

PRIVATE PARTICIPATION IN INFRASTRUCTURE DATABASE

PPI data update note 25

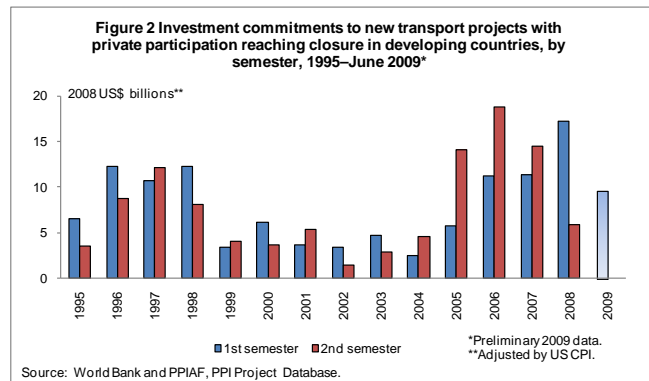
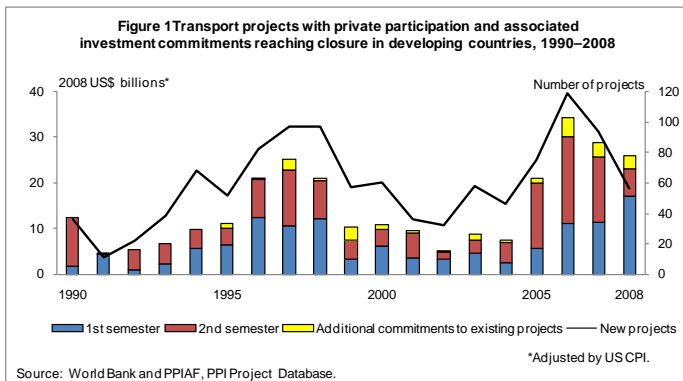
November 2009

Private activity in transport down for second consecutive year, but still around peak levels

Private activity in transport declined in 2008, with the full onset of the financial crisis driving a slowdown in the second half of the year. Yet while investment commitments to transport projects with private participation were down from the peak levels of the previous two years, they remained strong—at the third highest level in 1990–2008. But there was a pronounced decline in the number of projects, according to just-released data from the Private Participation in Infrastructure Project Database.

In 2008, 56 transport projects with private participation reached financial or contractual closure in 26 low- and middle-income countries.¹ These involve investment commitments (hereafter, *investment*) of US\$23.1 billion. Transport projects implemented in previous years had additional commitments of US\$2.9 billion, bringing total investment in 2008 to US\$26 billion. That represents a drop of 10% from the level reported in 2007 (figure 1). Lower payments to governments (such as concession or lease fees and divestiture revenues) account for the decline.² By contrast, investments in physical assets, which amounted to US\$22.6 billion in 2008, were up 3% from those reported in 2007.

The number of projects continued a marked declining trend. The 56 projects reaching closure in 2008 reflected a 40% decline from the level in 2007 and a 53% drop from that in 2006. The closure of larger projects explains the divergence in trends between investments and number of projects. The average project size grew from US\$150 million in 2004 to US\$410 million in 2008, while the median rose from US\$57 million to US\$230 million.



Activity in 2008 was concentrated in the first half of the year, when 38 of the 56 projects reached closure. These involve investment of US\$17.3 billion, 75% of the total for new projects. Investment in the first semester of 2008 was up 50% from the same period of 2007—and higher than in any first semester in the entire 1990–2008 period—suggesting a continuation of the investment growth seen since the second semester of 2005 (figure 2). But activity dropped off sharply in the second semester of 2008, with investment amounting to just US\$5.8 billion, the lowest level since the second semester

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¹ The data on transport projects with private participation include primarily medium-size and large projects as reported by the media and other public sources. Small-scale projects are generally not included because of lack of public information. Equatorial Guinea, Hungary, the Northern Mariana Islands, Oman, and the Slovak Republic became high-income economies according to the 2008 World Bank country classification (released in July 2008) and are therefore excluded from the 2008 update of the PPI Project Database.

² These data do not include payments to governments defined as a percentage of project revenues. This type of payment is used in at least seven of the 56 transport projects that reached closure in 2008.

