

Implementation context

Prof.dr. Koen Verhoest
Public Administration & Management
University of Antwerp
Belgium

1st Consortium Meeting
University of the Aegean, Chios, Greece
2-4 Feb. 2015

(jointly developed with Tom Willems, Murwantara Soecipto,
Champika and Agnieszka)

Objective

- * To develop a parsimonuous typology which captures how conducive a countries' context is
- * For the development and performance of publicly financed transport infrastructure projects as well as privately financed transport infrastructure projects
- * in terms of political, regulatory, administrative, macro-economic, financial and social aspects

Two levels

- * The general implementation context for transport infrastructure projects in general (be it publicly financed or privately financed)
- * The specific implementation context for privately (co-)financed transport infrastructure projects

The general implementation context for transport infrastructure projects

Basic choices:

- * Core aspects: political, regulatory, administrative, economic, financial and social context
- * Preference for indicators available for many countries around the globe and all countries in Europe
- * Preference (more or less) generally accepted indicators available since 2000 or earlier for every year
- * Which do not overlap too much, but are good proxies for the dimension at hand
- * Not mode-specific (see transport mode typology)
- * Not project-specific

Information in template

- * See distributed document 'Implementation context...'
 - * Dimension
 - * Subdimension/variable/aspects
 - * Main indicators
 - * Explanation of indicators (what is in?)
 - * Data source, coverage (countries, time) and availability
 - * Rationales and limitations

General implementation context for transport projects in general

	General implementation context for transport projects in general
Political capacity, commitment and policies	<ul style="list-style-type: none"> • political stability • level of corruption • political participation
Legal and regulatory context/framework	<ul style="list-style-type: none"> • rule of law • regulatory quality
Public sector capacity (supporting arrangements)	<ul style="list-style-type: none"> • government effectiveness • government efficiency
Macro-economic situation	<ul style="list-style-type: none"> • strength of macro-economic environment (budget balance, national savings, debts, inflation, credit rating)
Financial environment	<ul style="list-style-type: none"> • level of financial market development in terms of efficiency and trustworthiness
culture and social acceptance	<ul style="list-style-type: none"> • infrastructure needs (quality of infrastructure) • level of investments in inland transport (% of GDP) • satisfaction with urban public transport

Specific implementation context for privately financed infrastructure projects

- * Same dimensions as general implementation context
- * More specific for privately financed projects
- * Is based on an index of governmental support for PPPs, developed by Verhoest, Peters, Scherrer and Soecipto (2015 Transport Reviews) → PPP-GSI index
- * Available for 20 countries in 2013/2014 but rather easy to construct for other countries and through time

Specific implementation context for privately financed infrastructure projects

	Specific implementation context for privately financed projects (Verhoest et al. 2015)
1. Political capacity, commitment and policies	<ul style="list-style-type: none"> • PPP strategy • PPP program • level and evolution of political support for PPPs
1. Legal and regulatory context/ framework	<ul style="list-style-type: none"> • existence of PPP law • scope and boundary of PPP law • elements provided in procurement legislation
1. Public sector capacity (supporting arrangements)	<ul style="list-style-type: none"> • existence, capacity, functions and location of supporting units (PPP units) • procedures for project appraisal and prioritization • standardized processes, instruments and contracts
1. Macro-economic situation	<ul style="list-style-type: none"> • see general implementation context • emphasis on government debt
1. Financial environment	<ul style="list-style-type: none"> • see general implementation context • emphasis on long term country rating
1. culture and social acceptance	<ul style="list-style-type: none"> • see general implementation context • risk-avoiding culture • attitude towards private involvement in public services/ infrastructure



Issues for discussion

- * Aggregation of indicators and dimensions
- * Methods of standardisation
- * How to integrate both typologies for implementation context?
- * Sufficient variation on indexes when within Europe?
What is our comparison/benchmark scope (global or within Europe)
- * How to distinguish between high and low scores?
- * What with missing information and country for specific implementation context
- * Social dimension to be further developed

General implementation context

First very preliminary try-out (not to be used since will change and totally not robust)

