

### Project Overview

The Nam Ngiep 1 hydropower plant is located on the Nam Ngiep River, a tributary of the Mekong River that runs along the border between Laos and Thailand. It is a large-scale dam type hydropower plant with a maximum output of 290 MW constructed in Laos, which has the abundant hydraulic potential of the Mekong River. Through its 27 years of operation, the plant will export electricity to Thailand and neighboring countries to alleviate the power demand of the entire region, and will also contribute to the stable supply of electricity in Laos by selling electricity to the Électricité du Laos (EDL). The project is operated by Nam Ngiep 1 Power Company Limited, a joint venture established by KPN, a subsidiary of Kansai Electric Power Company (KEPCO), EGATi, a subsidiary of the Electricity Generating Authority of Thailand (EGAT), and the Laos Holding State Enterprise (LHSE).



### Project Detail

#### IMPLEMENTING AGENCY :

Ministry of Planning and Investment, Government of Laos

#### PRIVATE-SECTOR COMPANIES :

Kansai Electric Power Company (KPN), EGAT International, Laos Holdings State Enterprise

#### SCOPE OF WORK :

Design, Construction, O&M of Concrete gravity dam and power plant

#### TYPE OF PPP :

BOT

#### CONTRACT DURATION :

27 years (from 2019)

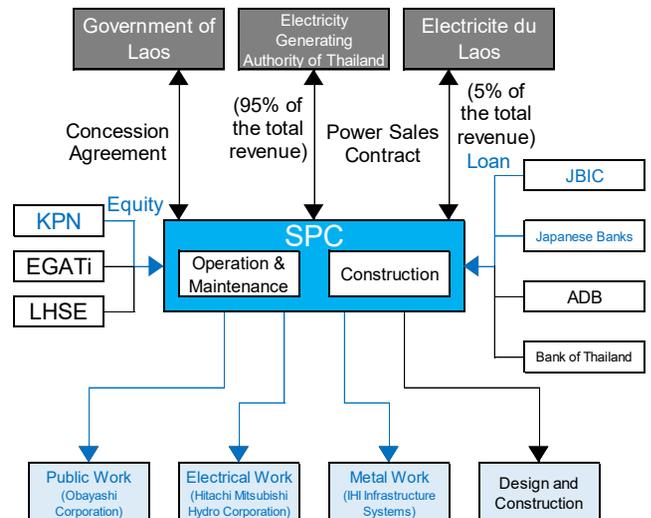
#### CONSTRUCTION PERIOD:

2014/10 – 2019/9

#### PROJECT VALUE :

USD \$982 million

### PROJECT SCHEME



### Key Features

- A Japanese electric power company with extensive experience in the development and operation of hydroelectric power generation is consistently participating in the project. Japanese products, experiences, and finance are utilized for the installation of generators, water pipes, civil engineering work, etc., providing high-quality power plant operations that enable a stable supply of electricity over the long term under an all-Japan approach.
- The company employed about 1,000 local workers during the construction and provides long-term training for local staff in power plant operation, contributing to job creation and human resource development in Laos.
- The Japan Bank for International Cooperation (JBIC) provided Co-financing for this project with domestic and foreign financial institutions including the Asian Development Bank (total amount of Co-financing: US\$643 million).

### Project Overview

TEPCO Renewable Power, Incorporated acquired 31.4% of the shares of JSC Dariali Energy, a hydroelectric power generation company established in 2011, from Peri LLC of Georgia, to participate in the operation of the Dariali hydroelectric power plant (total output: 108MW). The Dariali hydroelectric power plant is located in Kazbegi Municipality, Georgia, and has been in stable operation since it started commercial operation in December 2016 under a power purchase agreement with Electricity System Commercial Operator (ESCO), the market operator in Georgia's electricity sector. The Dariali hydropower plant generates about 4% of Georgia's annual electricity consumption, and is regarded as an important renewable energy source in Georgia.

### Project Detail

#### IMPLEMENTING AGENCY :

Government of Georgia  
Electricity System Commercial Operator (ESCO)

#### PRIVATE-SECTOR COMPANIES :

Energia, TEPCO Renewable Power Singapore, Lok W. Home Irrevocable Trust

#### SCOPE OF WORK :

Participation in the development, construction, operation and maintenance of hydroelectric power.

