

Measuring Success of Airports PPPs

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Success to be assessed based on the original motivations of the government

1

“Philosophical”

Policy related:
government does not
want to get involved in
airports



2

**Investments
Financing**

Infrastructure
development outside of
state treasury



3

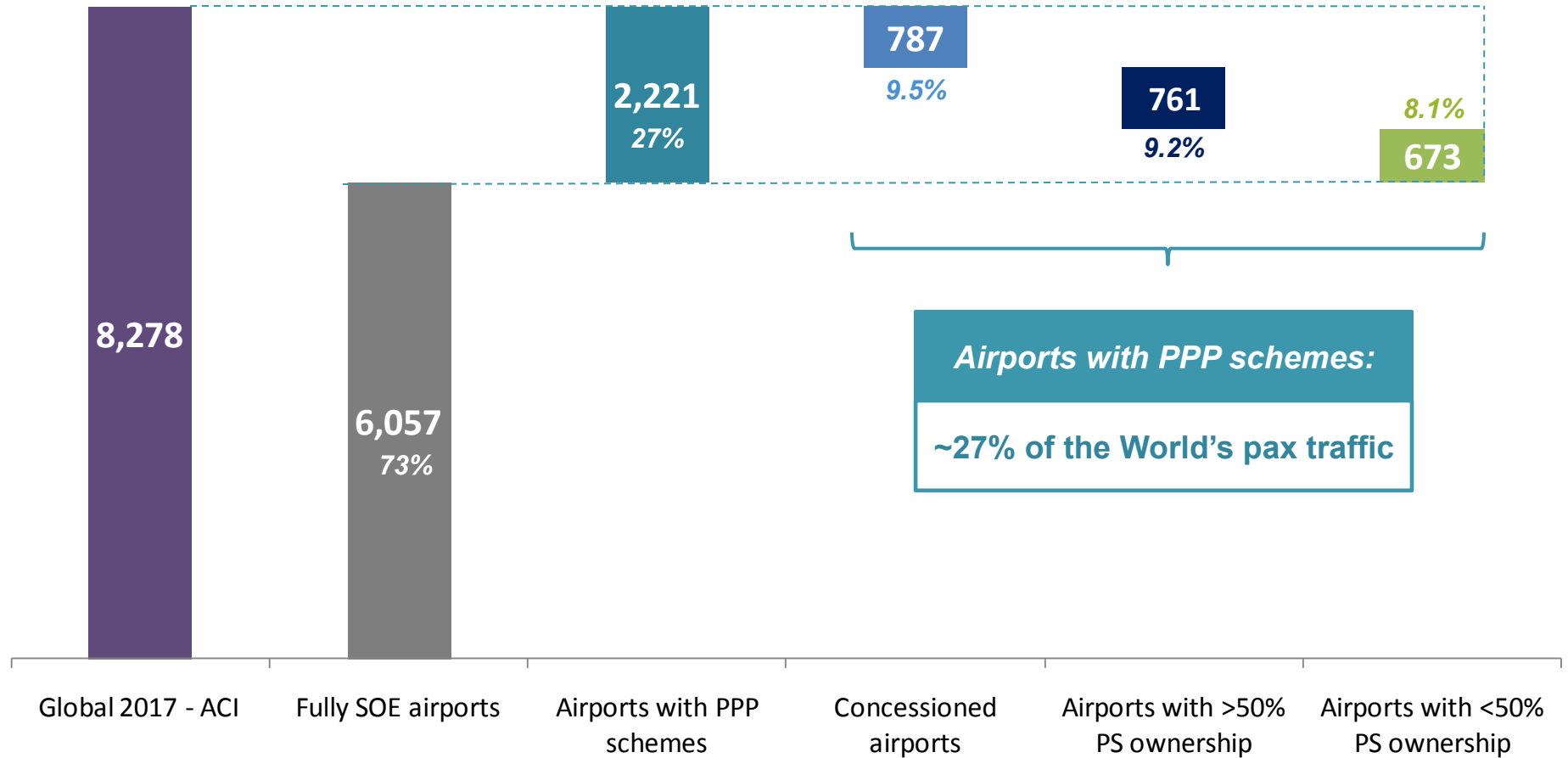
**Improved
management**

Operational efficiency
and LOS



Share of airports with PPP schemes over global passenger traffic

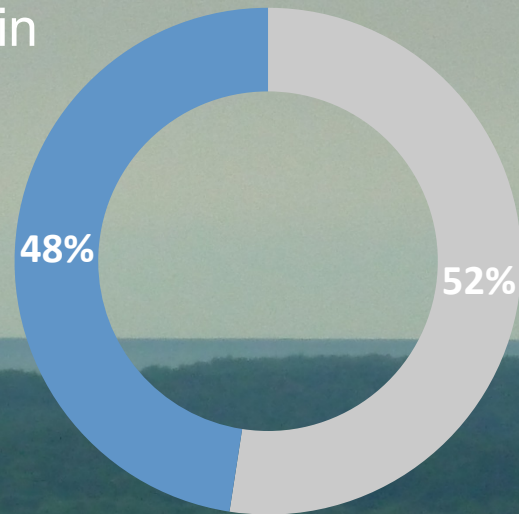
Passenger traffic through airports by type of ownership in millions of pax (approximate numbers)



