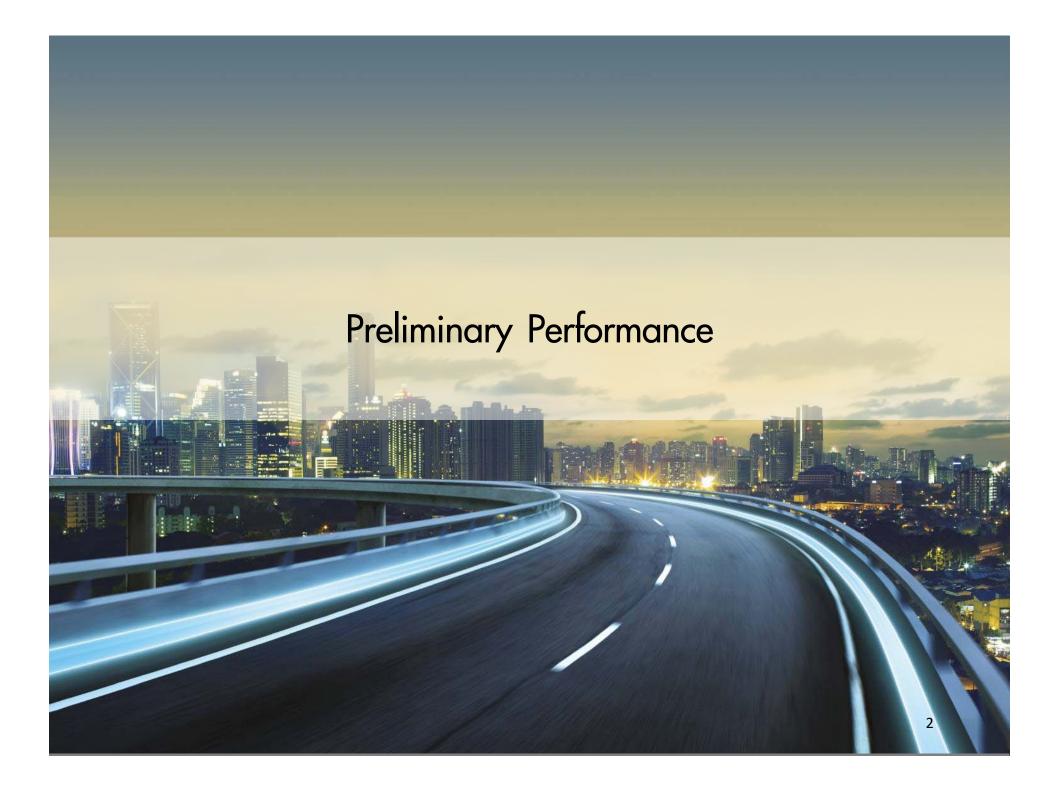




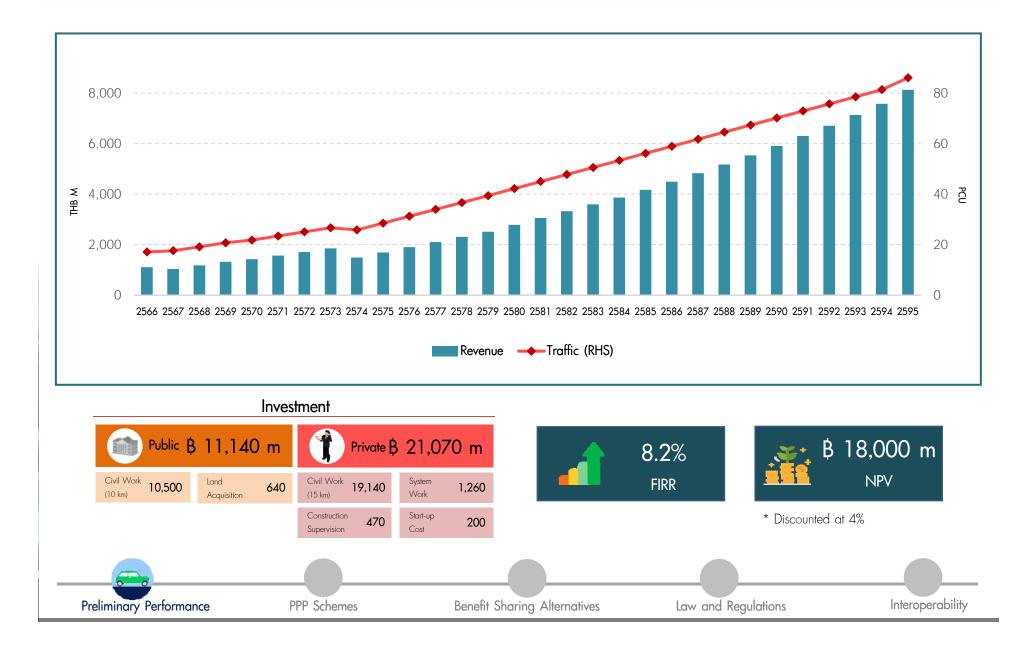
Public Private Partnerships for the Bang Khun Thian - Pak Tho Intercity Motorway Project

(Bang Khun Thian - Ban Phaeo Section)