TYPE OF PPP : BOO

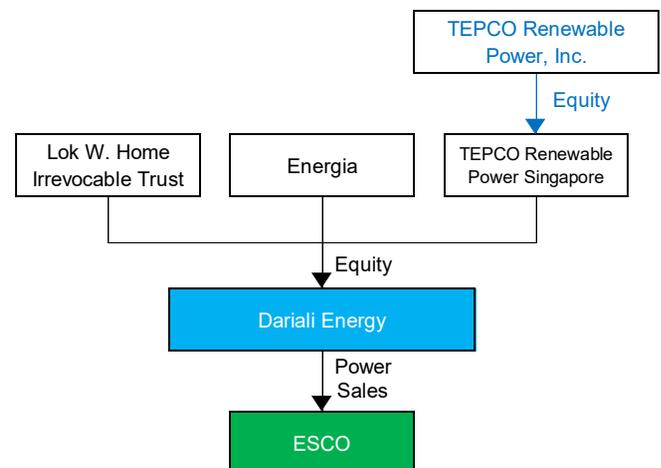
CONTRACT DURATION : 15 years (from 2016)  
Operation to be continued after the expiration of the contract period

CONSTRUCTION PERIOD: 2012/12 -2016/12

PROJECT VALUE : USD \$124.5 million



### PROJECT SCHEME



### Key Features

- Through the dispatch of executives and staff from TEPCO Renewable Power, the company introduces Operation and Maintenance expertise that has been cultivated over many years in the Japanese hydropower business, and works to improve its operational capacity, including optimization of O&M activities.
- Nippon Export and Investment Insurance (NEXI) has underwritten the overseas investment insurance for the portion of the investment made by TEPCO Renewable Power, Incorporated. The project is the first underwritten project by NEXI since the signing of the Memorandum of Understanding (MOU) in March 2019, between NEXI and the Ministry of Economy and Sustainable Development of Georgia, which aims to promote trade between the two countries.

### Project Overview

The project is being executed by a joint venture between a Japanese and an Indian company to build, own and operate a 718 megawatt (MW) liquefied natural gas combined cycle power generation plant in the Meghnaghat area, located about 40 kilometers southeast of Dhaka, the capital of the People's Republic of Bangladesh. JERA Co., Inc., which is engaged in thermal power generation and renewable energy projects in Japan and overseas, acquired a 49% stake in the project from Reliance Power Limited, a major power generation and coal resource company in India, and will conduct the project through the operating company, Reliance Bangladesh LNG & Power Limited. The electricity generated by the project will be sold under a long-term power purchase agreement with the Bangladesh Power Development Board for a period of 22 years (with a government guarantee) starting from 2023.



### Project Detail

**IMPLEMENTING AGENCY :**  
Bangladesh Power Development Board (BPDP)

**PRIVATE-SECTOR COMPANIES :**  
Reliance Power Limited, JERA Co., Inc.

**SCOPE OF WORK :**  
Design, Construction, Operation and Maintenance of natural gas combined-cycle power generation plant

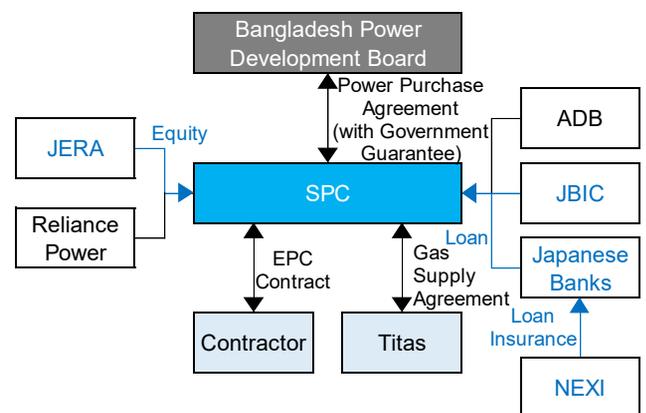
**TYPE OF PPP :** BOO

**CONTRACT DURATION :** 22 years  
(from start of Operation)

**CONSTRUCTION PERIOD:** —

**PROJECT VALUE :** —

### PROJECT SCHEME



### Key Features

- JERA Co., Inc., which is engaged in thermal power generation and renewable energy projects in Japan and overseas, will contribute to the economic development of Bangladesh by providing stable and efficient power generation, utilizing its extensive experience in operating power plants around the world.
- The project finance for this project is co-financed with domestic and foreign financial institutions including Japan Bank for International Cooperation (JBIC) and Asian Development Bank (ADB) with a total amount of US\$642 million. Nippon Export and Investment Insurance (NEXI) has underwritten loan insurance and overseas investment insurance (for the loans provided by private financial institutions) for the power plant construction and operation.

### Project Overview

Dubai Waste Management Company P.S.C. (DWMC), a special purpose company (SPC) established by International consortium, will build, own, and operate one of the world's largest waste treatment and power generation plants using stoker incinerators in the Warsan district of the Emirate of Dubai under a 35-year concession agreement with Dubai Municipality.

(Annual waste treatment capacity: 1.9 million tons, power generation capacity: 200 MW)

ITOCHU Corporation, which has an equity stake in DWMC, plays a leading role in the project by dispatching personnel to the company and leveraging its extensive experience in the waste incineration and power generation sectors, while Hitachi Zosen Inova AG, which also has an equity stake in DWMC, is taking a central role in the construction contracting and operation and maintenance of the Energy-from-Waste plant.