Sources: Ricover research, 2017 data

Airport PPP contracts

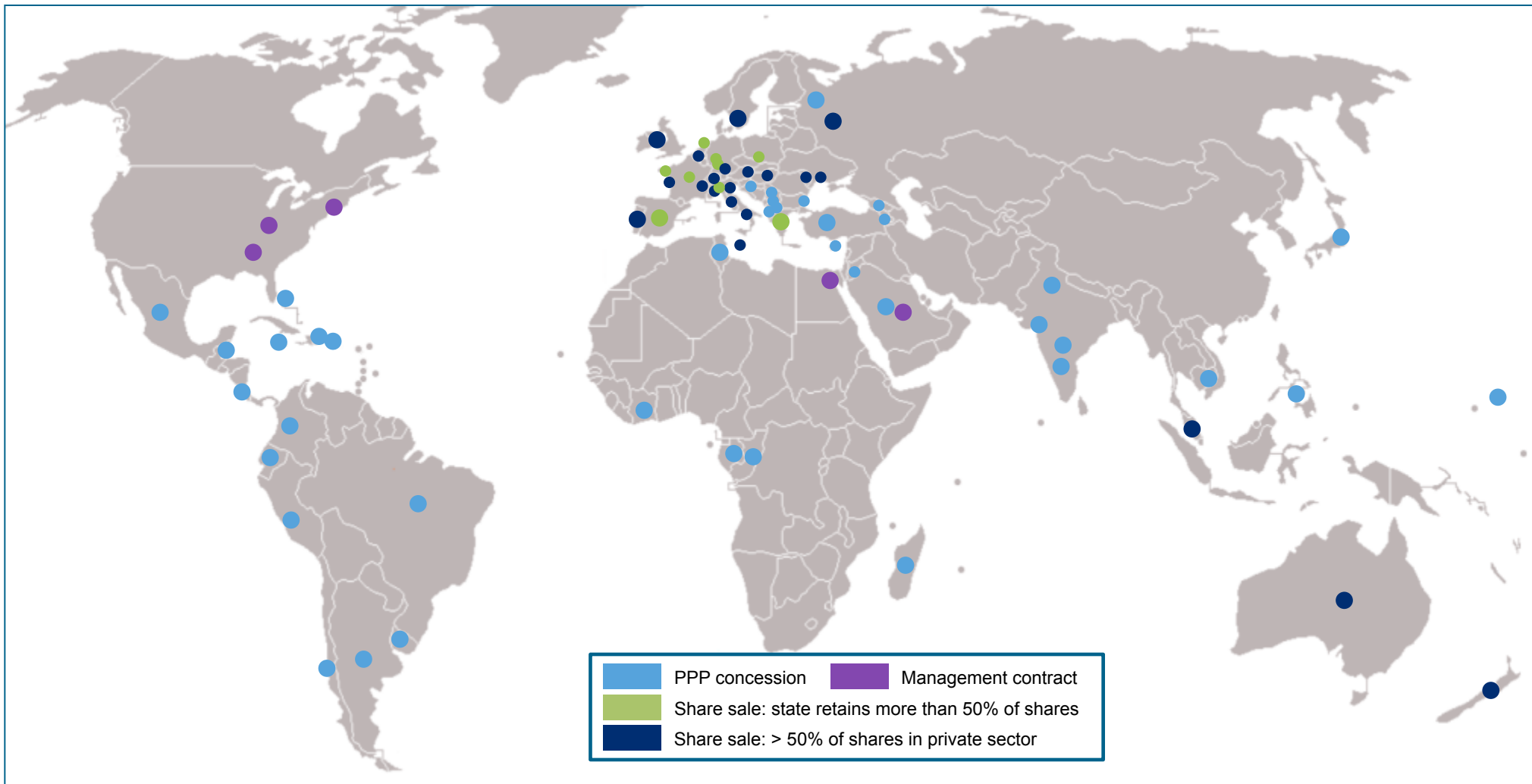
~ 176 airports have
been privatized in
21 countries