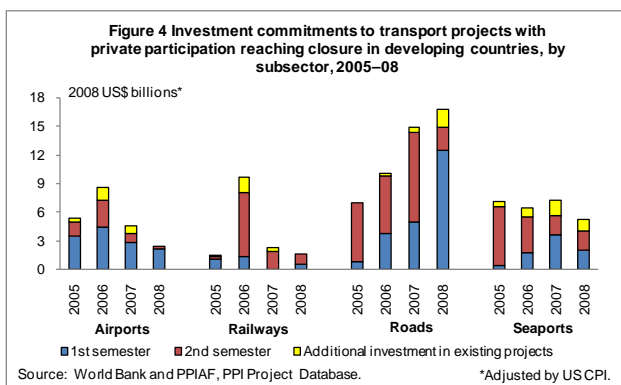
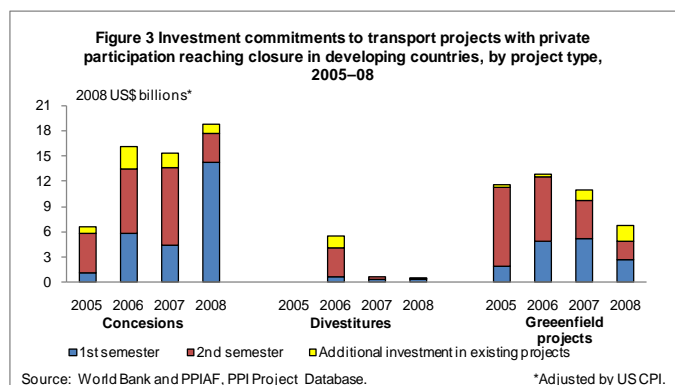
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of 2004. Preliminary data on activity in the first semester of 2009 suggest a recovery from the low levels in the second half of 2008, but still well below the peak levels of previous semesters.³

New transport contracts were granted using different award methods and bidding criteria. Of the 56 projects in 2008, 41 were awarded through competitive tender, 12 through direct negotiations, and 2 through competitive negotiations. (There was no public information on the award method for the other contract.) For the projects awarded through competitive tender, the main bid criteria were the highest transfers (highest price paid or highest percentage of revenue transfer) to the government, used for 33% of these projects; lowest tariff, used for 31%; and lowest government contribution (lowest government payments or subsidies), used for 14%. Only 11% of projects were reported to include government commitments for fixed or variable payments.

These data suggest that most transport projects reaching closure in 2008 are expected to generate enough resources to be financially viable, requiring little or no government support. That represents a change from the activity reported in 2007, when 41% of the 94 transport projects had government commitments for fixed or variable payments, and the lowest government contribution was used as a bidding criterion for 69% of the projects.⁴

As in previous years, concessions and greenfield projects were the most common types.⁵ During the year 33 concessions were implemented, representing 72% of the transport investment in new projects in 2008, while 17 greenfield projects (mainly BOT [build, operate, and transfer] contracts) reached closure, accounting for 26% of investment. Investment in concessions reached a peak in 2008 thanks to the activity in the first semester, when 26 of the 33 concessions reached closure. These involve investment of US\$14.2 billion, the highest level for a semester in 1990–2008. Concession activity slowed sharply in the second semester, with the lowest investment of any second semester since 2005 (figure 3). Investment in greenfield projects declined in both semesters, and the total for the year was just 60% of that reported in 2007.



Activity by subsector. With 25 projects, the *road* sector accounted for most of the transport activity in 2008. These projects involve around 4,700 kilometers of road and investment of US\$15 billion.

³ "Assessment of the Impact of the Crisis on New PPI Projects: Update 4," PPI data update note 24 (October 2009).

⁴ The discrepancy between the number of projects with the lowest government contribution as a bidding criterion and the number of projects that include government payment commitments is explained by the fact that the winning bids in some of these tenders either requested zero subsidy or offered payments to the government instead.

⁵ This note uses the term *concession* as defined in the PPI Project Database methodology, a narrower definition than that commonly used in the transport literature. That broader definition includes not only BROT (build, rehabilitate, operate, and transfer) and ROT (rehabilitate, operate, and transfer) projects but also BOT (build, operate, and transfer) projects, which the PPI Project Database classifies as greenfield projects. In other infrastructure literature, such as that for water and electricity, the term *concession* refers mainly to contracts dealing with operation and expansion or rehabilitation of existing assets.