### Project Detail

#### IMPLEMENTING AGENCY :

Dubai Municipality

#### PRIVATE-SECTOR COMPANIES :

Dubai Holding LLC, DUBAL Holding LLC, ITOCHU Corporation, Hitachi Zosen Inova AG, N.V. BESIX S.A. (BESIX), Tech Group

#### SCOPE OF WORK :

Design, procurement, construction (EPC) , Operation and Maintenance (O&M) of Energy-from-Waste (EfW) plants

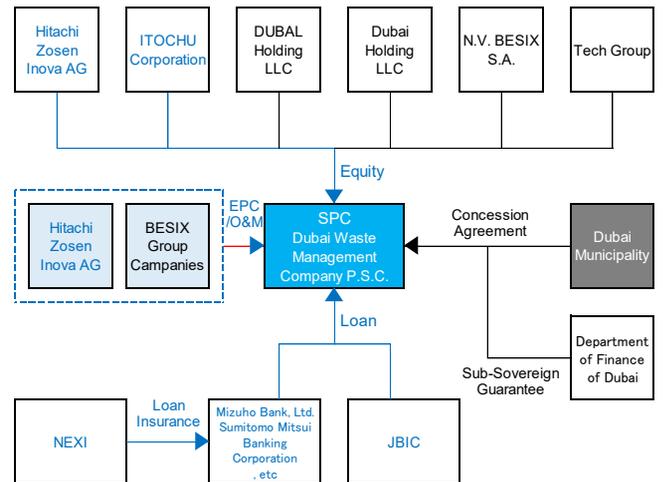
TYPE OF PPP : BOOT

CONTRACT DURATION : 35 years (from 2024)

CONSTRUCTION PERIOD: 2021/6 – 2024/7

PROJECT VALUE : USD \$1.2 billion

### PROJECT SCHEME



### Key Features

- The Emirate of Dubai has set policy goals to reduce the amount of waste sent to landfill, promote sustainable and environmentally friendly waste management, and encourage the development of alternative energy sources, with the goal setting to reduce the amount of waste sent to landfill to zero by 2032. Through this project, Dubai will be able to treat the equivalent of 45% of the waste generated in Dubai, which will greatly contribute to global environmental conservation.
- A total of approximately USD \$927 million in project financing has been co-financed between the Dubai Waste Management Company P.S.C., and domestic and foreign financial institutions, including the Japan Bank for International Cooperation (JBIC). In addition, the loans from Japanese financial institutions are insured by Nippon Export and Investment Insurance (NEXI).

### Project Overview

Kobelco Eco-Solutions Co., Ltd., in collaboration with a local partner company acquired an exclusive 20-year water supply license from the Ministry of Industry, Science, Technology and Innovation of the Kingdom of Cambodia to supply tap water to approximately 20,000 residents and commercial facilities in the Koh Dach district of Phnom Penh and the Koh Oknha Tei district of Kandal province, Cambodia. In addition to the design, construction, and commissioning of the water supply facilities, the project includes integrated services such as raw water intake, purification into tap water, water distribution to each end user, meter reading, and fee collection. This is the first water supply project to be implemented by a Japanese company in Cambodia, contributing to the realization of the Cambodian government's "National Strategic Development Plan", which aims to increase the coverage of clean water supply by spreading the water supply improvement projects in Cambodia's regional cities.



### Project Detail

#### IMPLEMENTING AGENCY :

Ministry of Industry, Science, Technology and Innovation, Kingdom of Cambodia

#### PRIVATE-SECTOR COMPANIES :

Kobelco Eco-Solutions Co., Ltd., SOMA Group.

#### SCOPE OF WORK :

Design, construction, and integrated services (water intake, purification, distribution, meter reading and fee collection.)

#### TYPE OF PPP :

Exclusive business license

#### CONTRACT DURATION :

20 years  
(Start of tap water supply 2019/12)

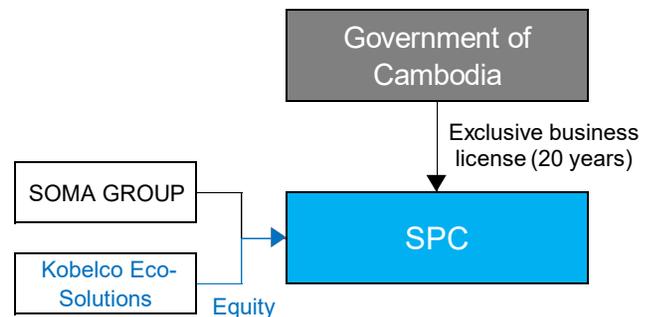
#### CONSTRUCTION PERIOD :

2019/3 – 2019/12

#### PROJECT VALUE :

Water Tariff: USD \$0.49 – 0.61/ Cubic meter

### PROJECT SCHEME



### Key Features

- The automatic siphon filter\* is used as the core technology for water purification treatment, which eliminates the need for operating personnel, cleaning pumps, and electric power, and reduces maintenance costs compared to other types of filtration systems. Kobelco Eco-Solutions Co., Ltd. requested the Kitakyushu Water Supply and Sewerage Bureau, which has an extensive experience in Cambodian water supply, for check and review on the pipeline design.