~ 194 airports are
operated under 73
concession contracts

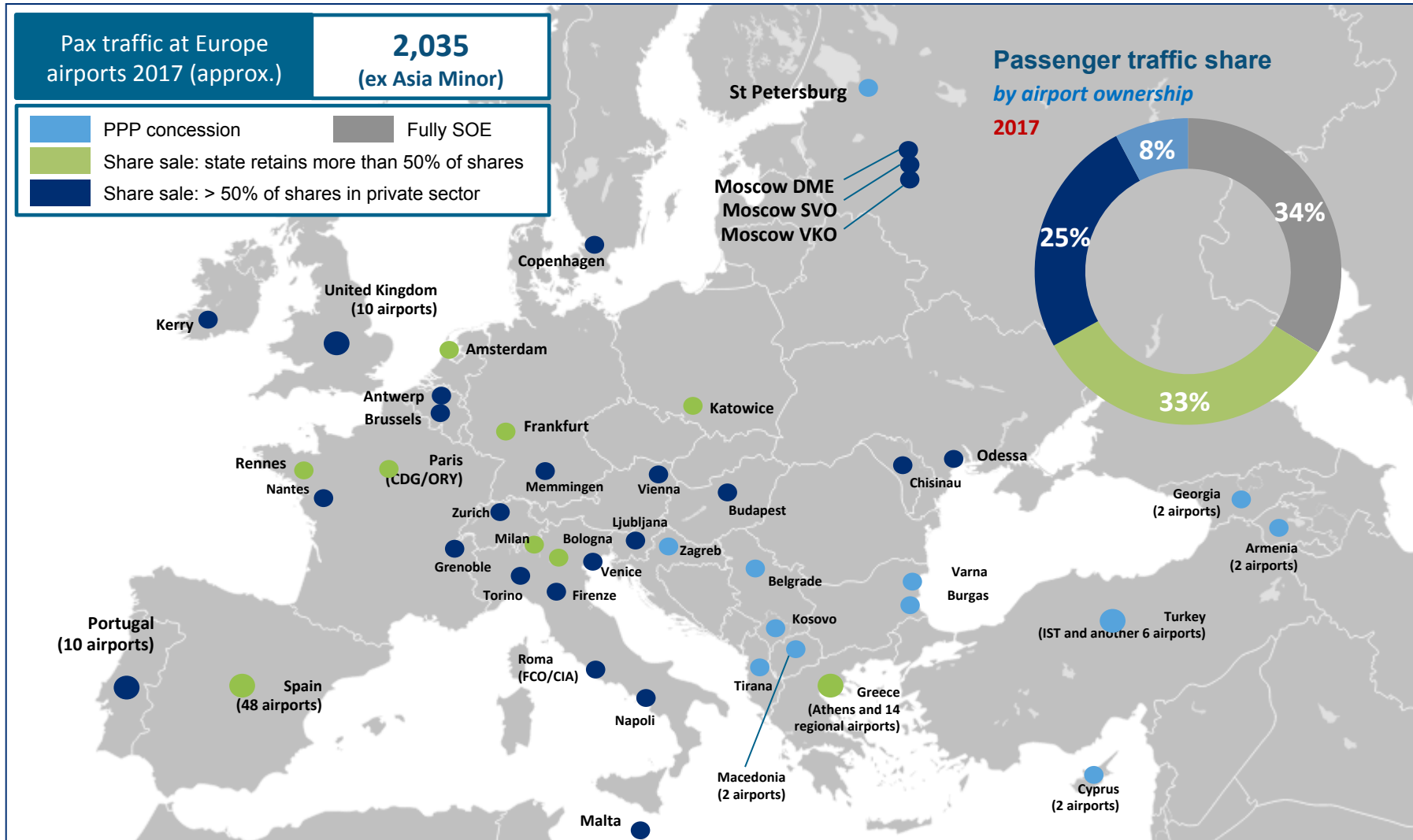


PPP types of contract by Region



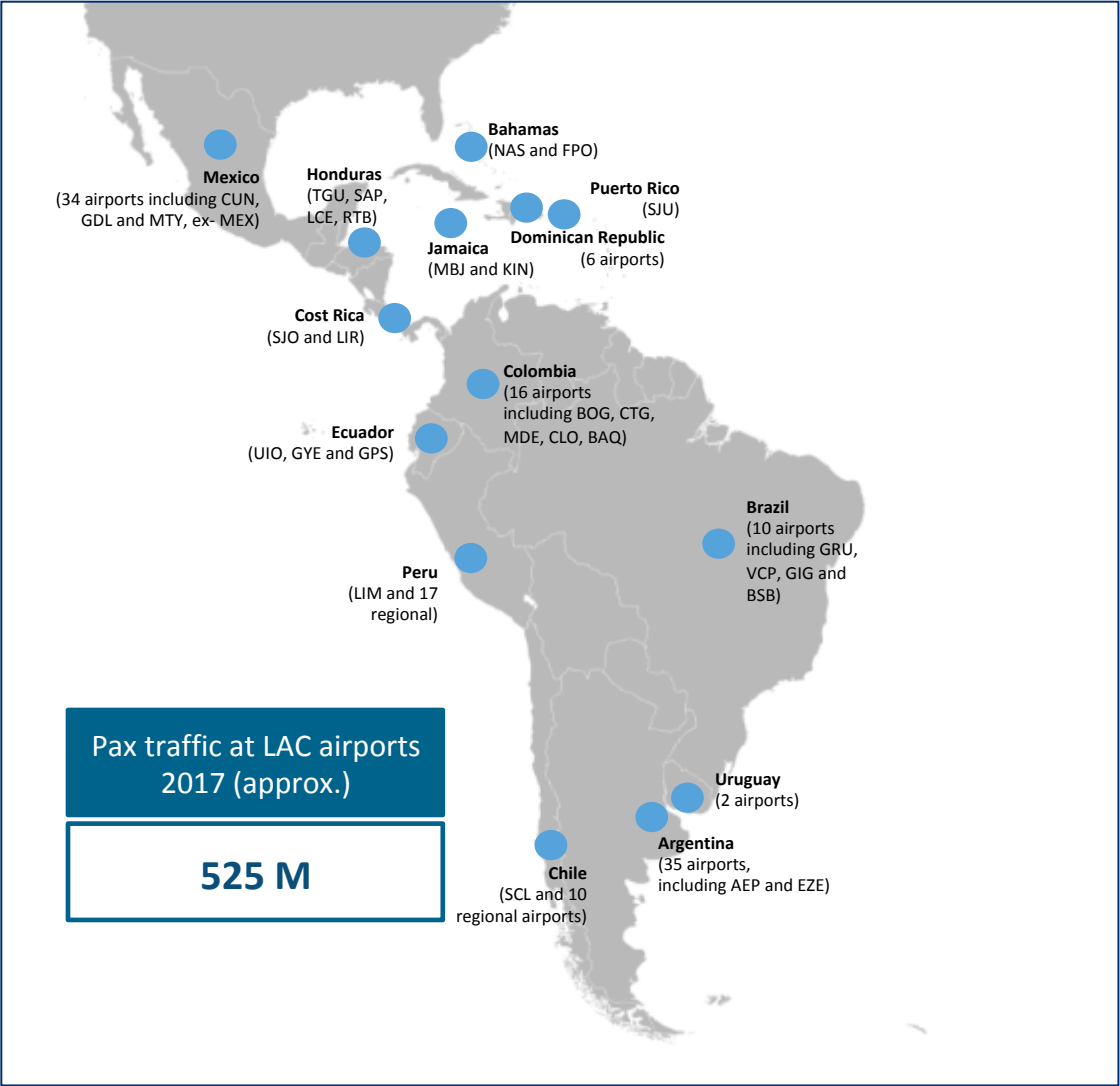
Source: Ricover research, 2017 data

Airports under PPPs in Europe



