Commerce Co Ltd (30% / Vietnam)

Europe and Central Asia											
	Country	Project Name	Project Status	Sub-sector	Type of PPI	Private equity (%)	Investment Commitment (US \$millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Armenia	Shirak Airport Concession	Operational	Airports	Concession	100	10	n.a.	n.a.	1 runway	Corporacion America (CASA) (100% / Argentina)
2	Georgia	Batumi International Airport	Operational	Airports	Lease contract	100	28.5	n.a.	n.a.	1 runway	TAV Airports Holding Co. (60% / Turkey), Urban (30% / Turkey)
3	Georgia	Batumi International Container Terminal	Operational	Seaports	Concession	100	31	n.a.	n.a.	100 Throughput (thousands)	International Container Terminal Services Inc. (ICTSI) (100% / Philippines)

4	Hungary	M6 & M60 Motorway Expansion	Construction	Roads	Greenfield project (BOT)	100	1588	..	Fixed government payments	80 KM	Strabag Austria (30% / Austria), Bouygues (15% / France), Colas SA (15% / France), John Laing Infrastructure Ltd (30% / United Kingdom)
5	Kazakhstan	Astana International Airport	Operational	Airports	Management contract	100	0	n.a.	n.a.	1 runway	Malaysia Airports Holding Berhad (MAHB) (100% / Malaysia)
6	Romania	Brasov-Ghimbav International Airport	Construction	Airports	Greenfield project (BOT)	100	116.8	n.a.	n.a.	1 runway	Intelcan Technosystems Inc (63% / Canada)
7	Russian Federation	Sheremetyevo International Airport Terminal	Operational	Airports	Management contract	49	0	n.a.	n.a.	1 runway	Changi Airports International Pte Ltd (CAI) (49% / Singapore)
8	Turkey	Antalya Airport Contract	Operational	Airports	Lease contract	100	1556	n.a.	n.a.	3 runways	Fraport AG (51% / Germany), IC Holding (49% / Turkey)
9	Turkey	Port of Mersin concession	Operational	Seaports	Concession	100	825	n.a.	n.a.	800 Throughput (thousands)	PSA Corp (.. / Singapore), Akfen Holding (.. / Turkey)

Latin America and the Caribbean											
	Country	Project Name	Project Status	Sub-sector	Type of PPI	Private equity (%)	Investment Commitment (US \$millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Argentina	Bahia Blanca ContainerTerminal	Construction	Seaports	Concession	100	9.5	n.a.	n.a.		Terminal de Servicios Portuarios Patagonia Norte SA (100% / Argentina)
2	Brazil	Norte Sul Railroad	Construction	Railroads	Concession	100	793.9	n.a.	n.a.	720 KM	Companhia Vale do Rio Doce SA (CVRD) (100% / Brazil)
3	Brazil	State Highway MG-050	Operational	Roads	Concession	100	366	33	Fixed government payments	372 KM	Grupo Equipav (100% / Brazil)
4	Brazil	Tecon Santa Catarina	Construction	Seaports	Greenfield project (Merchant)	100	230	n.a.	n.a.	450 Throughput (thousands)	Batistella Group (70% / Brazil), Hamburg Sud (30% / Germany)
5	Chile	Acceso Nororient	Construction	Roads	Greenfield project (BOT)	100	273	n.a.	Revenue Guarantee	22 KM	Sacyr Vallehermoso SA (SyV) (100% / Spain)