Preliminary Estimation of Revenue and Traffic



Definition of PPP

Preliminary Performance

Interoperability

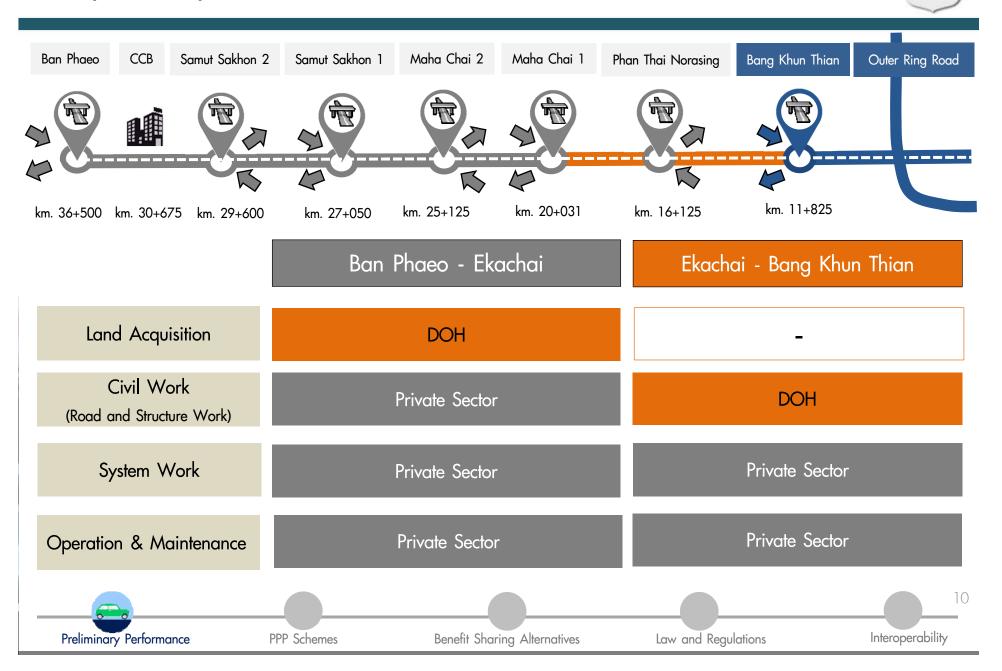
Law and Regulations

- Definition of private investments in state undertaking according to section 4 of the Private Investments in State Undertaking Act B.E. 2556
 - An undertaking which a government agency, state enterprise, other state agency or local administrative organization, either singly or collectively, have a legal obligation to perform;
 - An undertaking which require the utilization of natural resources or properties of one or several government agencies, state enterprises, other state agencies or local administrative organizations, either singly or collectively;
- Investment means a public private joint investment undertaken by any means, or designation of a unilateral private investment by war of a licence or concession or grant of any kind of right;
- □ Project means an investment in state undertaking;

PPP Schemes

Benefit Sharing Alternatives

Project Scope



PPP Schemes for Operation and Maintenance



□ There are three payment mechanism alternatives: PPP Net Cost, PPP Gross Cost, and PPP Modified Gross Cost, each of which is described below.

Net Cost

The private sector has the ownership over toll revenue and/or non-toll revenue. The private sector might be required to pay concession fee or revenue sharing to the public sector as agreed.

Gross Cost

The public sector has the ownership over toll revenue, while the private sector collects and hands over toll revenue to the public sector while receiving availability payment (AP) from the public sector under service quality terms and conditions. The ownership of non-toll revenue is subject to condition as agreed.

Modified Gross Cost

Similar to the PPP Gross Cost, PPP Modified Gross Cost provides the private sector with additional return, under specified conditions to incentivize its service opportunity. The ownership of non-toll revenue is subject to condition as agreed.