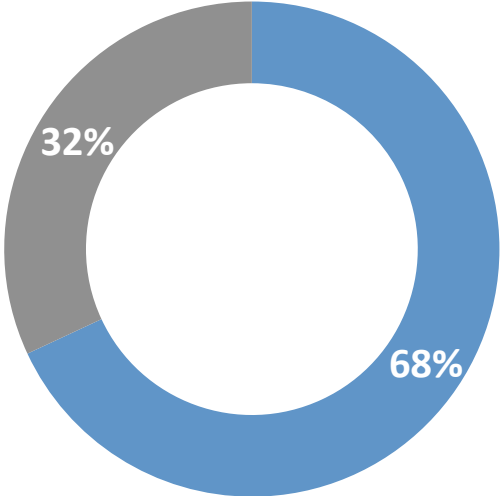
Source: Ricover research, 2017 data

PPP airports in Latin America and the Caribbean



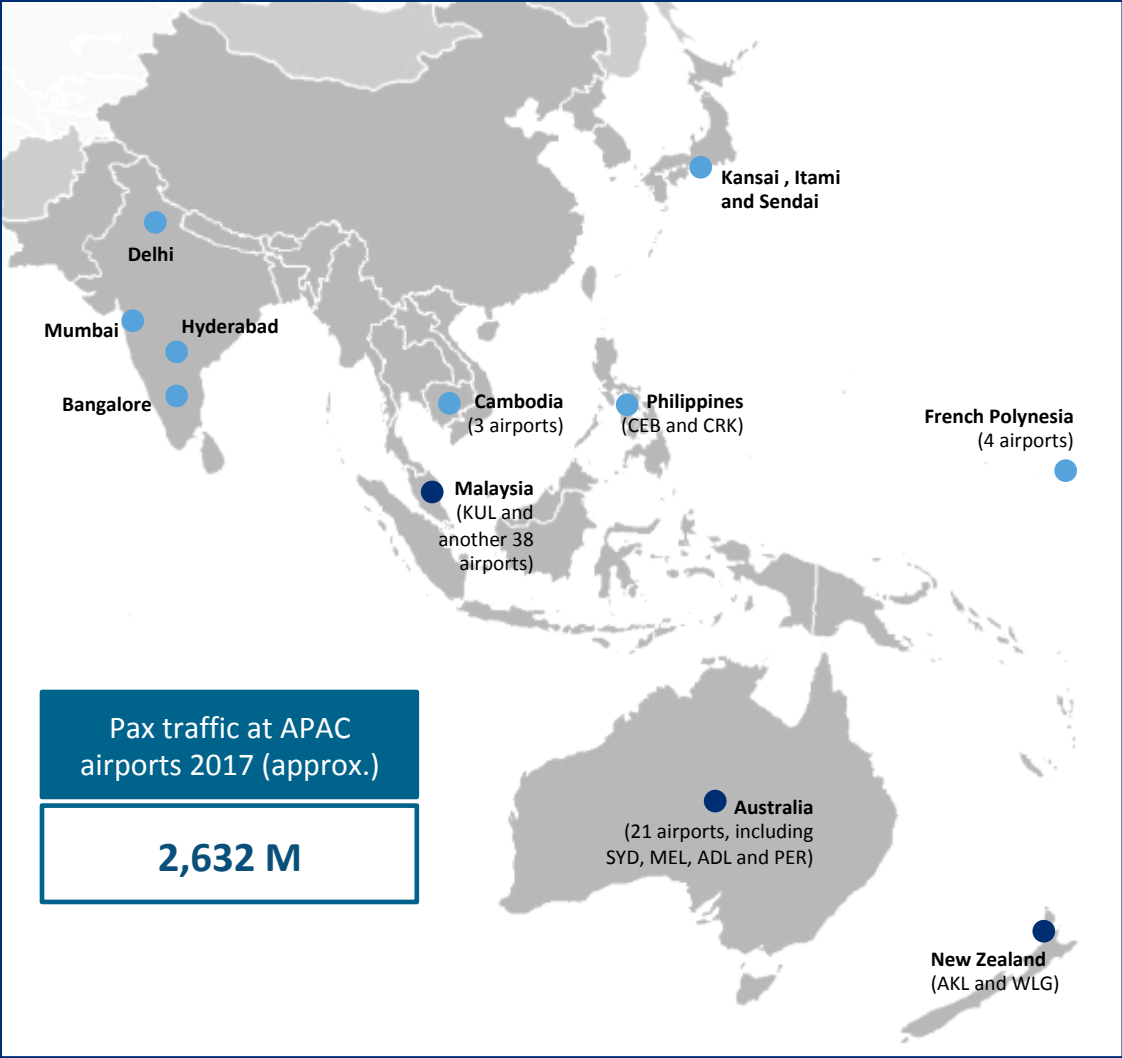
Passenger traffic share by airport ownership