No	COUNTRIES	REMARKS	SUB DIMENSION INDEX						TOTAL INDEX		TOTAL INDEX PREVIOUS
			Political capacity, support & policies	Legal & Regulatory	Public Sector Capacity	Macro-economic Indicators	Financial Indicators	Social Acceptance Indicators			
1	Belgium	Member of BENEFIT	3,00	3,00	3,00	2,00	3,00	4,00	3,00		2,25
2	Finland	Member of BENEFIT	4,00	4,00	4,00	3,00	4,00	2,00	3,50	*)	3,17
3	France	Member of BENEFIT	2,00	3,00	3,00	2,00	3,00	4,00	2,83		2,14
4	Germany	Member of BENEFIT	3,00	3,00	3,00	4,00	3,00	3,00	3,17		2,75
5	Greece	Member of BENEFIT	1,00	1,00	1,00	1,00	1,00	4,00	1,50		0,97
6	Italy	Member of BENEFIT	2,00	1,00	1,00	2,00	1,00	3,00	1,67		1,36
7	Netherlands	Member of BENEFIT	4,00	4,00	4,00	3,00	3,00	3,00	3,50		2,89
8	Poland	Member of BENEFIT	2,00	2,00	2,00	3,00	3,00	2,00	2,33		2,06
9	Portugal	Member of BENEFIT	2,00	2,00	2,00	1,00	1,00	4,00	2,00		1,89
10	Serbia	Member of BENEFIT	1,00	1,00	1,00	1,00	1,00	2,00	1,17		1,17
11	Spain	Member of BENEFIT	2,00	2,00	2,00	1,00	2,00	4,00	2,17		1,75
12	United Kingdom	Member of BENEFIT	3,00	4,00	3,00	2,00	4,00	1,00	2,83		2,44
13	Albania	Cases included	1,00	1,00	1,00	1,00	1,00	1,00	1,00		1,25
14	Austria	Cases included	3,00	3,00	3,00	3,00	3,00	3,00	3,00		2,64
15	Cyprus	Cases included	2,00	2,00	3,00	1,00	2,00	1,00	1,83		1,72
16	Czech Republic	Cases included	2,00	2,00	2,00	3,00	3,00	2,00	2,33		2,11
17	Sweden	Cases included	4,00	4,00	4,00	4,00	4,00	1,00	3,50	*)	3,11
18	Croatia	Cases included	2,00	1,00	1,00	2,00	2,00	2,00	1,67		1,36
19	Norway	Cases included	4,00	4,00	4,00	4,00	4,00	1,00	3,50	*)	3,25
20	Estonia	Cases included/Gov. Funded	2,00	3,00	3,00	4,00	3,00	1,00	2,67		2,53
21	Slovenia	Cases included/Gov. Funded	2,00	2,00	2,00	2,00	1,00	3,00	2,00		1,47

Specific implementation context (privately)

First very preliminary try-out (not to be used since will change and totally not robust)

No	COUNTRIES	REMARKS	SUB DIMENSION INDEX						TOTAL INDEX		TOTAL INDEX PREVIOUS
			Policy & political commitment	Legal & Regulatory	Supporting Institution	Macro-economic Indicators	Financial Indicators	Social Acceptance Indicators			
1	Belgium	Member of BENEFIT	3	1	4	3	3	4	2,33		2,18
2	Finland	Member of BENEFIT	1	1	1	3	4	2	1,67		1,78
3	France	Member of BENEFIT	1	4	4	3	3	4	2,50		2,12
4	Germany	Member of BENEFIT	4	1	4	4	4	2	2,83	*)	2,63
5	Greece	Member of BENEFIT	2	4	3	1	1	4	1,83		1,73
6	Italy	Member of BENEFIT	1	3	3	2	1	1	1,67		1,85
7	Netherlands	Member of BENEFIT	4	1	4	4	3	1	2,67	*)	2,47
8	Poland	Member of BENEFIT	0	0	0	1	3	3			-
9	Portugal	Member of BENEFIT	1	4	4	1	1	4	1,83		1,81
10	Serbia	Member of BENEFIT	1	4	2	1	1				-
11	Spain	Member of BENEFIT	0	0	0	2	2	4			-
12	United Kingdom	Member of BENEFIT	4	1	4	3	4	1	2,67	*)	2,52
13	Albania	Cases included	0	0	0	1	1				-
14	Austria	Cases included	1	1	1	4	3	3	1,67		1,72
15	Cyprus	Cases included	1	3	2	2	1	1	1,50		1,51
16	Czech Republic	Cases included	1	3	2	2	3	3	1,83		1,93
17	Sweden	Cases included	1	1	1	4	4	1	1,83		1,75
18	Croatia	Cases included	0	0	0	0	1	3			-
19	Norway	Cases included	0	0	0	4	4				-
20	Estonia	Cases included/Gov. Funded	1	1	1	2	3	1	1,33		1,56
21	Slovenia	Cases included/Gov. Funded	1	3	3	2	2	3	1,83		1,55

Thank YOU



BENEFIT

Business Models for Enhancing Funding
& Enabling Financing for Infrastructure in Transport