6	Colombia	Bucaramanga Metropolitan Highway (ZMB)	Construction	Roads	Greenfield project (BOT)	100	77	n.a.	n.a.	83 KM	Grodco SA (. / Colombia)
7	Colombia	San Andres and Providencia Airports	Operational	Airports	Concession	100	20	n.a.	n.a.	2 Runways	Aeropuerto San Andres y Providencia SA (ASAP) (100% / Colombia)
8	Costa Rica	San Jose Caldera Highway	Construction	Roads	Greenfield project (BOT)	100	330	n.a.	n.a.	77 KM	Sacyr Vallehermoso SA (35% / Spain), Caja Madrid (18% / Spain), Grupo Soares da Costa (17% / Portugal), Fomento de Construcciones y Contratas SA (FCC) (18% / Spain)
9	Ecuador	Guayaquil Port Concession	Operational	Seaports	Concession	100	200	n.a.	n.a.	600 Throughput (thousands)	International Container Terminal Services Inc. (ICTSI) (. / Philippines), PSA Corp (. / Singapore)
10	Mexico	Arriaga - Ocozoautla Highway Package	Construction	Roads	Concession	100	287	n.a.	Revenue Guarantee	140 KM	Aldesa Construcciones SA (. / Spain), Agrupacion de Companias Constructoras de Veracruz SA de CV (. / Mexico)
11	Mexico	Coatzacoalcos Underwater Tunnel	Construction	Roads	Greenfield project (BOT)	100	186.7	n.a.	n.a.	2 KM	Fomento de Construcciones y Contratas SA (FCC) (50% / Spain), Caja Madrid (50% / Spain)
12	Mexico	First FARAC Highway Concession Package	Operational	Roads	Concession	100	4167	n.a.	n.a.	558 KM	ICA SA de CV (20% / Mexico), Goldman Sachs & Co (80% / United States)
13	Mexico	Lazaro Cardenas Mineral Terminal	Construction	Seaports	Greenfield project (BOT)	100	50	n.a.	n.a.		Grupo Mexicano de Desarrollo SA de CV (25% / Mexico), Cemex (50% / Mexico), Techint SA (25% / Argentina)
14	Mexico	Morelia-Aeropuerto Highway	Construction	Roads	Greenfield project (BOT)	100	69	n.a.	n.a.	26 KM	Empresa Purepecha (100% / Mexico)
15	Mexico	Nueva Italia - Apatzingan Highway	Construction	Roads	Concession	100	51.6	n.a.	Variable government payments	32 KM	Impulsora del Desarrollo Y El Empleo en América Latina SA de CV (IDEAL) (. / Mexico), Corporacion de Constructora de Vias Terrestres SA de CV (. / Mexico), GAMI Ingeniera e

											Instalaciones (.. / Mexico), Supra Construcciones SA de CV (.. / Mexico)
16	Mexico	Nuevo Laredo Cargo Terminal	Construction	Airports	Greenfield project (BOT)	100	7	n.a.	n.a.		Tecnologia en Sistemas Ambientales SA de CV (.. / Mexico), Operadora de Puentes Internacionales SA de CV (.. / Mexico)
17	Mexico	Nuevo Necaxa - Thuatlan Highway	Construction	Roads	Concession	100	650	n.a.	Variable government payments	85 KM	ICA SA de CV (50% / Mexico), Fomento de Construcciones y Contratas SA (FCC) (50% / Spain)
18	Mexico	Puente Internacional Reynosa - Anzalduas	Construction	Roads	Greenfield project (BOT)	100	60.1	n.a.	Revenue Guarantee	10 KM	Grupo Marhnos (.. / Mexico)
19	Mexico	Rio Verde - Ciudad Valles Highway	Construction	Roads	Concession	100	341	n.a.	Variable government payments	113 KM	ICA SA de CV (100% / Mexico)
20	Mexico	Saltillo-Monterrey Highway	Construction	Roads	Greenfield project (BOT)	100	277	n.a.	Revenue Guarantee	115 KM	Isolux (80% / Spain), Elsamex (20% / Spain)
21	Peru	Callao South Dock Container Terminal	Construction	Seaports	Greenfield project (BOT)	100	400	n.a.	n.a.	750 Throughput (thousands)	DP World (70% / United Arab Emirates), Uniport SA (30% / Peru)
22	Peru	Costa Sierra Section 1B	Construction	Roads	Concession	100	31	..	Fixed government payments	78 KM	Grana y Montero SA (100% / Peru)
23	Peru	Inter-Oceanic Highway Section 1	Construction	Roads	Concession	100	98.9	n.a.	Revenue Guarantee	758 KM	Grana y Montero SA (.. / Peru), JJC Contratista (.. / Peru), Ingenieros Civiles y Contratistas Generales SA (.. / Peru)
24	Peru	Inter-Oceanic Highway Section 4	Construction	Roads	Greenfield project (BOT)	100	562	n.a.	Variable government payments	306 KM	Construtora Andrade Gutierrez (34% / Brazil), Construtora Queiroz Galvao (34% / Brazil), Construcoes e Comercio Camargo Correa (34% / Brazil)
25	Peru	Inter-Oceanic Highway Section 5	Construction	Roads	Concession	100	183.9	n.a.	Revenue Guarantee	828 KM	Hidalgo and Hidalgo SA (.. / Ecuador), Cono Norte-Construccion y Administracion SA (.. / Peru)