2017

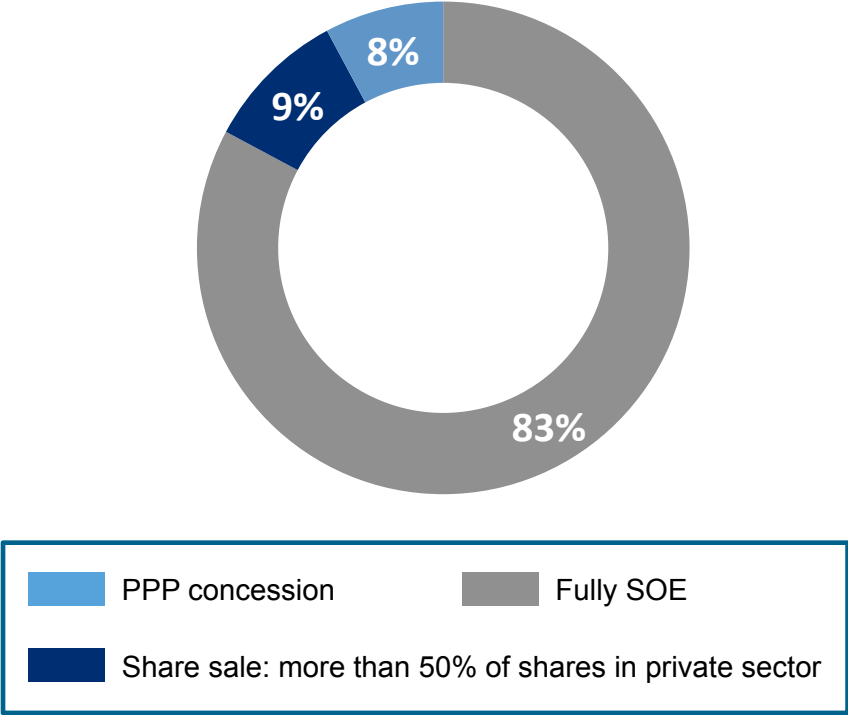


Source: Ricover research, 2017 data

PPP airports in Asia-Pacific

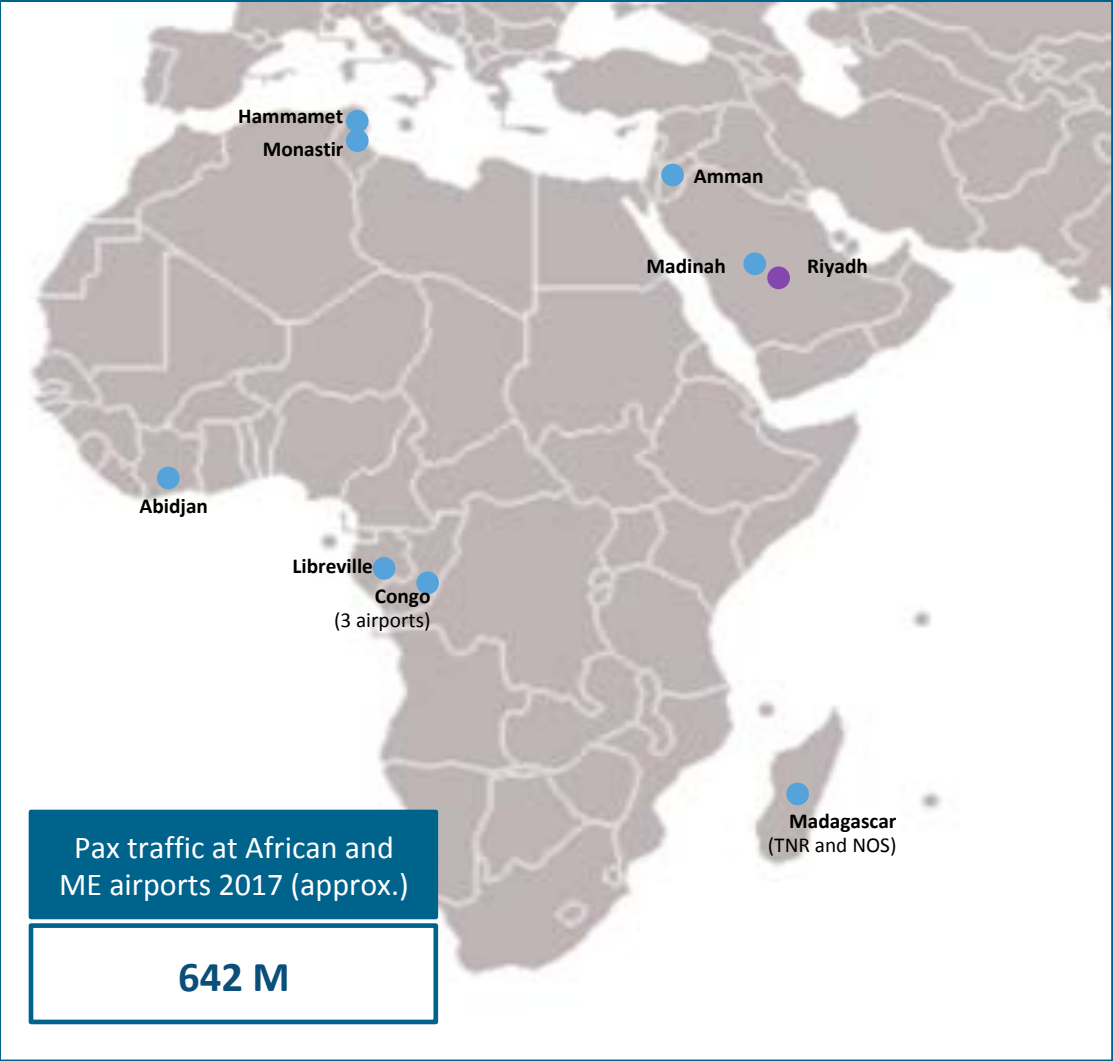


Passenger traffic share by airport ownership 2017



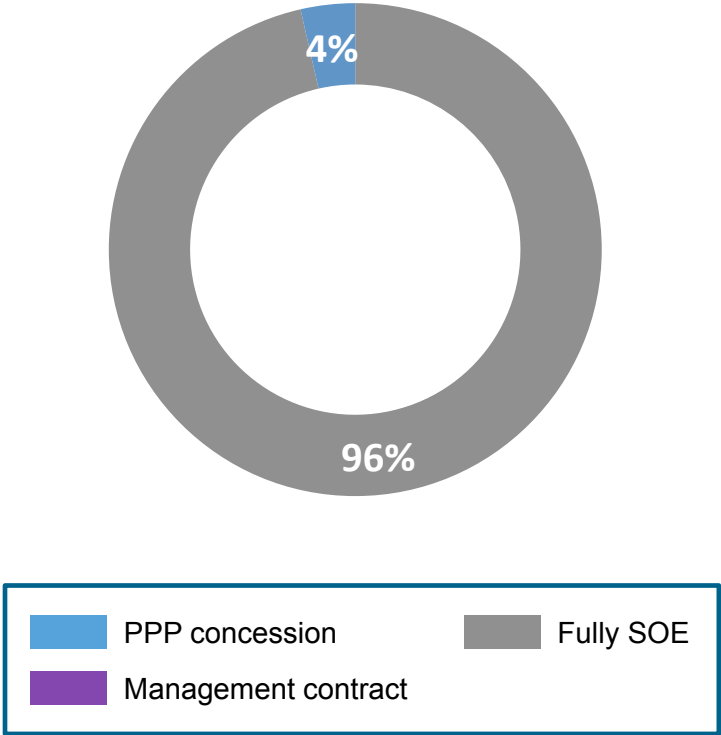
Source: Ricover research, 2017 data

PPP airports in Africa and the Middle East



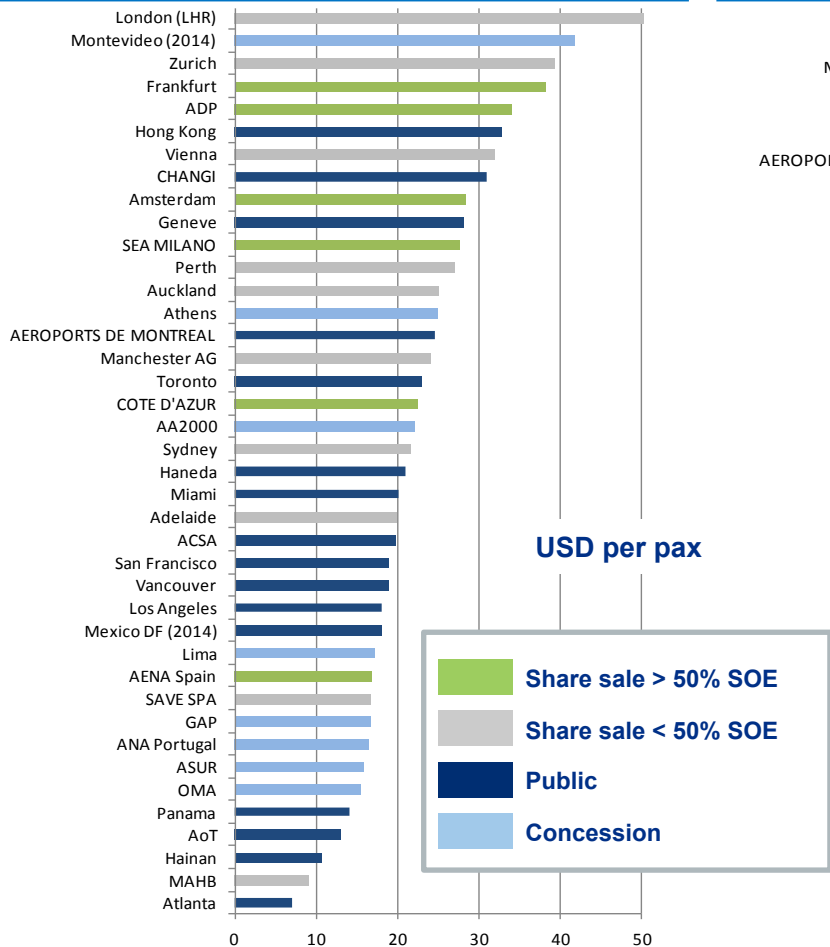