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Additional investment in existing road projects amounted to US\$1.8 billion, bringing the total in 2008 to US\$16.8 billion, a level never before seen in roads (figure 4). The number of projects, however, declined by 58% in 2008 compared with 2007. Activity was concentrated in large projects in a few countries. Of the eight countries signing road contracts, three (Brazil, Mexico, and India) accounted for 76% of projects and 83% of investment. Road activity was also concentrated in the first semester, when 20 projects, representing 75% of road investment in 2008, reached closure. In the second semester both investment and the number of projects fell to levels not seen since the early 2000s.

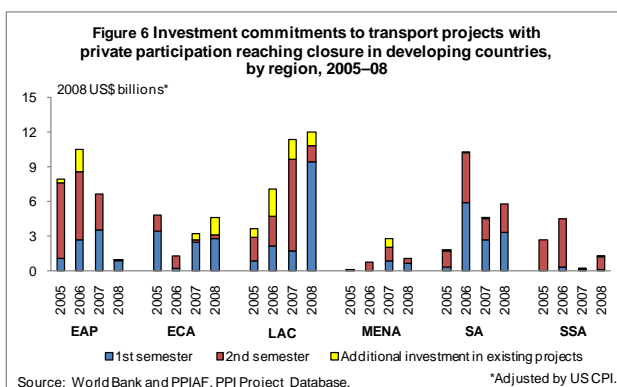
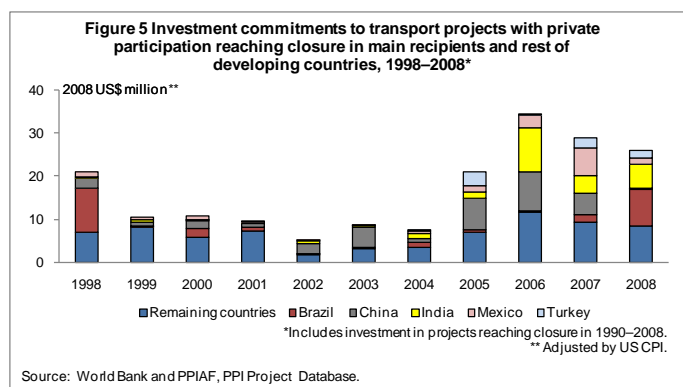
Nineteen projects in *seaports*, involving investment of US\$4 billion, were implemented in 14 countries.⁶ In addition, US\$1.1 billion was committed to existing seaport projects, bringing total investment to almost US\$5.1 billion. That level represents a 28% drop from 2007, stemming mostly from the lower investment in the first half of 2008 compared with the same period in 2007. For the 14 projects for which capacity information was available, total annual capacity amounts to 24.8 million twenty-foot equivalent units (TEUs).

Seven new *airport* projects, involving investment of US\$2.4 billion, reached financial or contractual closure in five countries in 2008. All but one (the Skopje and Ohrid Airports Concession in the former Yugoslav Republic of Macedonia) reached closure in the first semester. Activity for the year as a whole, measured by both investment and number of projects, was just half that in 2007.

Five new *railway* contracts, involving investment of US\$1.7 billion, were implemented in five countries in 2008. These include two greenfield projects for subways (Metro Line 4 in São Paulo, Brazil, and Mumbai Metro One, Line 1, in India), one concession (Armenia Railway), and two partial divestitures (Belterminal in Belarus and Uzbek Yolref Trans Railway Operator in Uzbekistan).

Activity by region. New private activity in 2008 was highly concentrated by country. The top two countries, Brazil and India, accounted for 55% of investment and 38% of new projects (figure 5). With Mexico and Turkey added, the top four represented 67% of investment and 46% of new projects.

Among regions, the distribution of private activity through the year varied. In three regions—East Asia and Pacific, Europe and Central Asia, and Latin America and the Caribbean—new activity was concentrated in the first semester, and there was little or no activity in the second (figure 6). In South Asia and the Middle East and North Africa new activity was more equally divided between the two semesters. Sub-Saharan Africa had most of its new activity in the second semester.



In *East Asia* four countries implemented eight projects, six of them for seaports (table 1). China signed three contracts, involving investment of US\$211 million, a significant drop from its 13 projects in 2007. China had two BOT contracts: one for a bridge and the other for a multipurpose seaport terminal. The

⁶ Investment in seaport projects may be underestimated because of the lack of public information on investment figures for some projects.