Middle East and North Africa											
	Country	Project Name	Project Status	Sub-sector	Type of PPI	Private equity (%)	Investment Commitment (US \$millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Algeria	Metro of Algiers	Construction	Railroads	Management contract	100	161	n.a.	n.a.	..	RATP Developpement (.. / France)
2	Jordan	Queen Alia International Airport	Construction	Airports	Concession	100	675	n.a.	n.a.	..	Joannou & Paraskevaides (19% / Channel Islands), Abu Dhabi Investment (38% / United Arab Emirates), Noor Financial Investment Company (24% / Kuwait)
3	Tunisia	Enfidha and Monastir International Airports	Operational	Airports	Concession	100	840	n.a.	n.a.	..	TAV Airports Holding Co. (100% / Turkey)

South Asia											
	Country	Project Name	Project Status	Sub-sector	Type of PPI	Private equity (%)	Investment Commitment (US \$millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	India	Aurangabad-Jalna-Jintur Project on MSH-6	Operational	Roads	Concession	100	74	n.a.	n.a.	66 KM	PBA Infrastructure Ltd (49% / India), Sadbhav Engineering Ltd (51% / India)
2	India	Bhopal - Dewas road project	Operational	Roads	Concession	100	107	20	Fixed government payments	143 KM	MSK Projects (India) Ltd (.. / India), Chetak Enterprises Pvt Ltd (.. / India), BSBK Pvt Ltd (.. / India)
3	India	Bonglur to Tukkguda - Outer Ring Road	Construction	Roads	Greenfield project (BOT)	100	73	18	Fixed government payments	13 KM	Maytas Infrastructure Pvt Ltd (50% / India), Gayatri Projects Ltd (50% / India)
4	India	Chandpur - Alirajpur Kukshi Badwani Road	Operational	Roads	Concession	100	16	6	Fixed government payments	100 KM	Keti Infrastructure Pvt Ltd (100% / India)
5	India	Chennai Second Container Terminal	Construction	Seaports	Greenfield project (BOT)	80	150	n.a.	n.a.	8000 Throughput (thousands)	Sical (32% / ..), PSA Corp (48% / Singapore)
6	India	Delhi - Ramgarh - Alwar	Operational	Roads	Concession	100	6.32	n.a.	n.a.	35 KM	Vishesh Infrastructure Pvt Ltd (100% / India)
7	India	Dhamra Port Project Phase - I	Operational	Seaports	Greenfield project (BOT)	100	600	n.a.	n.a.	25000 Throughput (thousands)	Tata Enterprises (50% / India), Larsen & Toubro Limited (50% / India)

8	India	Expressway from Narsingi to Kollur	Construction	Roads	Greenfield project	100	75	..	Fixed government payments	12 KM	Induni & Cie SA (.. / Switzerland), Era Group (.. / India)
9	India	Expressway from Pedda Amberpet to Bongulur	Construction	Roads	Greenfield project (BOT)	100	107	0	Fixed government payments	13 KM	KMC Constructions Ltd (.. / India), Infrastructure Leasing & Financial Services (.. / India)
10	India	Gwalior Bypass on NH-3 and NH-75	Construction	Roads	Greenfield project (BOT)	100	75	0	Fixed government payments	42 KM	Era Group (.. / India), Shriram Group (.. / India), Ramky Group (51% / India)
11	India	Gwalior-Jhansi NH-75	Operational	Roads	Concession	100	151	0	Fixed government payments	80 KM	DS Constructions Ltd (.. / India), Apollo Infrastructure Projects Finance Company (.. / India)
12	India	Islam Nagar-Kadtal NH-7	Operational	Roads	Concession	100	137	0	Fixed government payments	48 KM	Patel Engineering Ltd (.. / India), KNR Constructions Ltd (.. / India)
13	India	Jaora Nayagaon Road Project	Operational	Roads	Concession	100	184.92	0	Fixed government payments	126 KM	VIVA Highways Private Ltd (49% / India), SREI Infrastructure Finance Ltd (28% / India)
14	India	Jhansi to Lalitpur (Km 0 to km 49.79) NH-26	Operational	Roads	Concession	100	106	0	Fixed government payments	50 KM	Gayatri Projects Ltd (51% / India), Infrastructure Development Finance Company Ltd (IDFC) (49% / India)
15	India	Jhansi to Lalitpur (Km 49.79 to km 99) NH-26	Operational	Roads	Concession	100	77.5	0	Fixed government payments	49 KM	Infrastructure Development Finance Company Ltd (IDFC) (49% / India), Gayatri Projects Ltd (51% / India)
16	India	Kollur to Patancheru - Outer Ring Road	Construction	Roads	Greenfield project (BOT)	100	125	20.25	Fixed government payments	12 KM	Gayatri Projects Ltd (50% / India), Maytas Infrastructure Pvt Ltd (50% / India)
17	India	Lakhnadon-MP/MH Border NH-7	Operational	Roads	Concession	100	102	0	Fixed government payments	56 KM	Sadbhav Engineering Ltd (51% / India), SREI Infrastructure Finance Lid (49% / India)
18	India	Lebad Jaora Road Project	Operational	Roads	Concession	100	105	0	Fixed government payments	125 KM	Essel Group (100% / India)
19	India	Madurai - Tuticorin section - NH-45B	Operational	Roads	Concession	100	157	36		128 KM	SREI Infrastructure Finance Ltd (49% / India), Madhucon Projects Ltd (51% / India)