Source: Ricover research, 2017 data

Passenger traffic share by airport ownership 2017

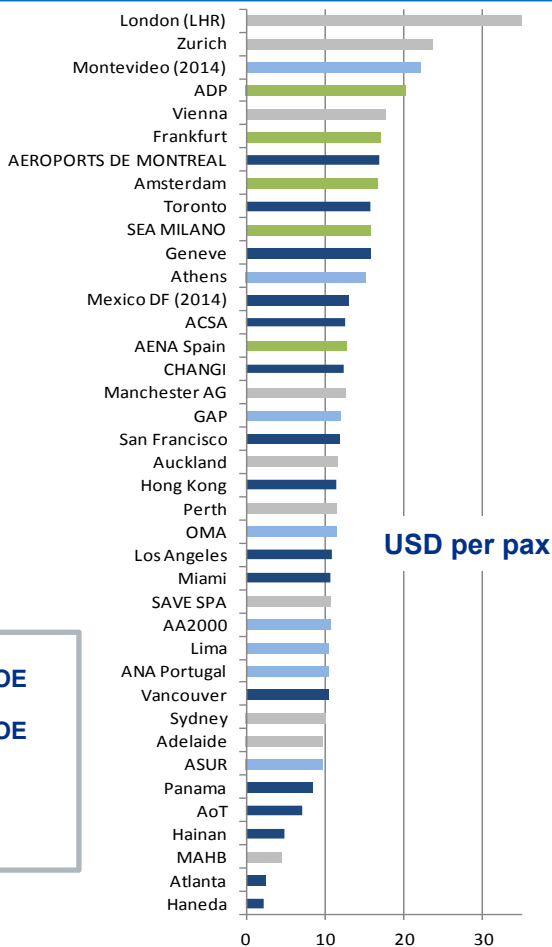


No apparent relationship between ownership and revenue generation

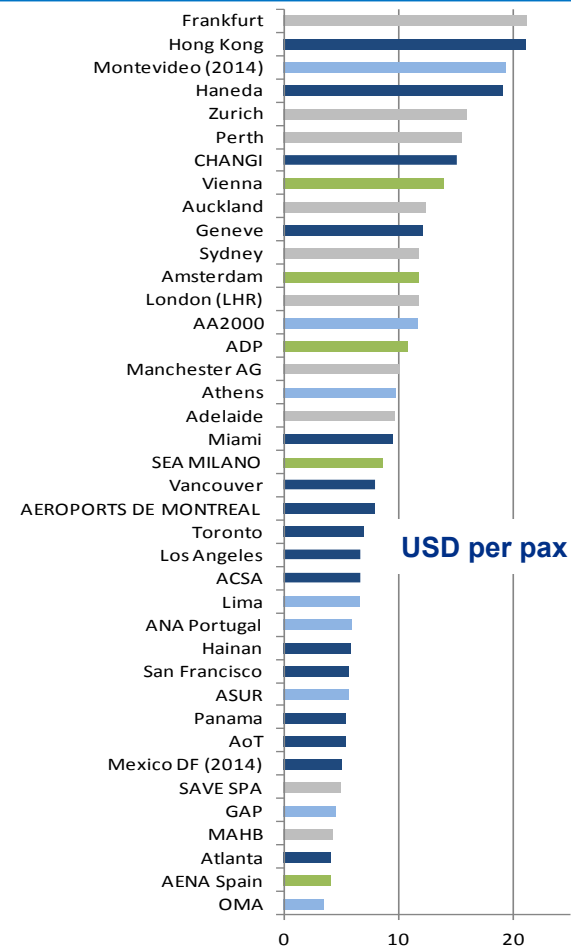
Revenues per pax



Aeronautical rev per pax



Commercial rev per pax



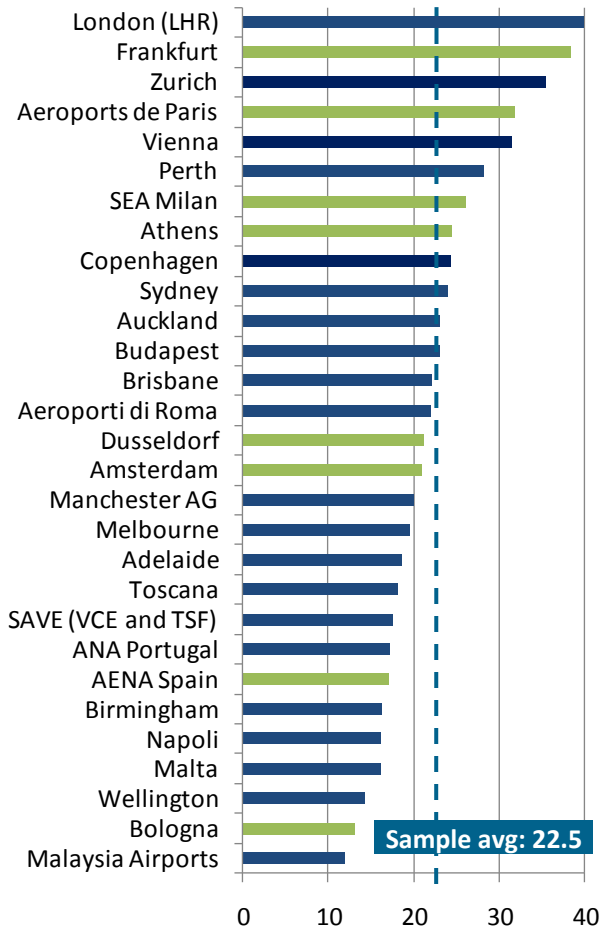