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other project was the partial divestiture of Yichang Port Affairs Group, a state-owned seaport operator in Hubei Province. Malaysia signed a US\$425 million BOT contract for the Johor Eastern Dispersal Link Expressway, a dual three-lane highway to clear congestion between Tanjung Puteri and Johor Baru. The Philippines signed two ROT (rehabilitate, operate, and transfer) concessions for port facilities (Mindanao Container Terminal and New Container Terminal-1 in Subic Bay Freeport), involving investment of US\$14.8 million. Vietnam had two BOT contracts, involving investment of US\$365 million, for port container terminals in Ho Chi Minh City and Ba Ria-Vung Tau Province.

In *Europe and Central Asia* eight countries signed nine contracts, five of them divestitures. Armenia signed a 30-year BROT (build, rehabilitate, operate, and transfer) concession for Armenian Railway with Russian Railways, with investment of US\$575 million. Belarus divested 90% of the railway operator Belterminal to the Cypriot RPG Industry for US\$4 million. Georgia sold 100% of Poti Sea Port Development to RAK Investment Authority of the United Arab Emirates and secured investment in the port of US\$345 million. FYR Macedonia signed a US\$295 million concession for Skopje and Ohrid Airports with the Turkish TAV Airports Holding. Poland divested part of Bydgoszcz Airport and secured investment in the facility of US\$39 million. The Russian Federation divested 98% of Rosterminalugol, a port terminal for coal, for US\$24 million. Turkey led regional investment with two airport concessions: one for Antalya Gazipasa Airport (US\$500 million) and the other for Istanbul's Sabiha Gokcen International Airport (US\$1.3 billion). Uzbekistan divested part of railway operator Yolref Trans for US\$25 million.

Latin America and the Caribbean had the most activity, with six countries implementing 20 projects. Brazil led regional activity with 10 projects involving investment of US\$8.7 billion. Eight projects are road contracts, involving 2,600 kilometers. Seven of these are 25-year concessions for federal highways in the Mercosul corridor. Of the seven contracts, tendered in October 2007 and signed in February 2008, five were awarded to the Spanish group Obrascon Huarte Lain (OHL) and represent US\$5.5 billion in investment. The other two Mercosul projects are the US\$381 million concession for the BR-393 Rio de Janeiro highway awarded to the Spanish Acciona and the US\$457 million Transbrasiliana highway concession granted to the Brazilian Grupo BR Vias. The other road project is the US\$1.6 billion, 30-year concession to operate and expand the Rodoanel Mario Covas Western Beltway, awarded by the state of São Paulo to the Brazilian Companhia de Concessões Rodoviárias. Brazil had two other projects, in the railway and seaport subsectors. The first is a US\$525 million, 30-year contract to design, build, finance, and operate the trains and technical equipment for São Paulo Metro's Line 4. This project, which includes government support in the form of minimum revenue guarantees and availability payments, was the first under Brazil's public-private partnership law enacted in 2004. The second is a 25-year concession contract to operate and expand Tecon Imbituba's container terminal in Santa Catarina State, with US\$236 million in investment.

Argentina had one project, proposed as a private initiative. This is a 30-year, US\$331 million concession for the Lujan-Carlos Casares Highway, granted to the Argentine Homaq. Chile had four concessions, two in roads and two in airports. The road concessions are the US\$38.6 million contract for Conexión Vial Melipilla-Camino de la Fruta, and the US\$191 million Coronel-Tres Pinos (Ruta 160) concession. Chile's other two concessions are for El Tepual airport and Diego Aracena airport, both previously managed by private operators under 12-year concessions (see the section on concluded projects). All four concessions in Chile have a variable contract period, ending when the concession has generated the minimum revenue requested by the concessionaire at the time of the tender.

Colombia signed a US\$200 million, 25-year concession with Sociedad Operadora de Aeropuertos Centro Norte to upgrade, operate, and maintain six regional airport terminals. Mexico had three new road projects: two BOT contracts awarded by the federal government (a US\$156.6 million contract for Libramiento de Irapuato and a US\$738.4 million contract for the Perote Banderilla Highway and Xalapa Bypass) and a concession awarded by the state of Puebla (US\$10 million, for the San Bartolo Cohuecan-Actopan Puebla Regional Road). Peru closed financing on the US\$439 million Callao South Dock Container Terminal (Muelle Sur).

In the *Middle East and North Africa* three countries had private activity in seaports. The Arab Republic of Egypt signed a BOT contract for Damietta port with investment of US\$640 million. Morocco



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implemented a second container terminal at Tangier Mediterranean Port, involving investment of US\$200 million. The Republic of Yemen signed a US\$220 million concession for the Aden and Ma'alla container terminals.