\* Gravity-type rapid filtration system with full-automatic operation that does not require automatic control valves or flow rate adjustment for filtration and backwashing.

- Since the start of water supply in December 2019, water has been supplied to approximately 50% of the target population (approximately 20,000 people) as of October 2021. The water supply rate is generally progressing as planned, contributing to the achievement of SDGs goals through water services.

- Because this project is a comprehensive private sector consignment, the private sector project entity basically bears the risk. A certain amount of risk is covered by Nippon Export and Investment Insurance (NEXI) overseas investment insurance.

### Project Overview

Chinggis Khaan International Airport, which was constructed in the suburbs of Ulaanbaatar, the capital of Mongolia, through an ODA loan from the Japanese Government, is a project in which the airport management company, established by a consortium of Japanese companies and a Mongolian state-owned company, responsible for the operation of the airport for 15 years based on a concession agreement with the Mongolian government. This is the first airport project in Mongolia to be outsourced to the private sector, and the first project in which Narita International Airport Corporation (NAA) has participated in the management of an overseas airport with the support from the Ministry of Land, Infrastructure, Transport and Tourism. The Japanese government is providing comprehensive support from the development of facilities, to the design of operational systems, as well as the improvement of operational management capabilities through technical assistance, and is contributing to the further economic development of Mongolia.



### Project Detail

#### IMPLEMENTING AGENCY :

(Construction) Ministry of Road and Transport Development  
 (Operation) National Development Agency of Mongolia,  
 Civil Aviation Authority of Mongolia

#### PRIVATE-SECTOR COMPANIES : (Operation)

Japan 51% : Mitsubishi Corporation, Narita International Airport Corporation, Japan Airport Terminal Co., Ltd., JALUX Inc.  
 Mongolia 49% : Khushigiin Khundii Airport, State Owned LLC

#### SCOPE OF WORK : (Operation)

Maintenance and management of civil engineering facilities (runway and apron) and operation of passenger terminal.

**TYPE OF PPP :** Concession

**CONTRACT DURATION :** 15 years ( from 2021 )

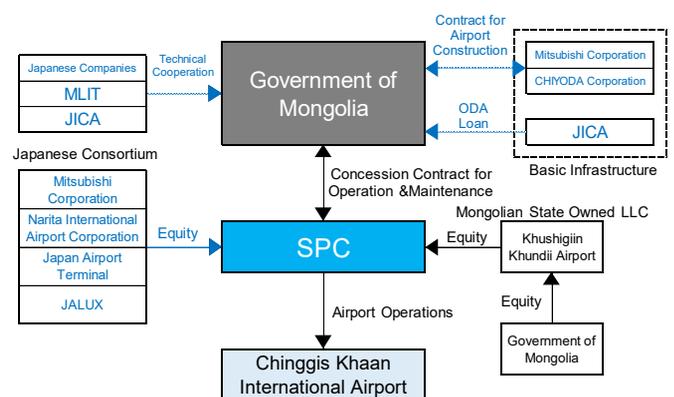
**CONSTRUCTION PERIOD:** 2013/6 - 2020/4