Source: Ricover research 2015

Note: data for individual airports or airports holding companies when no differentiated

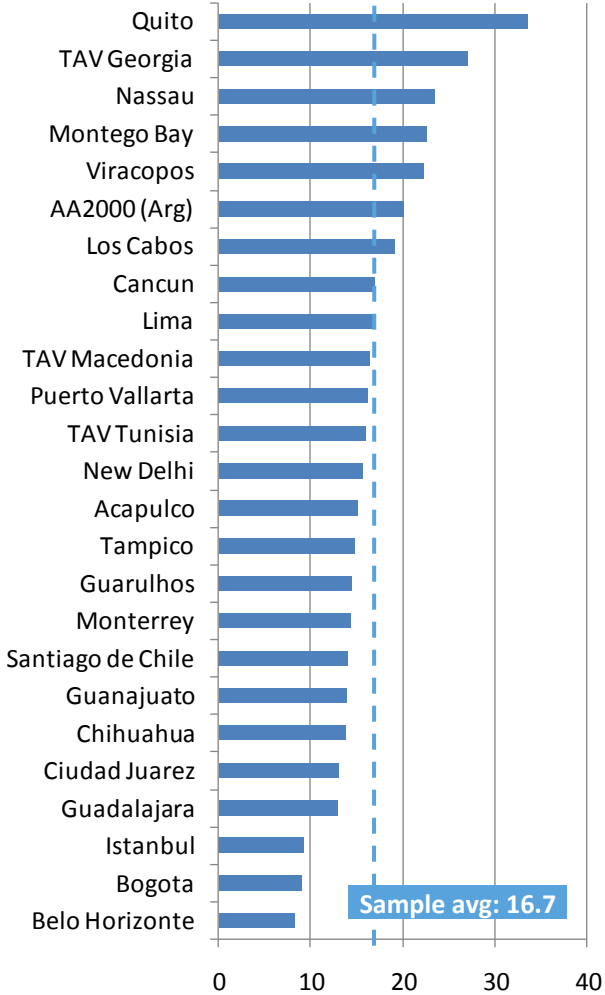
Total revenues per passenger (USD), by airport ownership - 2017

Private and Public shared ownership

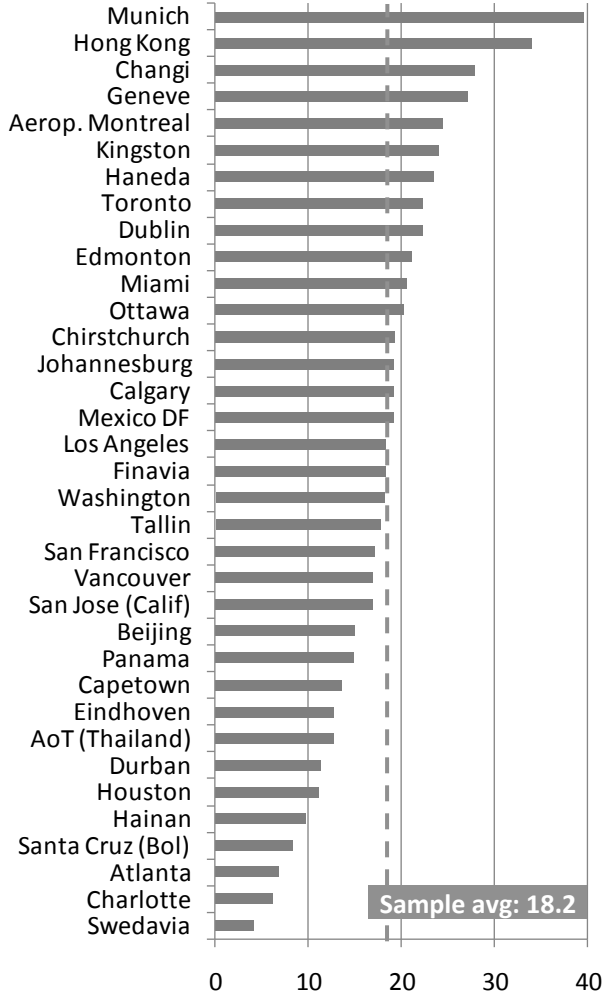
■ >50% Priv. ownership
 ■ <50% Priv. ownership