Preliminary Performance

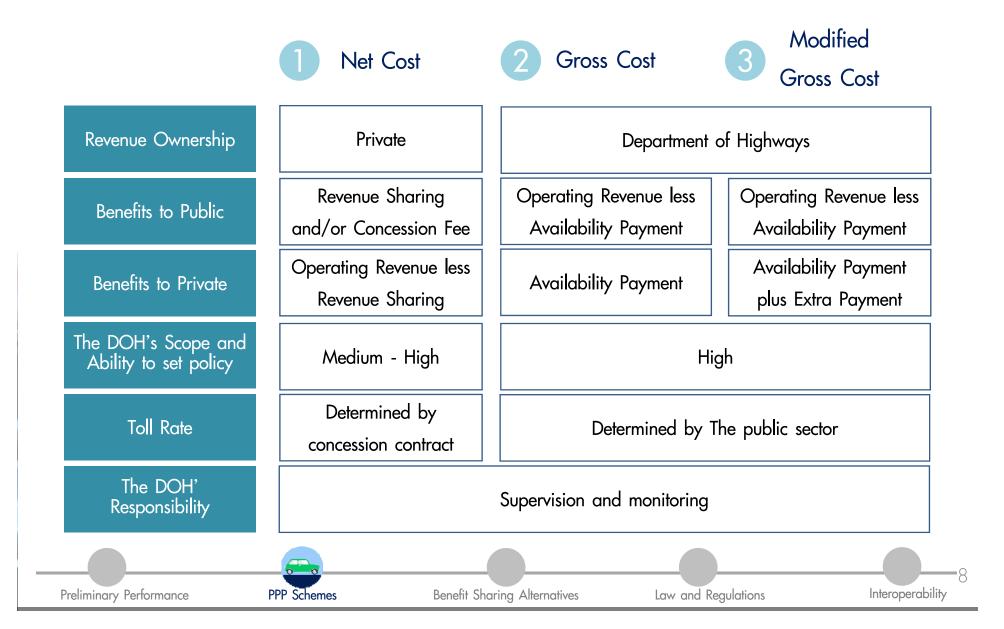
PPP Schemes

Benefit Sharing Alternatives

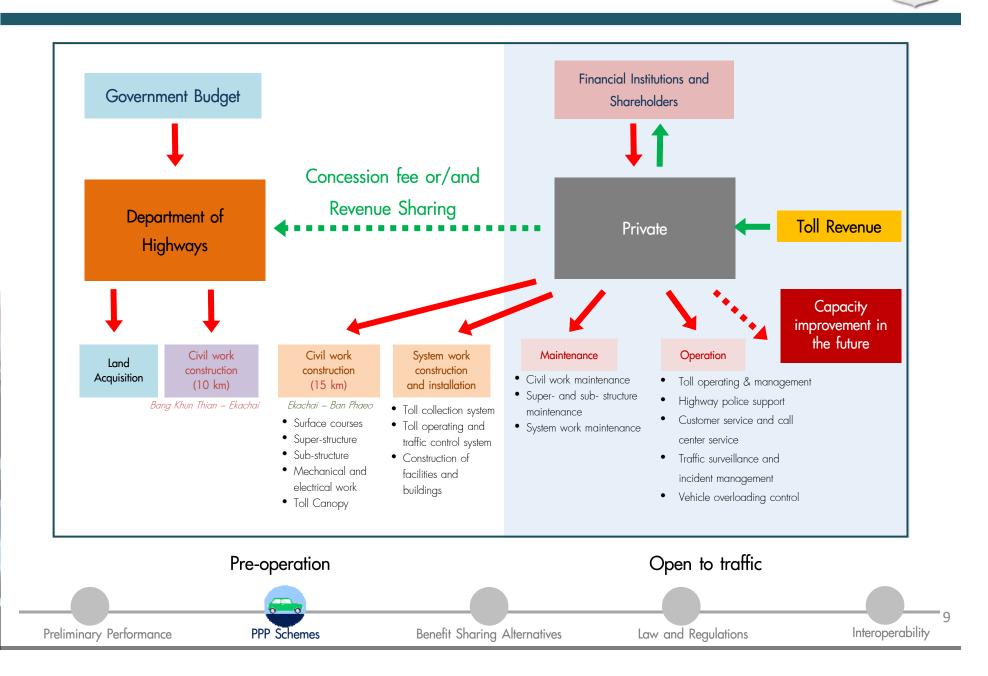
Law and Regulations

Interoperability

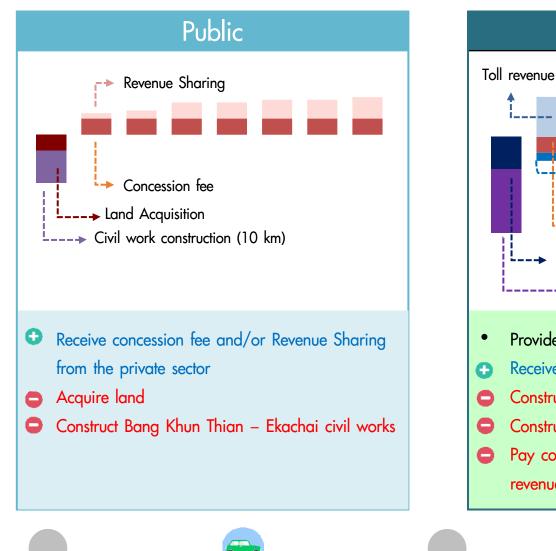
PPP Scheme Comparison



Net Cost Flowchart



Net Cost Flowchart (cont.)



PPP Schemes

Private O&M └--► Concession fee and/or Revenue Sharing System work construction and installation ----- Civil work construction (15 km) Provide O&M service Receive toll revenue Construct and install system work Construct Ekachai - Ban Phaeo civil works Pay concession fee to the public sector and/or revenue sharing to the DOH