South Asia was the second most active region in 2008, with 13 projects in India and Pakistan and investment of US\$5.8 billion. India implemented 11 projects. Eight of these are road projects, involving more than 1,500 kilometers and US\$4.6 billion in investment. Seven road projects are concessions, with contract periods ranging from 12 years to 20. The other road project is a 12-year BOT contract for Katni Bypass NH-7. India's other transport projects are a 35-year BOT contract for Mumbai Metro One (Line 1), a project involving investment of US\$542 million, and two 30-year BOT contracts for seaports (a US\$117 million contract for the Ennore iron ore terminal and a US\$238 million one for a Mumbai Port container terminal). Pakistan implemented two BOT contracts for seaport projects (a US\$92 million one for the Port Mohammad Qasim grain and fertilizer terminal and a US\$211 million for a second container terminal at Port Mohammad Bin Qasim).

In *Sub-Saharan Africa* three countries had new private activity. The Republic of Congo signed a 27-year concession to upgrade the 200,000-TEU Pointe-Noire Container Terminal with investment of US\$735 million. In Nigeria the state of Lagos implemented the 30-year Lekki-Epe Toll Road concession. Senegal signed a 25-year concession with DP World for Dakar Seaport, whose previous concession concluded in October 2007. DP World agreed to invest US\$134 million in the existing terminal.

Potential new projects. Besides the 56 new projects that reached financial or contractual closure in 2008, at least 47 projects were awarded but had not reached closure by the end of the year. East Asia had seven potential projects at the end of 2008: five seaports, a road project, and a railway project. Europe and Central Asia had 11 potential projects: five for roads, four for seaports, and one each for an airport and a railway. Latin America and the Caribbean had 18 potential projects: 16 roads, one airport, and one seaport. The Middle East and North Africa had two BOT contracts awarded for port terminals in Tangier, Morocco, and another BOT contract for the Amman-Zarqa railway in Jordan. South Asia had seven potential projects: six road projects and one railway. Sub-Saharan Africa had one potential project, a deepwater seaport in São Tomé and Príncipe.

Canceled and distressed projects. In March 2008 a 30-year BOT contract for the Kulim-Butterworth Highway in Malaysia was canceled when the project company, Konsortium Lebuhraya Butterworth-Kulim (KLBK), was purchased by the state-owned enterprise PLUS Expressways Berhad (PEB).⁷ This brought the total number of canceled or distressed transport projects to 67 (57 canceled, 10 distressed). These 67 projects represent 6% of all transport projects and 8% of transport investment in 1990–2008.

Concluded projects. Five projects concluded in 2008, four of them in Latin America and the fifth in South Asia. In Bangladesh the two-year management contract for the Chittagong container terminal concluded in August 2008. Chile had three concluded projects: the 13-year BOT for the Arturo Benitez Airport Roadway and the original, 12-year concessions for El Tepual airport and Diego Aracena airport. In Colombia the 14-year concession granted to Consorcio La Calera for Los Patios–Guasca–El Salitre–Briceno Toll Road concluded in July 2008.

⁷ The number of canceled projects reported in this note for the period 1990–2007 is four more than that reported in PPI data update note 10 (July 2008). The increase reflects the inclusion of four road contracts in Malaysia in which private participation ended between 2001 and 2007 when project sponsors were acquired by state-owned enterprises.



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Table 1 Transport projects with private participation reaching financial or contractual closure in 2008

Note: .. = not available; n.a. = not applicable. RLT = rehabilitate, lease or rent, and transfer.

East Asia and Pacific											
	Country	Project name	Project status	Sub-sector	Type of private participation	Private equity (%)	Investment commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	China	Chibi Lushui River Shipping and Power Development Co. Ltd.	Construction	Seaports	Greenfield project (BOT)	100	56.08	n.a.	n.a.	..	Chibi Lushui River Shipping and Power Development Co. Ltd. (100%, China)
2	China	Jinan Jianbang Yellow River Road Bridge	Construction	Roads	Greenfield project (BOT)	100	134.19	n.a.	n.a.	5.278 km	Shandong Jianbang Group (100%, China)
3	China	Yichang Port Affairs Group Ltd.	Operational	Seaports	Divestiture (partial)	51	21.32	n.a.	n.a.	..	Paul Y.-ITC Construction Holdings (51%, Hong Kong, China)
4	Malaysia	Johor Eastern Dispersal Link Expressway	Construction	Roads	Greenfield project (BOT)	100	425	n.a.	n.a.	8.1 km	Malaysian Resources Corp. Bhd (100%, Malaysia)
5	Philippines	New Container Terminal-1	Operational	Seaports	Concession (ROT)	85	10	n.a.	n.a.	300 throughput (thousands)	International Container Terminal Services Inc. (ICTSI) (71%, Philippines)
6	Philippines	Mindanao Container Terminal	Operational	Seaports	Concession (ROT)	100	5	n.a.	n.a.	355 throughput (thousands)	International Container Terminal Services Inc. (ICTSI) (100%, Philippines)
7	Vietnam	Saigon Premier Container Terminal	Construction	Seaports	Greenfield project (BOT)	100	200	n.a.	n.a.	1,500 throughput (thousands)	DP World (80%, United Arab Emirates)
8	Vietnam	Ba Ria-Vung Tau International Container Terminal	Operational	Seaports	Greenfield project (BOT)	100	165	n.a.	n.a.	87 km	PSA Corp (..%, Singapore)