**PROJECT VALUE :** USD \$768 million (Total Construction Cost)

### Key Features

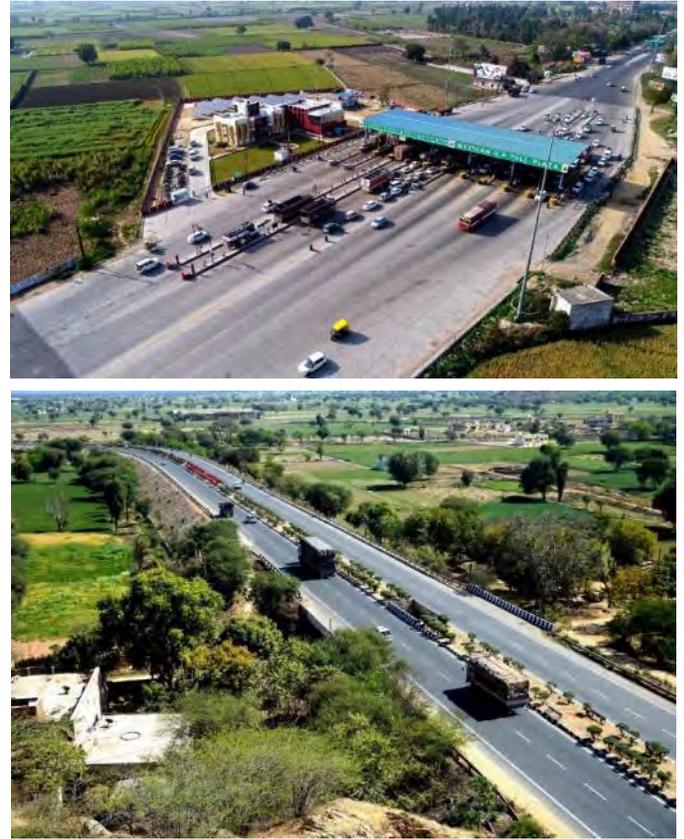
- In response to the Mongolian government's announcement of its intention to privatize the new airport, the prime minister and other cabinet ministers of Japan made top-level sales efforts to encourage the Mongolian government to have Japanese corporate involvement in the airport operation through a concession model. Consistent support is provided by the all-Japan approach, by combining JICA's various cooperation schemes, such as assisting human resource development for the operation and maintenance of the new airport by aviation experts from the Ministry of Land, Infrastructure, Transport and Tourism and private companies.
- With the participation of Japanese airport operators, airport management know-how such as cleanliness and consideration for universal design have been brought in, and technical cooperation in the field of air navigation services has provided safe and efficient air navigation services, leading to high quality airport operations.
- For the construction of the airport, the Special Terms for Economic Partnership (STEP) which is a part of the Japanese ODA loan condition, was applied to contribute to the sustainable economic growth of Mongolia, and to introduce excellent Japanese technology. Participation of Japanese companies in the operation of the airport has also contributed to the improvement of the service quality.

### PROJECT SCHEME



### Project Overview

Mitsubishi Corporation, Japan Overseas Infrastructure Investment Corporation for Transport and Urban Development (JOIN), Japan Expressway International Company Limited (JEXWAY), and East Nippon Expressway Company Limited (NEXCO-East) have formed a consortium to jointly acquire approximately 20% of the shares of Cube Highways and Infrastructure Pte. Ltd., an Indian toll road operator, to enter the toll road business in India. The consortium aims to improve India's highways infrastructure to support the continuing growth in passenger and commercial traffic, while at the same time contributing to economic development across India. Cube Highways and Infrastructure Pte. Ltd. was established by the global infrastructure fund, I Squared Capital (ISQ), and the International Finance Corporation (IFC), a member of the World Bank Group. The company currently owns and operates five toll roads (over 400 km) in India.



### Project Detail

#### IMPLEMENTING AGENCY :

National Highways Authority of India (NHAI) etc.

#### PRIVATE-SECTOR COMPANIES :

Cube Highways and Infrastructure Pte. Ltd

#### Investment by Japanese companies:

Mitsubishi Corporation, Japan Overseas Infrastructure Investment Corporation for Transport and Urban Development (JOIN), Japan Expressway International Company Limited (JEXWAY), East Nippon Expressway Company Limited (NEXCO-East)

#### DESCRIPTION OF TOLL ROADS SPVs :

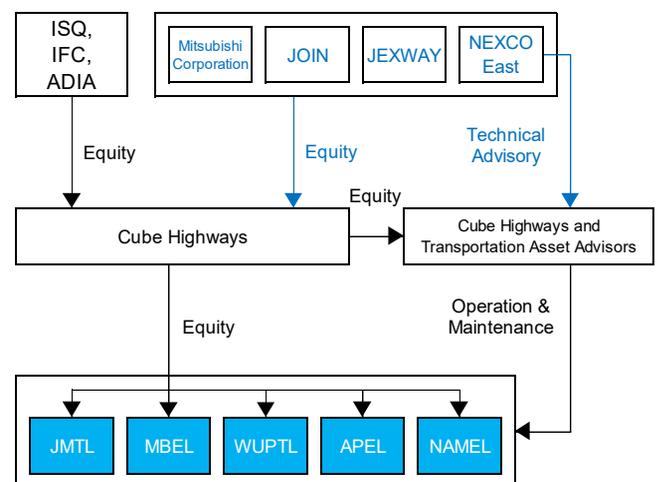
Juiper Mahua Tollway (JMTL) : 109km  
 Mahua Bharatpur Expressway (MBEL) : 57km  
 Western UP Tollway (WUPTL) : 78km  
 Andhra Pradesh Expressway (APEL) : 75km  
 Narketpally Addanki Medarametala Expressway (NAMEL) : 203km