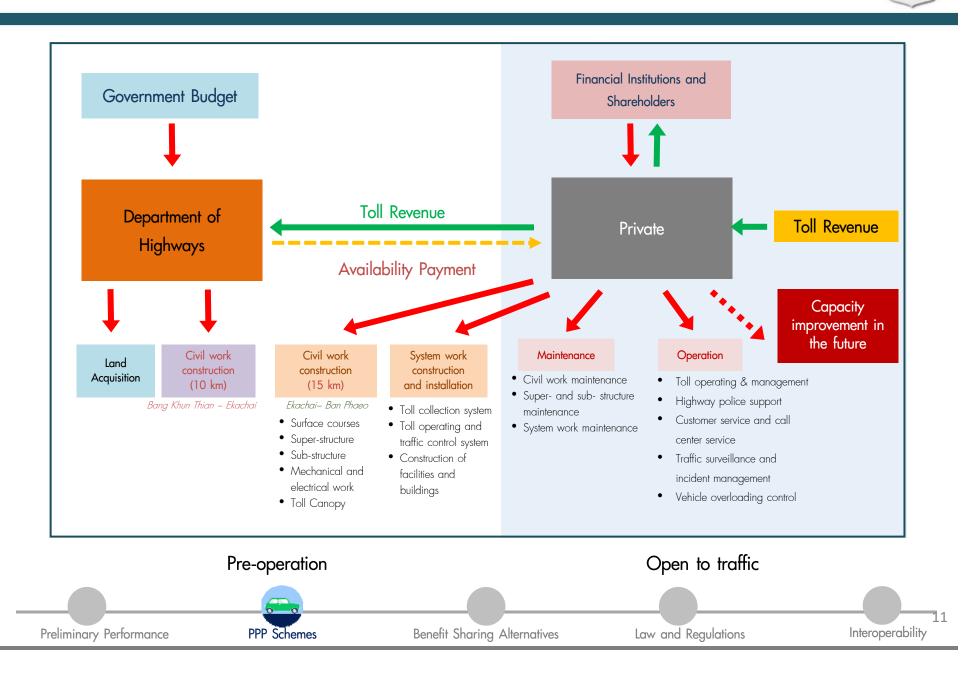
Preliminary Performance

Benefit Sharing Alternatives

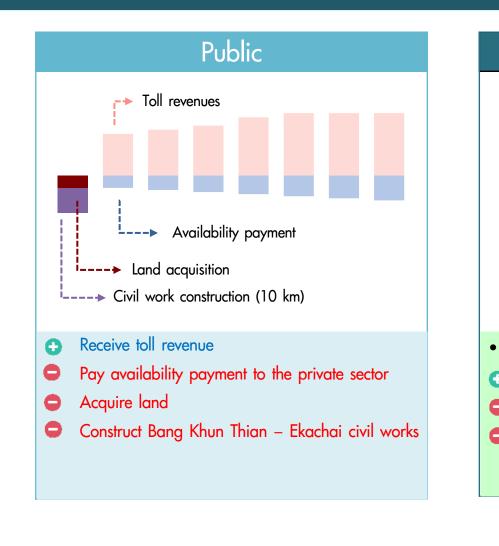
Law and Regulations

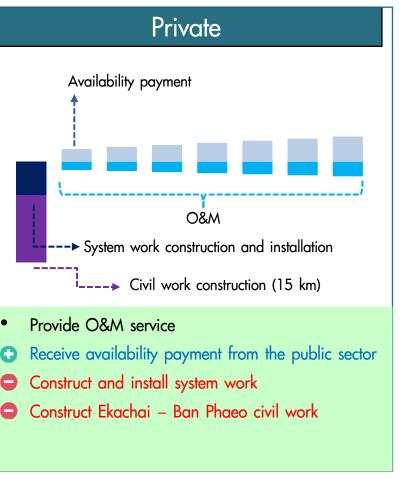
10 Interoperability

Gross Cost Flowchart



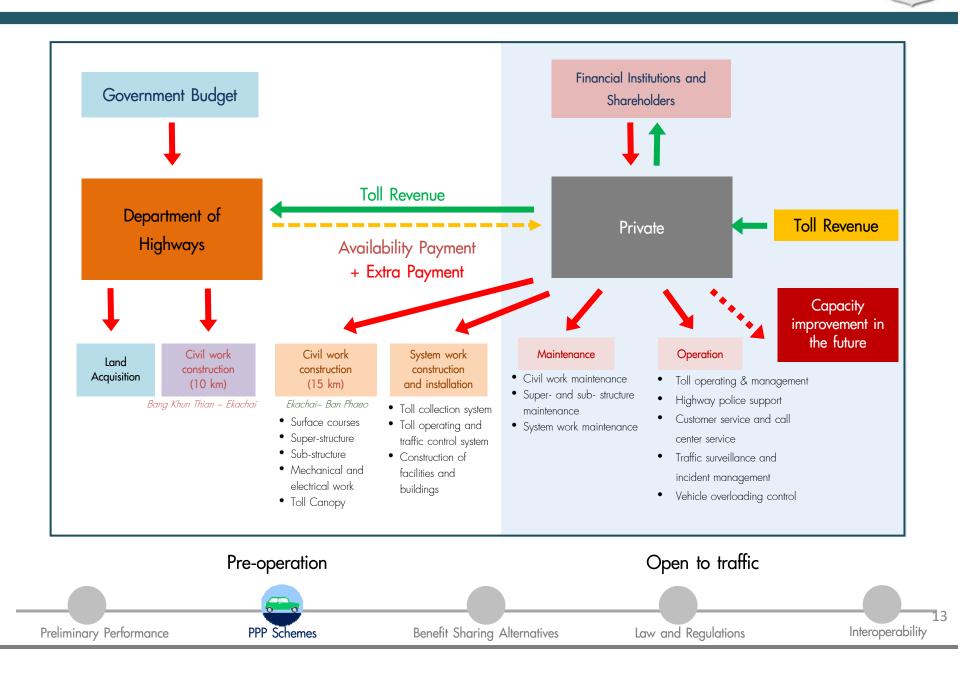
Gross Cost Flowchart (cont.)



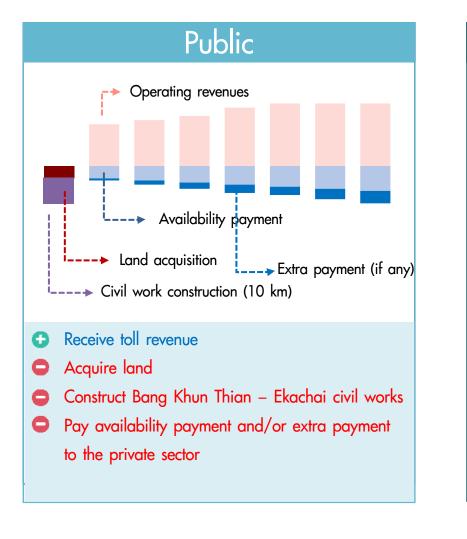


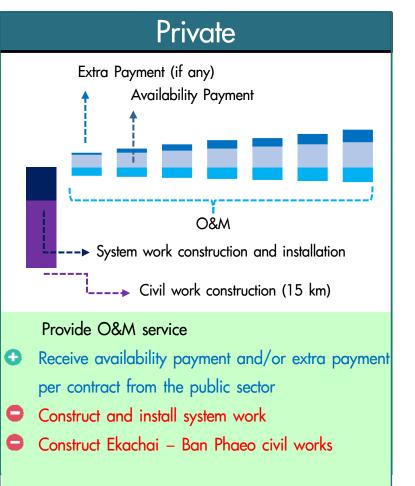


Modified Gross Cost Flowchart



Modified Gross Cost Flowchart (cont.)