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Europe and Central Asia											
	Country	Project name	Project status	Sub-sector	Type of private participation	Private equity (%)	Investment commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Armenia	Armenia Railway Concession	Operational	Railways	Concession (BROT)	100	575	n.a.	Variable government payments	805 km	Russian Railways (RZD) (100%, Russian Federation)
2	Belarus	Belterminal	Operational	Railways	Divestiture (partial)	90	4	n.a.	n.a.	..	RPG Industry (90%, Cyprus)
3	Georgia	Poti Sea Port Development	Construction	Seaports	Divestiture (full)	100	345	n.a.	n.a.	8,000 throughput (thousands)	RAK Investment Authority (100%, United Arab Emirates)
4	Macedonia, FYR	Skopje and Ohrid Airports Concession	Operational	Airports	Concession (RLT)	100	295	n.a.	n.a.	2 runways	TAV Airports Holding Co. (100%, Turkey)
5	Poland	Bydgoszcz Airport	Operational	Airports	Divestiture (partial)	49	39	n.a.	n.a.	1 runway	AI Airports International (49%, Austria)
6	Russian Federation	Rosterminalugol Terminal Operator	Operational	Seaports	Divestiture (partial)	98	24	n.a.	n.a.	10,000 throughput (thousands)	Kuzbassrazrezugol Coal Company (98%, Russian Federation)
7	Turkey	Antalya Gazipasa Airport	Construction	Airports	Concession (RLT)	100	500	n.a.	n.a.	1 runway	TAV Airports Holding Co. (100%, Turkey)
8	Turkey	Istanbul Sabiha Gokcen International Airport Expansion	Construction	Airports	Concession (BROT)	100	1,343	n.a.	n.a.	2 runways	Malaysia Airports Holding Berhad (20%, Malaysia), GMR Group (40%, India), Limak Holding (40%, Turkey)
9	Uzbekistan	Uzbek Yolref Trans Railway Operator	Operational	Railways	Divestiture (partial)	47	25	n.a.	n.a.	..	Shinhan Bank (16%, Korea, Rep.), Eurasia Investment Holdings (16%, Korea, Rep.), Shindong Enercom (16%, Korea, Rep.)