20	India	Mandsaur-Sitamau Road	Operational	Roads	Concession	100	6.3	2.5	Fixed government payments	44 KM	Suryavanshi Infrastructure Pvt Ltd (100% / India)
21	India	Matkuli-Tamia-Chhindwara Road Project	Operational	Roads	Concession	100	23.52	9.68	Fixed government payments	108 KM	Keti Infrastructure Pvt Ltd (100% / India)
22	India	MH/AP Border to Islam Nagar NH-7	Operational	Roads	Concession	100	90.1		Fixed government payments	55 KM	Avinash (. / India), Soma Enterprise Ltd (. / India)
23	India	Nelamangala-Bangalore NH-4	Operational	Roads	Concession	100	145.51	0	n.a.	20 KM	Navayuga Group (100% / India)
24	India	Pondicherry - Tindivanam NH-66	Operational	Roads	Concession	100	71.25	11.25	Fixed government payments	39 KM	Maytas Infrastructure Pvt Ltd (50% / India), Navayuga Group (50% / India)
25	India	Salem to Karur (NH-7)	Operational	Roads	Concession	100	75	n.a.	n.a.	42 KM	MRK Prasad Rao (. / India), M Venkat Rao (. / India), JTEC (. / India)
26	India	Salem-Ulundurpet NH-68	Operational	Roads	Concession	100	235.25	91.51	Fixed government payments	136 KM	Reliance ADA Group (100% / India)
27	India	Second Adityapur Toll Bridge over River Kharkali	Operational	Roads	Concession	100	13.75	2	Fixed government payments	3 KM	Infrastructure Leasing & Financial Services (100% / India)
28	India	Thrissur Edapalli Project on NH-47	Operational	Roads	Concession	100	99.23	0	Fixed government payments	40 KM	KMC Constructions Ltd (51% / India), SREI Infrastructure Finance Ltd (49% / India)
29	India	Trichy - Karur on NH-67	Operational	Roads	Concession	100	129	37	Fixed government payments	80 KM	Reliance ADA Group (100% / India)
30	India	Trichy Dindigul on NH-45	Operational	Roads	Concession	100	144	56.58	Fixed government payments	88 KM	Reliance ADA Group (100% / India)
31	India	Zirakpur-Parwanoo NH-22	Operational	Roads	Concession	100	73.75	29.25	Fixed government payments	29 KM	Jaiprakash Associates Limited (100% / India)
32	Pakistan	Gwadar Port Phase II	Operational	Seaports	Concession	100	550	n.a.	n.a.	500 Throughput (thousands)	PSA Corp (100% / Singapore)

Sub Saharan Africa											
	Country	Project Name	Project Status	Sub-sector	Type of PPI	Private equity (%)	Investment Commitment (US \$millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Angola	Luanda Container Terminal	Operational	Seaports	Concession	100	53	n.a.	n.a.	..	AP Moller - Maersk Group (51% / Denmark), Gesto de Fundos (49% / Angola)
2	Tanzania	Tanzania Railways	Operational	Railroads	Concession	51	134	n.a.	n.a.	2700 KM	Rail India Technical and Economic Services (RITES Ltd) (51% / India)