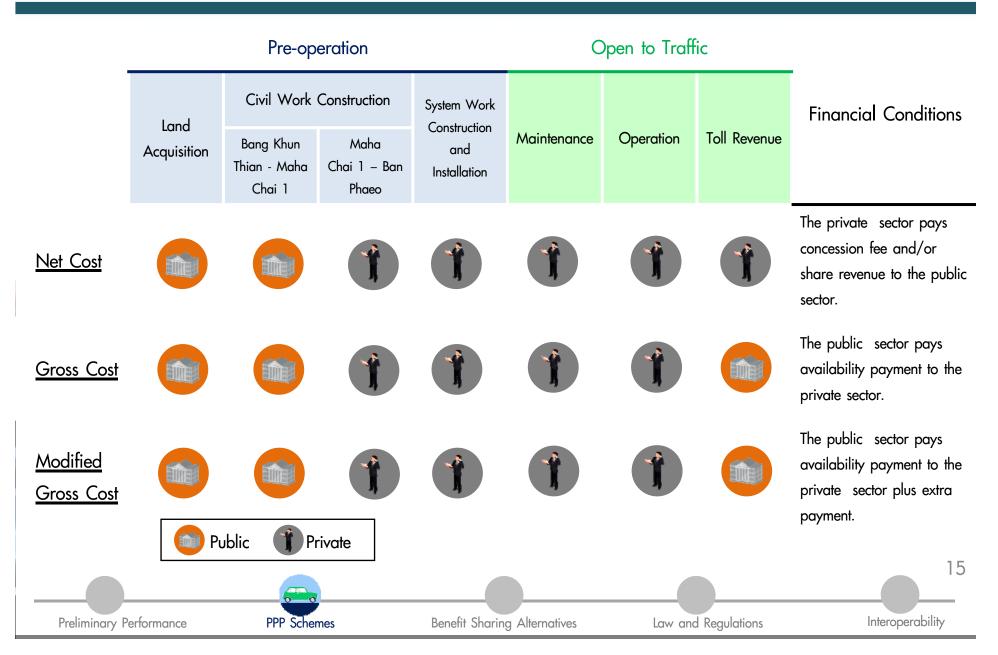


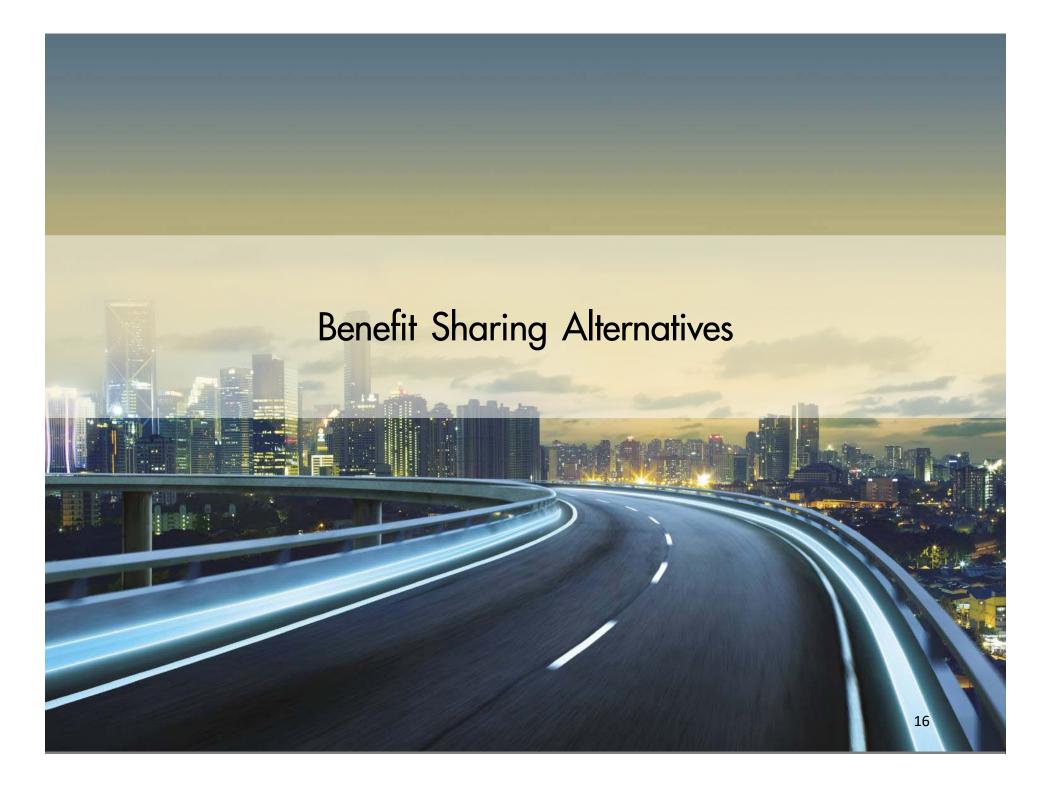




Summary of PPP Schemes

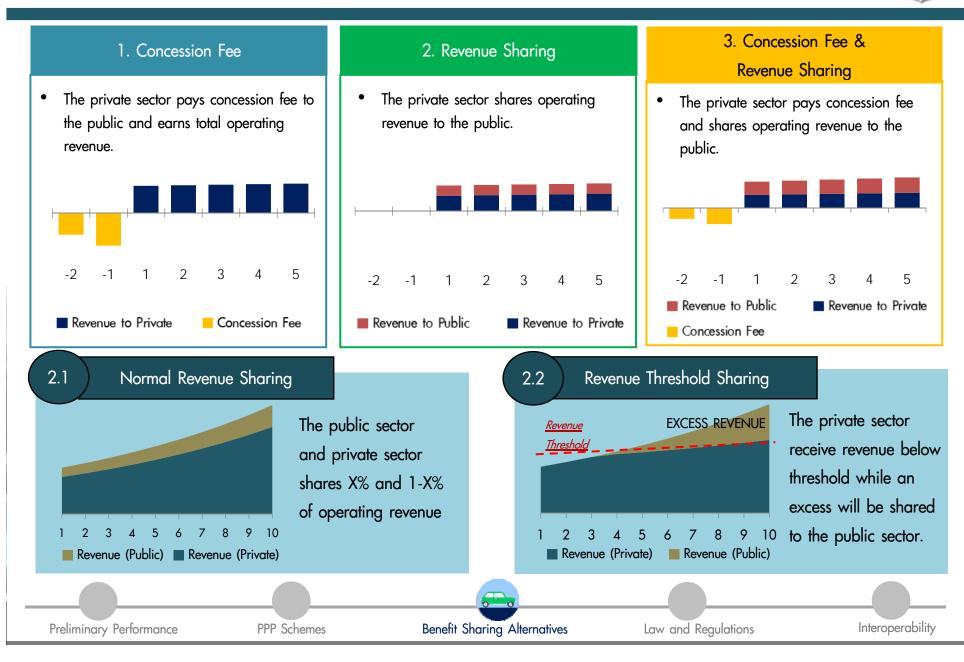