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Latin America and the Caribbean											
	Country	Project name	Project status	Sub-sector	Type of private participation	Private equity (%)	Investment commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Argentina	Lujan-Carlos Casares Highway	Operational	Roads	Concession (BROT)	100	331	n.a.	n.a.	240 km	Homaq SA (100%, Argentina)
2	Brazil	Tecon Imbituba	Operational	Seaports	Concession (BROT)	100	236	n.a.	Interest rate guarantee	95 throughput (thousands)	Santos Brasil Participacoes SA (100%, Brazil)
3	Brazil	Autopista Regis Bittencourt	Operational	Roads	Concession (BROT)	100	1,591	n.a.	n.a.	402 km	Obrascon Huarte Lain (OHL) (60%, Spain)
4	Brazil	Autopista Fernao Dias	Operational	Roads	Concession (BROT)	100	1,200	n.a.	n.a.	562 km	Obrascon Huarte Lain (OHL) (60%, Spain)
5	Brazil	Litoral Sul Highway	Operational	Roads	Concession (BROT)	100	1,115	n.a.	n.a.	382 km	Obrascon Huarte Lain (OHL) (60%, Spain)
6	Brazil	Fluminense Highway	Operational	Roads	Concession (BROT)	100	904	n.a.	n.a.	320 km	Obrascon Huarte Lain (OHL) (60%, Spain)
7	Brazil	Planalto Sul Highway	Operational	Roads	Concession (BROT)	100	678	n.a.	n.a.	413 km	Obrascon Huarte Lain (OHL) (60%, Spain)
8	Brazil	Transbrasiliana Highway	Operational	Roads	Concession (BROT)	100	457	n.a.	n.a.	322 km	Grupo BR Vias (100%, Brazil)
9	Brazil	Rodoanel Mario Covas Western Beltway	Operational	Roads	Concession (BROT)	100	1,583	n.a.	n.a.	32 km	Companhia de Concessoes Rodoviaras (CCR) (95%, Brazil)
10	Brazil	BR-393 Rio de Janeiro Highway	Operational	Roads	Concession (BROT)	100	381	n.a.	n.a.	200.4 km	Acciona (100%, Spain)
11	Brazil	Sao Paulo Metro Line 4	Construction	Railways	Greenfield project (BOT)	100	515	n.a.	Fixed government payments, revenue guarantee	12.8 km	Montgomery Participacoes SA (30%, Portugal), Companhia de Concessoes Rodoviaras (58%, Brazil)
12	Chile	El Tepual Airport II	Operational	Airports	Concession (BROT)	100	18	n.a.	n.a.	1 runway	Gestion e Ingenieria IDC (100%, Chile)
13	Chile	Diego Aracena Airport II	Operational	Airports	Concession (BROT)	100	13	n.a.	n.a.	1 runway	Tecsa (50%, Chile), Sociedad Metalurgica Arrigoni SA (46%, Chile)
14	Chile	Conexion Vial Melipilla-Camino de la Fruta	Operational	Roads	Concession (BROT)	100	39	n.a.	n.a.	31 km	Grupo Comsa (100%, Spain)
15	Chile	Coronel-Tres Pinos Concession (Ruta 160)	Operational	Roads	Concession (BROT)	100	191	n.a.	n.a.	90 km	Acciona (100%, Spain)



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16	Colombia	Six Airports Concession	Operational	Airports	Concession (BROT)	100	200	n.a.	n.a.	6 runways	Capital Airports Holding Company (.%, China), Fernando Mazuera y Cia SA (.%, Colombia), Supertiendas y Droguerías Olimpica (.%, Colombia), Malibu SA (.%, Colombia), Informacion y Tecnologia SA (.%, Colombia), Portales Urbanos SA (.%, Colombia), Sociedad Colombiana de Inversiones Comerciales (.%, Colombia), Noarco (.%, Colombia), Servicios Integrales para Redes y Comunicaciones (.%, Colombia)
17	Mexico	Perote Banderilla Highway and Xalapa Bypass	Construction	Roads	Greenfield project (BOT)	100	738	n.a.	n.a.	59 km	Isolux (50%, Spain), Mota Engil SGPS (40%, Portugal)
18	Mexico	San Bartolo Cohuecan–Acteopan Puebla Regional Road	Operational	Roads	Concession (ROT)	100	10	n.a.	n.a.	10.6 km	Promotora de Infraestructura de Mexico, SA de CV (100%, Mexico)
19	Mexico	Libramiento de Irapuato	Construction	Roads	Greenfield project (BOT)	100	157	0	Revenue guarantee	29 km	Grupo Hermes SA (50%, Mexico), Peninsular Compania Constructora (50%, Mexico)
20	Peru	Callao South Dock Container Terminal	Construction	Seaports	Greenfield project (BOT)	100	439	n.a.	n.a.	830 throughput (thousands)	DP World (70%, United Arab Emirates), Uniport SA (30%, Peru)



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Middle East and North Africa											
	Country	Project name	Project status	Sub-sector	Type of private participation	Private equity (%)	Investment commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Egypt, Arab Rep.	Damietta Port	Construction	Seaports	Greenfield project (BOT)	100	640	n.a.	n.a.	..	Kuwait and Gulf Link Holding Company (30%, Kuwait), China Shipping Group Company (20%, China), Terminal Link Company (20%, Egypt, Arab Rep.)
2	Morocco	Tangier Mediterranean Port, Second Container Terminal	Construction	Seaports	Greenfield project (BOT)	80	200	n.a.	n.a.	1,300 throughput (thousands)	CMA-CGM (20%, France), Eurokai KGaA (40%, Germany), Mediterranean Shipping Company (20%, Switzerland)
3	Yemen, Rep.	Aden Container Terminal Second Contract and Ma'alla Container Terminal	Operational	Seaports	Concession (BROT)	50	220	n.a.	n.a.	700 throughput (thousands)	DP World (50%, United Arab Emirates)