#### TYPE OF PPP : BOT

#### CONTRACT PERIOD :

JMTL : Operating (until 2031)  
 MBEL : Operating (until 2031)  
 WUPTL : Operating (until 2026)  
 APEL : Operating (until 2026)  
 NAMEL : Operating (until 2039)

### PROJECT SCHEME



### Key Features

- E-NEXCO INDIA Private Ltd., a local subsidiary of NEXCO-East in India, plans to carry out road surface condition measurement work in collaboration with Cube Highways and Infrastructure Pte. A vehicle that measures road surface conditions on Japanese expressways will be newly manufactured to measure and analyze data on road surface conditions (cracks, rutting, roughness, etc.) to support the advancement and efficiency of road maintenance in India.
- By expanding the high-quality construction work and efficient maintenance and management skills cultivated in Japan, the company aims to contribute to the achievement of the SDGs goal, by reducing traffic congestion (lowering CO2 emissions) and the environmental impact associated with the reduction of construction waste.

### Project Overview

Japan Expressway International Company Limited (JEXWAY), and Japan Overseas Infrastructure Investment Corporation for Transport and Urban Development (JOIN), and West Nippon Expressway Company Limited (NEXCO-West) have acquired an approximate 10% share in PT Margautama Nusantara (MUN), an Indonesian toll road operator, to enter the toll road business in Indonesia. MUN is a holding company that oversees four road operating SPCs, which currently operates a total of 39km of toll roads in Indonesia.



### Project Detail

**IMPLEMENTING AGENCY :**  
Badan Pengatur Jalan Tol (BPJT)

**PRIVATE-SECTOR COMPANIES :**  
PT Margautama Nusantara

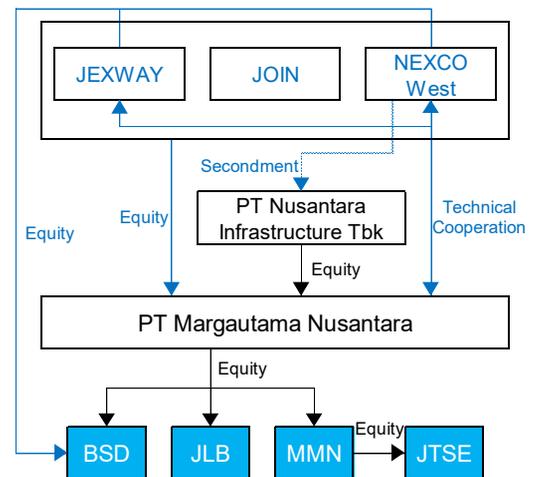
**Investment by Japanese companies :**  
Japan Expressway International Company Limited (JEXWAY), Japan Overseas Infrastructure Investment Corporation for Transport and Urban Development (JOIN), West Nippon Expressway Company Limited (NEXCO-West)

**DESCRIPTION OF TOLL ROADS SPCs :**  
PT Bintaro Serpong Damai (BSD) : 7.25km  
PT Makassar Metro Network (MMN) : 10.25km  
PT Jalan Tol Seksi Empat (JTSE) : 11.57km  
PT Jakarta Lingkar Baratsatu (JLB) : 9.7km

**TYPE OF PPP :** PPP model

**CONTRACT PERIOD :**  
BSD : Operating (until 2028)  
MMN : Operating (until 2043)  
JTSE : Operating (until 2041)  
JLB : Operating (until 2042)

### PROJECT SCHEME



### Key Features

- NEXCO-West has developed an inspection management tool called "Smart Inspection (SI)" in collaboration with MUN. The tool enables efficient inspections by using smartphones and tablet devices to take photos of damaged areas of structures and traffic accidents, and register them in the inspection management database, for search and management of the past data.
- In MMN's toll road extension project (4.3km), which opened in March 2021, a Quality Control Advisor (QCA) was dispatched from Japan to MUN to propose design and construction methods, and to provide technical guidance and support for quality and safety improvement.
- The transfer of technology to SPCs under the umbrella of the investee companies will help to implement high-quality construction projects and efficient maintenance management, contributing to the achievement of the SDGs goal by reducing traffic congestion (lowering CO2 emissions) and reducing environmental impact through the reduction of construction waste.

### Project Overview

To meet the increasing demand for cargo in the Lach Huyen district in the eastern part of Haiphong City, the project involves the construction of a deep-water port capable of receiving large-size container vessels, as well as development of the surrounding basic infrastructure, and the operation of a container terminal. This project is the first PPP project between the Japanese and Vietnamese governments, in which the basic infrastructure of the lower part of the port was developed with Japanese ODA loans, and the upper part of the port was developed and operated by private companies. The basic infrastructure of the port, including dredging of the shipping channel, reclamation of the sea to create a port site, seawalls, breakwaters, sand barriers, a sea bridge to Cat Hai Island, and access roads, was developed by the Vietnamese government supported by Japanese ODA Loans.