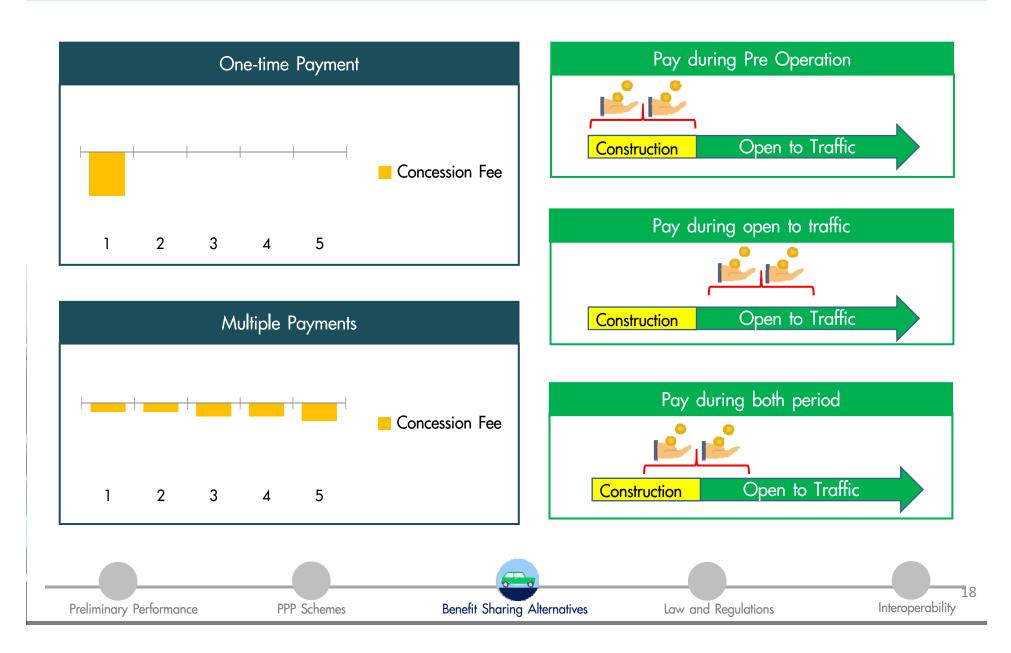
Net Cost Benefit Sharing



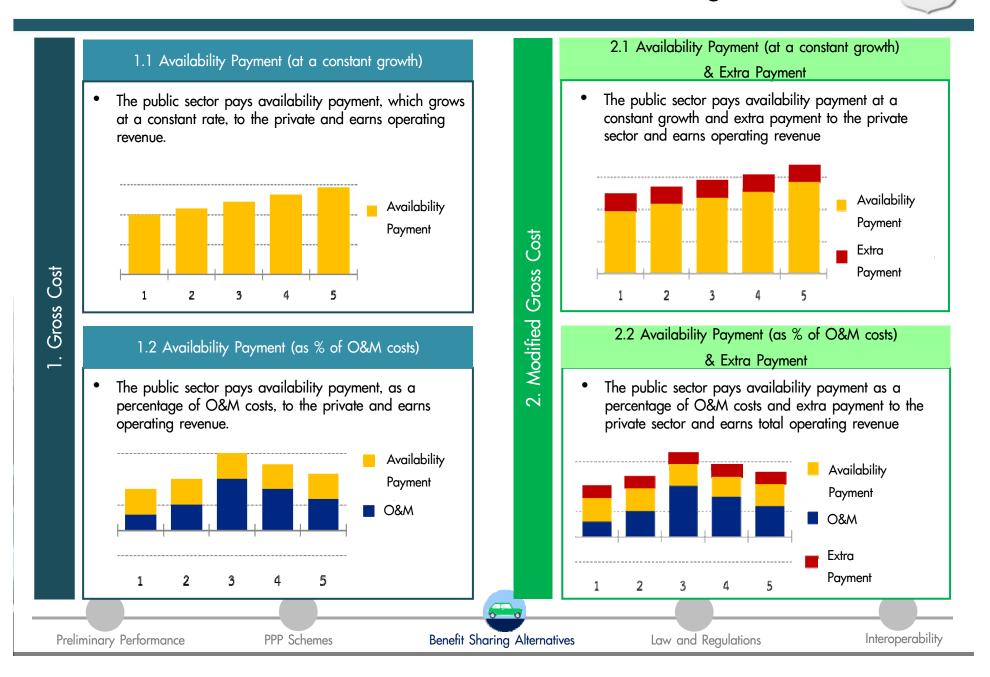


Net Cost Benefit Sharing (cont.)