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South Asia											
	Country	Project name	Project status	Sub-sector	Type of private participation	Private equity (%)	Investment commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	India	Khalghat-Borghat Highway	Operational	Roads	Concession (BROT)	100	185	n.a.	n.a.	82.5 km	SEW Infrastructure (49%, India), Navayuga Group (51%, India)
2	India	Surat Dahisar NH-8	Operational	Roads	Concession (BROT)	100	664	n.a.	n.a.	239 km	IRB Infrastructure Developers Ltd. (90%, India)
3	India	Ashok Highways–Bhandara Road Project (NH-6)	Operational	Roads	Concession (BROT)	100	176	n.a.	n.a.	86 km	Infrastructure Development Finance Company Ltd. (IDFC) (..%, India), Ashoka Buildcon Ltd. (..%, India)
4	India	Katni Bypass NH-7	Operational	Roads	Greenfield project (BOT)	100	15	n.a.	n.a.	35.2 km	Ashoka Buildcon Ltd. (99%, India)
5	India	Panipat Jalandhar of NH-1	Operational	Roads	Concession (BROT)	100	1,000	n.a.	n.a.	291 km	Isolux (51%, Spain), Soma Enterprise Ltd. (39%, India)
6	India	Gurgaon Kotputli Jaipur NH-8	Operational	Roads	Concession (BROT)	100	704	n.a.	n.a.	225.6 km	KMC Constructions Ltd. (49%, India), Emirates Trading Agency LLC (51%, United Arab Emirates)
7	India	Chilkaluripet–Vijayawada NH-5	Operational	Roads	Concession (BROT)	100	197	n.a.	n.a.	82.5 km	IJM Corporation Berhad (..%, Malaysia), Infrastructure Development Finance Company Ltd. (IDFC) (..%, India)
8	India	Ennore Iron Ore Terminal	Construction	Seaports	Greenfield project (BOT)	84	117	n.a.	n.a.	20 throughput (thousands)	Sical (63%, ..)
9	India	Mumbai Port Container Terminal Project	Construction	Seaports	Greenfield project (BOT)	100	238	n.a.	n.a.	150 throughput (thousands)	Gammon India Ltd. (50%, India), ACS Group (Actividades de Construccion y Servicios) (50%, Spain)

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10	India	Mumbai Metro One (Line 1) Project	Construction	Railways	Greenfield project (BOT)	74	542	162	n.a.	13 km	Reliance ADA Group (69%, India)
11	India	Halol-Godhra-Shamlaji, Ahmedabad-Viramgam-Maliya, Rajkot-Jamnagar-Vadinar	Operational	Roads	Concession (BROT)	100	1,691	n.a.	n.a.	493 km	Larsen & Toubro Limited (100%, India)
12	Pakistan	Qasim Grain and Fertilizer Terminal	Construction	Seaports	Greenfield project (BOT)	100	92	0	n.a.	..	Akbar Group (50%, Pakistan), Fauji Foundation (50%, Pakistan)
13	Pakistan	Second Container Terminal at Port Mohammad Qasim	Construction	Seaports	Greenfield project (BOT)	100	211	n.a.	n.a.	1,175 throughput (thousands)	DP World (100%, United Arab Emirates)

Sub-Saharan Africa

	Country	Project name	Project status	Sub-sector	Type of private participation	Private equity (%)	Investment commitment (US\$ millions)	Government cash support (US\$ millions)	Type of government support	Capacity size and type	Main sponsors
1	Congo, Rep.	Pointe-Noire Container Terminal	Operational	Seaports	Concession (BROT)	100	735	n.a.	n.a.	200 throughput (thousands)	Bollore Group (60%, France), Societe Congolaise De Transports Sarl (Socotrans) (40%, Congo, Rep.)
2	Nigeria	Lekki-Epe Expressway	Operational	Roads	Concession (BROT)	100	382	n.a.	n.a.	50 km	Asset & Resource Management Ltd. (ARM) (..%, Nigeria), Larue Projects International Ltd. (..%, Nigeria)
3	Senegal	Dakar Seaport	Operational	Seaports	Concession (BROT)	100	134	n.a.	n.a.	250 throughput (thousands)	DP World (100%, United Arab Emirates)