The construction of the pier-type quay, the container terminal, the procurement and operation of cargo-handling machinery, and the terminal operation are being carried out by Tan Can Haiphong International Container Terminal Co.,Ltd. (TC-HICT), a joint venture between Japan and Vietnam.



### Project Detail

**IMPLEMENTING AGENCY :**  
Ministry of Transport

**PRIVATE-SECTOR COMPANIES :** (Container Terminal)  
Saigon Newport Corporation (Vietnam), Mitsui O.S.K. Lines, Ltd., Wan Hai Lines Ltd. (Taiwan), ITOCHU Corporation

**SCOPE OF WORK :** (Container Terminal)  
Construction of the pier-type quay, the container terminal.  
Operation of cargo handling machinery, and the terminal.

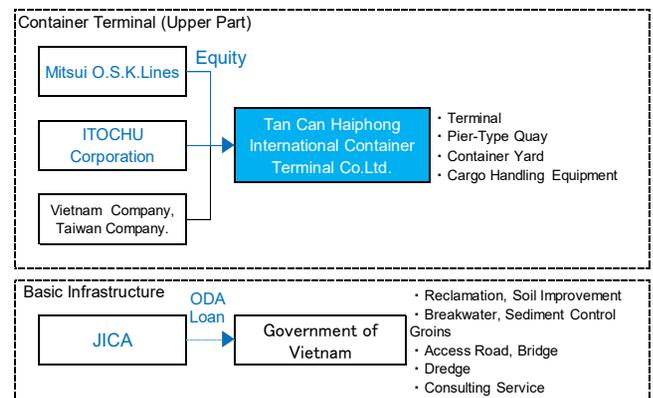
**TYPE OF PPP :** PPP model

**CONTRACT DURATION :** 50 years (from 2012)

**CONSTRUCTION PERIOD :** 2013/4 - 2018/5

**PROJECT VALUE :** USD \$1.3 billion  
(ODA loan : US\$ 1 billion, Private Sector : US\$ 0.3 billion)

### PROJECT SCHEME



### Key Features

- During the land development work of the terminal, the Cement Deep Mixing (CDM method) was adopted to strengthen the soft ground formed by the accumulation of sediment from nearby rivers and to shorten the construction period. Steel-pipe-sheet-pile well method, which enables safe and rapid construction even on soft ground, was utilized for the construction of the marine bridge, and for the Route dredging work, grab dredgers were used, which enable construction in a narrow space which does not generate turbidity during dredging.
- The development of the new deep-water port has enabled direct calls by long-haul shipping from North America, Europe, and other countries, reducing transshipment costs and shortening lead times, enhancing the competitiveness of the port as a logistics base in the region. In addition, the project has contributed to alleviating traffic congestion and air pollution in the city due to the decentralization of port facilities in the northern region of Vietnam.
- For the Japanese ODA loan portion, The Special Terms for Economic Partnership (STEP) conditions have been adopted which allow the use of Japan's superior technology and know-how. Participation of Japanese companies in the operation of the terminal has also been contributing to the improvement of the service quality.

### Project Overview

The Intercity Express Programme (IEP) is a £5.7 billion project undertaken through public-private partnership based scheme by the UK Department for Transport to replace the longstanding rolling stock that has been used for many years on the Great Western Main Line (GWML) and East Coast Main Line (ECML) in the UK. Agility Trains West Limited (ATWL) and Agility Trains East Limited (ATEL), which were jointly established by Hitachi, Ltd. and infrastructure funds, will develop railway depots for the maintenance, procure and then lease the trains and provide maintenance services to railroad operators for a period of 27 years and 6 month.

### Project Detail

**IMPLEMENTING AGENCY :**

Department for Transport, United Kingdom

**PRIVATE-SECTOR COMPANIES :**

Apple BidCo 2 Limited, Hitachi Rail Limited, JLIF Holdings (ATW) Limited, Infra Equity UK Holdings (ATW) Limited

**SCOPE OF WORK :**

Lease the trains and provide maintenance services, developing railway depots for the maintenance.

**TYPE OF PPP :** PPP model (Rolling stock & Maintenance)

**CONTRACT DURATION :** 27 years and 6 month

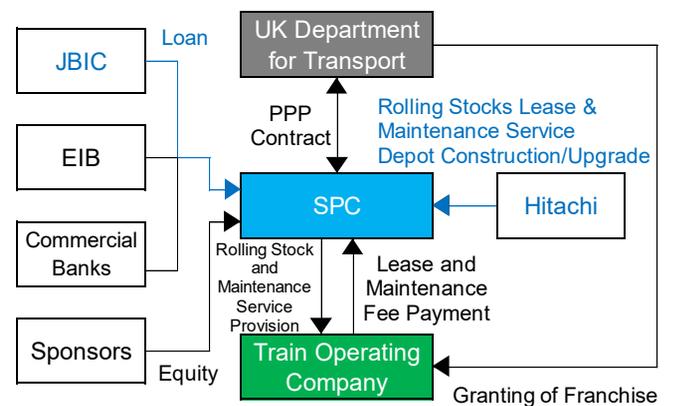
**CONSTRUCTION PERIOD:**

2012/7 – 2018/12 (GWML)  
2014/4 – 2020/9 (ECML)