Gross Cost/ Modified Gross Cost Benefit Sharing



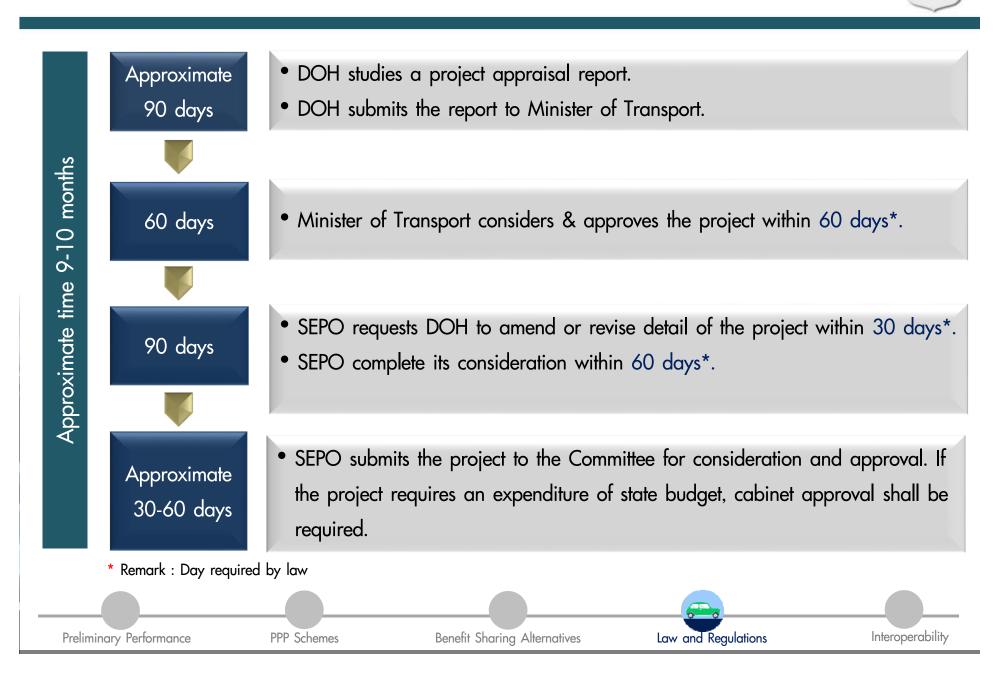




- □ Public Investments in State Undertakings Act B.E. 2556 (2013)
- □ Highway act B.E. 2535
- □ Highway Concession Act, B.E. 2542
- Act Fixing Tolls to be Levied on the Use of Highways and Bridges by Motor Vehicles B.E. 2497
- □ Electronic Transactions Act, B.E. 2544
- D Payment System Act, B.E 2560
- □ Investment Promotion Act, B.E. 2520
- Promotion and Conservation of National Environmental Quality Act, B.E.
 2535



Stages of PPP process: Project proposal

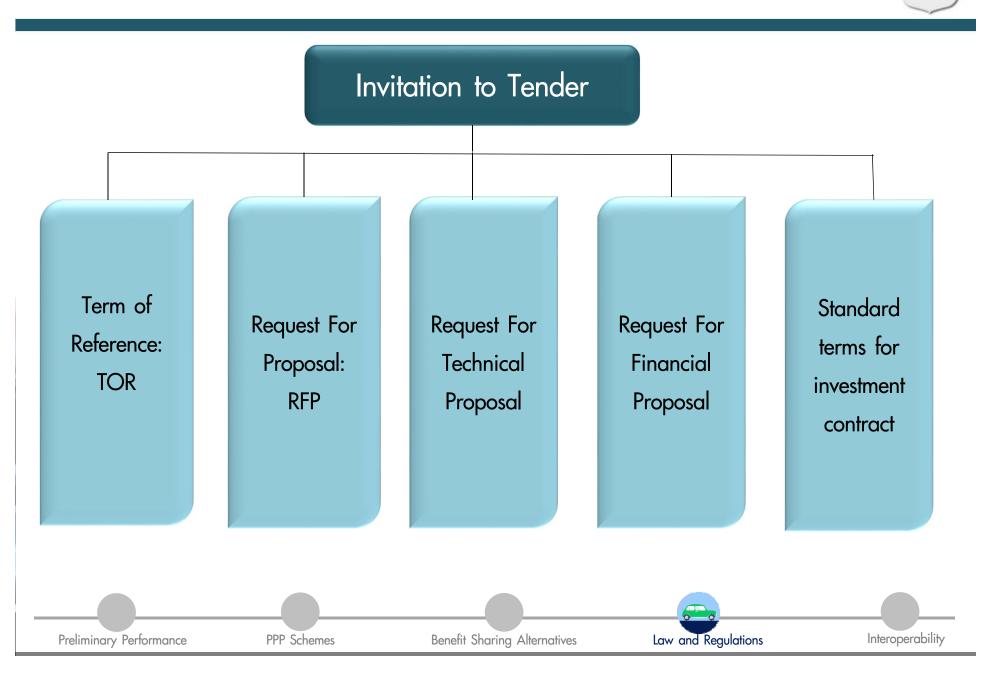


Stages of PPP process: Project Implementation



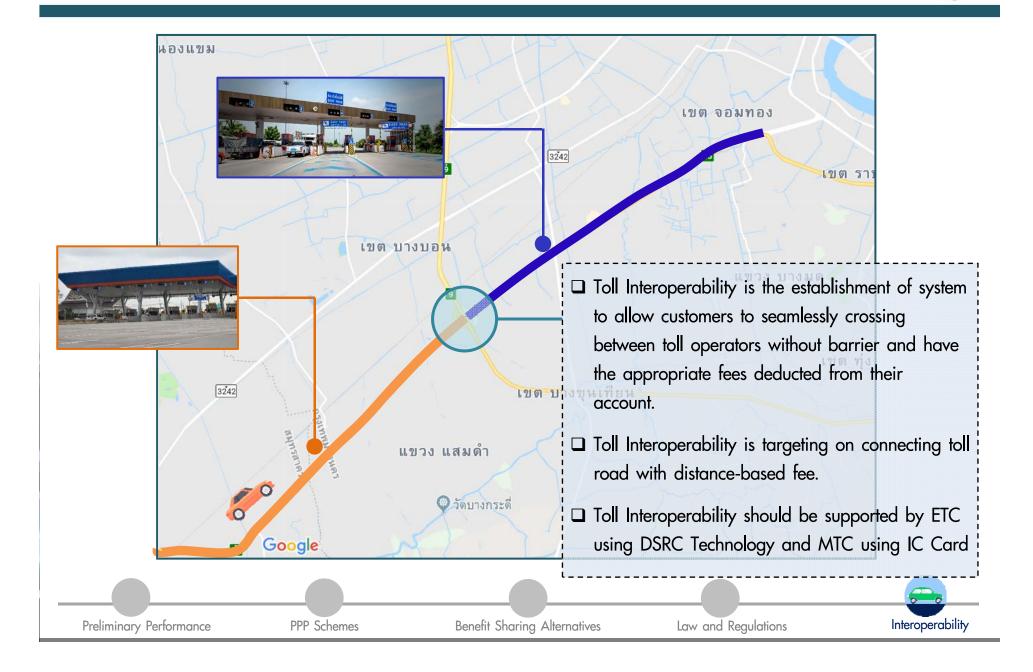
Approximate time 11 - 12 months	Approximate 1 day	The Committee / Cabinet approves the project
	Approximate 30 days	 DOH appoints a Selection Committee The Selection Committee prepare draft TOR/Contract
	Approximate 45 - 60 days	• DOH publish the project to Private Sector consider a Request For Proposal
	Not Less Than 60 days*	• DOH openly announces the Invitation not less than 60 days before the offer closing date.
	Approximate 30-60 days	The Selection Committee meeting compare proposals
	Approximate 30-60 days	• The Selection Committee select and negotiate with the selected private entities
	90 days*	 The Selection Committee shall (1) present selection result to SEPO and (2) submit draft contract to the Office of the Attorney General. Minister of Transportation proposes the selection result & draft contract to the Cabinet for approval
*Remark	: Day required by law	
Prelimin	ary Performance	PPP Schemes Benefit Sharing Alternatives Law and Regulations Interoperability

