

4. Status of Private Participation in Port Infrastructure Project

- Private investment in port facility is about 21.8% of Public investment, i.e., about 1.9 times the total 11.3% of SOC
- Investment in ports expands

Relative importance for port private investment

(unit:trillion KRW)

YEAR		'00~ '03	'04	'05	'06	'07	'08	Total
Total SOC	Private Finance(A)	4.0	1.7	2.6	3.0	3.1	3.3	17.7
	Public Finance(B)	65.6	17.4	18.3	18.4	18.4	19.2	157.3
	A/B(%)	6.1	9.8	14.2	17.4	16.8	17.2	11.3
Port Facility	Private finance(a)	0.8	0.2	0.6	0.5	0.4	0.6	3.1
	Public Finance(b)	4.6	1.7	1.9	1.9	2.1	2.0	14.2
	a/b(%)	17.4	11.8	31.6	26.3	19.0	30.0	21.8

5. Future Direction of Private Participation in Port Infrastructure Project

Expansion of PPI project for ports

- Review of method to finance PPP Projects for re-development of port and development of port hinterland
 - Review of composition of appropriate ratio for non-profitable public facility and profitable facility
 - Review of system for rational allotment for public agency and private sector such as PA and municipality
- Revitalization method for leased type BTL
 - Finding of waterfront facility project such as marine museum and revitalization of participation of private financing (BTL type)

5. Future Direction of Private Participation in Port Infrastructure Project

Systematization & Streamlining of management & operation

- Promotion of international cooperation for port development
 - Sharing of experience in port development and private financing in Korea
 - Modeling of experience of port development management to Korean style and research in development cooperation program
- Systematization of management operation system
 - Construction of rational risk allotment system of private sector by government
 - Improvement of facility use as part of promoting operational revitalization

5. Future Direction of Private Participation in Port Infrastructure Project

 Feasibility Study and Reinforcement of flexible arbitration function of promotion period for operation

- Review of value for money (eligibility) and method of promoting efficient system
 - Decision for eligibility standard for PPI for ports
 - Application of the result of eligibility review and improvement of operational feasibility
- Introduction of Trigger Rule system
 - Introduction of interlocking port development system for commercial traffic and flexible arbitration of construction stage
 - Plan to minimize operational risk
 - Establishment of appropriate standard to promote project by stage
 - Tune in suggestions with enforcement company for existing project



Thank You !



국토해양부

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