**PROJECT VALUE :** USD \$ 8.9 billion



### PROJECT SCHEME



### Key Features

- The project is contributing to the long-term stable provision of railroad infrastructure services in the UK by replacing aging rolling stock that has been in operation for more than 30 years. The project is also contributing to the creation of jobs in the local community through its new train factory and maintenance facility built in Newton Aycliffe, County Durham, UK.
- In the U.K., the country which has been actively promoting social infrastructure development with PPP scheme, the Japan Bank for International Cooperation (JBIC), private financial institutions, and the European Investment Bank (EIB) has supported the participation of Japanese companies in overseas railroad projects through co-financing in pounds sterling. In addition, Nippon Export and Investment Insurance (NEXI) has provided overseas business loan insurance for a portion of the loans provided by private financial institutions.

## Project Overview

Sojitz Corporation and Rönesans Healthcare Investment, a Turkish healthcare company, jointly designed and constructed a large-scale public general hospital with a site area of 760,000 square meters and 2,682 beds in the Ikitelli district of northwestern Istanbul, to maintain and operate the healthcare facility for 25 years. In Turkey, the introduction of a universal health insurance system in 2008 expanded the scope of medical benefits, resulting in a rapid increase in the number of patients and a shortage of hospital beds. To solve these problems, one of the largest general hospitals in Turkey with a general hospital, a cardiovascular diseases hospital, an oncology hospital, a women's hospital, a pediatric hospital, a neurology and orthopedic science hospital, a physical therapy and rehabilitation hospital and a psychiatry hospital has been developed and operated under the PPP system.



## Project Detail

### IMPLEMENTING AGENCY :

Turkish Ministry of Health

### PRIVATE-SECTOR COMPANIES :

Rönesans Group, Sojitz Hospital PPP Investment B.V. (Sojitz Corporation)

### SCOPE OF WORK :

Design, construction, financing, operation of the hospital and medical related service.

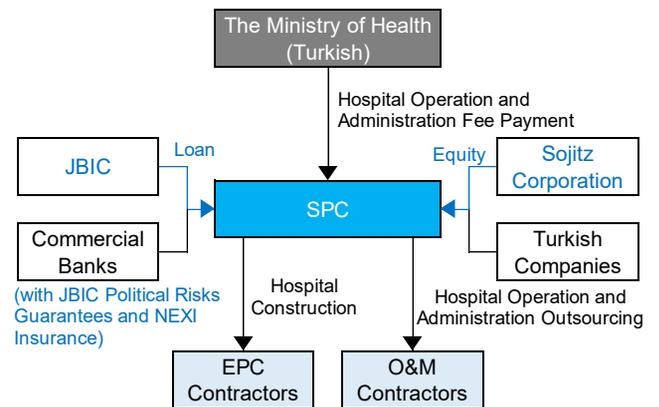
TYPE OF PPP : DBFOM

CONTRACT DURATION : 25 years

CONSTRUCTION PERIOD: 2017/9 – 2020/5

PROJECT VALUE : USD \$1.82 billion

## PROJECT SCHEME



## Key Features

- The joint venture (Istanbul PPP Sağlık Yatırım A.Ş.) provides related services such as equipment procurement, cleaning, diagnostic imaging, etc. and receives an operating fee from the Turkish Ministry of Health. By making use of the know-how on hospital management accumulated in Japan, the joint venture is able to improve the quality and efficiency of medical services. Doctors and medical services are provided by the Turkish Ministry of Health.
- Based on a strong request from the Turkish government, which was faced with a shortage of hospital beds due to the global spread of the COVID-19, the construction was completed ahead of schedule and the hospital was opened in May 2020. By solving the shortage of hospital beds, the project has greatly contributed to improving the healthcare environment in Turkey.
- Financial support has been provided through co-financing with domestic and foreign financial institutions, including the Japan Bank for International Cooperation (JBIC). Nippon Export and Investment Insurance (NEXI) has underwritten investment and loan insurance (totaling approximately 163 billion yen) for a portion of the syndicated loan (approximately 65 billion yen) and for the Sojitz's investment in the project (approximately 33.4 billion yen). In addition, NEXI supports the participation of Japanese companies in overseas business by providing reinsurance for a portion of the Turkish country risk assumed by the Multilateral Investment Guarantee Agency of the World Bank Group for a portion of Sojitz's investments and loans.



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