Invitation to Tender



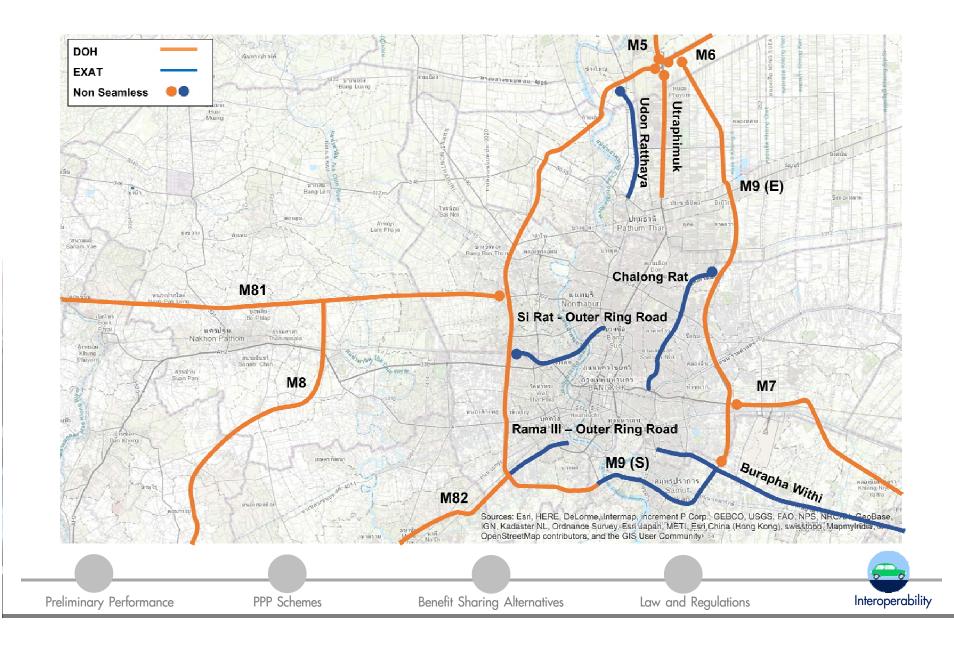


Seamless Toll System

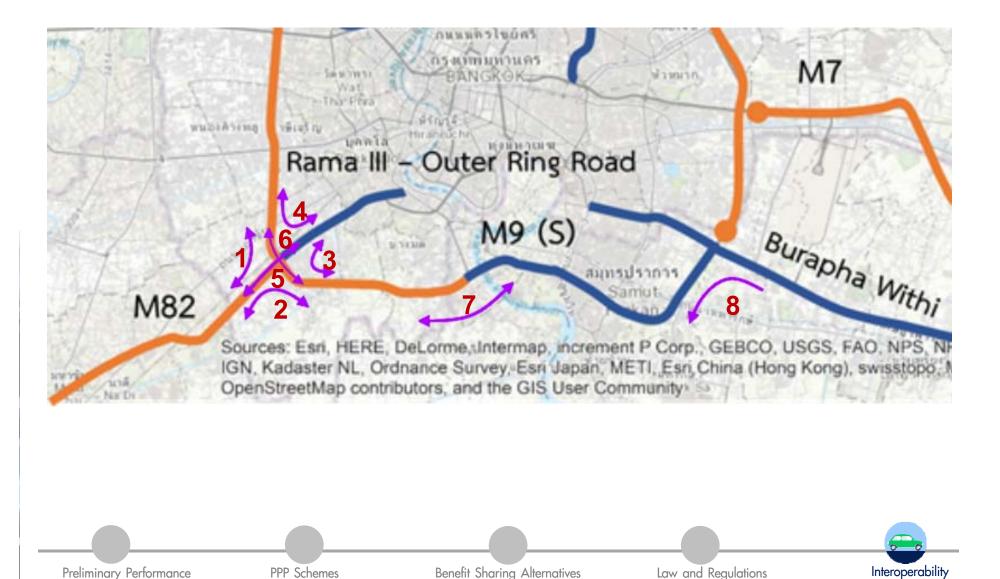


Existing Toll Network





Toll Network with Interoperability with M82





Existing Motorway				
Route No.	Description	Mode	Payment	
7	Bangkok - Chonburi	Close	Cash / DSRC	
9	Kanchanaphisek - East	Open	Cash / DSRC	
	Uttaraphimuk	Open	Cash	
Motorway	development Plan			
Route No.	Description	Mode	Payment	
6	Bang Pa In - Saraburi - Nakorn Ratchasima	Close	Cash/DSRC *	
6 81	Bang Pa In - Saraburi - Nakorn Ratchasima bangyai-kanchanaburi	Close Close	Cash/DSRC * Cash/DSRC *	
	с. С			
81	bangyai-kanchanaburi	Close	Cash/DSRC *	

* M6 and M81 may support RFID



Expressway Overview



Route	Mode	Payment
Chaloem Maha Nakhon	Open	Cash / DSRC
Si Rat	Open	Cash / DSRC
Chalong Rat	Open	Cash / DSRC
Burapha Withi	Open	Cash / DSRC
Udon Ratthaya	Open	Cash / DSRC
Si rat – Outer ring road	Open	Cash / DSRC
Bang Phli — Suk Sawat	Close	Cash / DSRC
Expressway developing Project		
Northern (N2)		
Rama III-Outer ring road		
Chalongrat-Saraburi		