Concession



Fully SOE



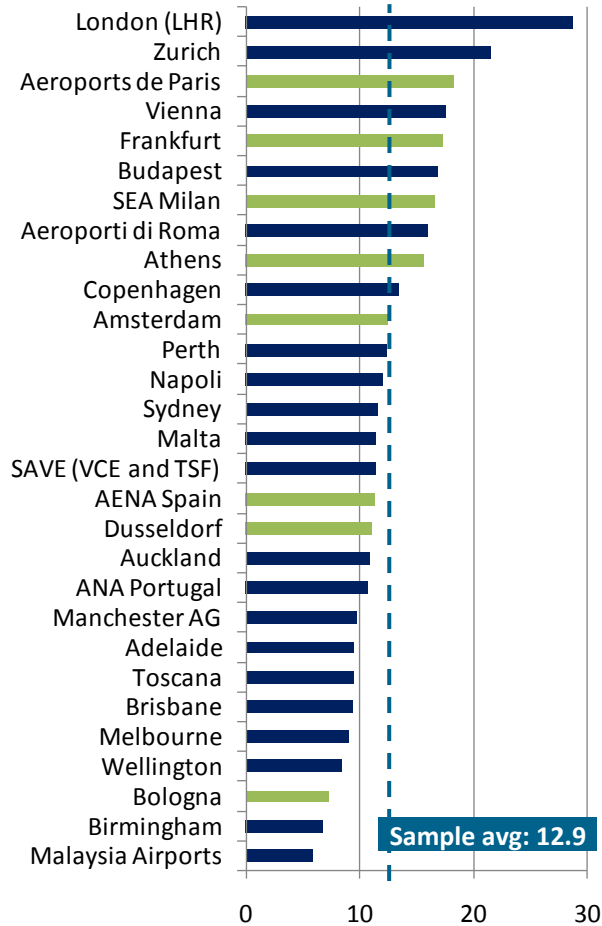
Source: Ricover research, based on company data from published financial statements, 2017

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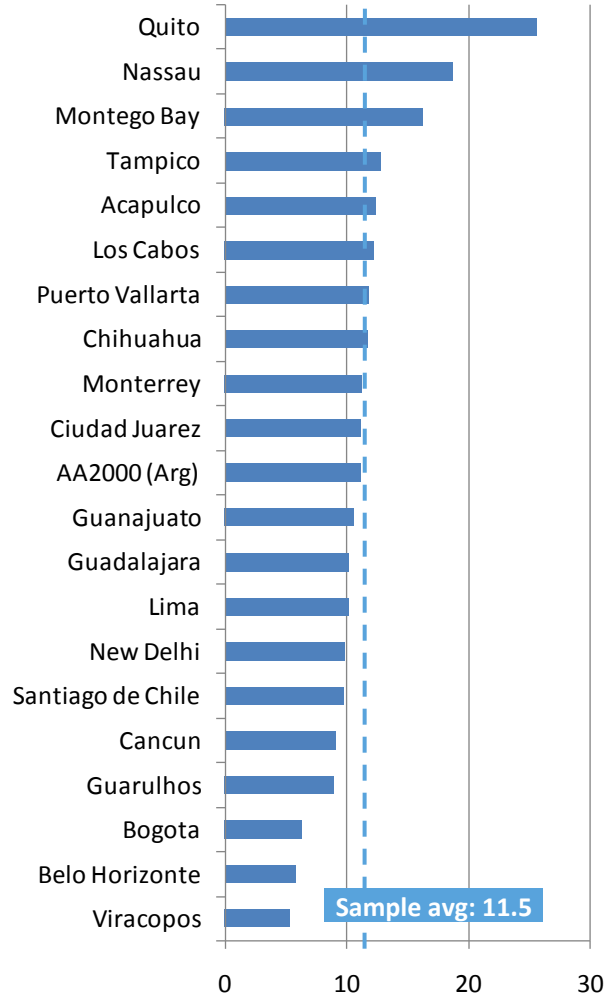
Aeronautical revenues per passenger (USD), by airport ownership - 2017

Private and Public shared ownership

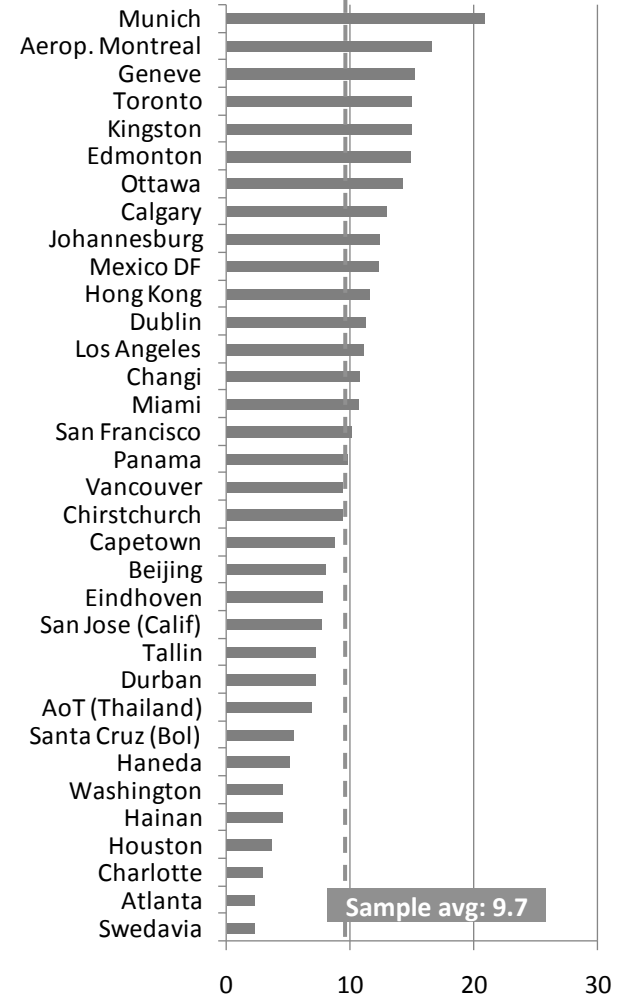
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Concession



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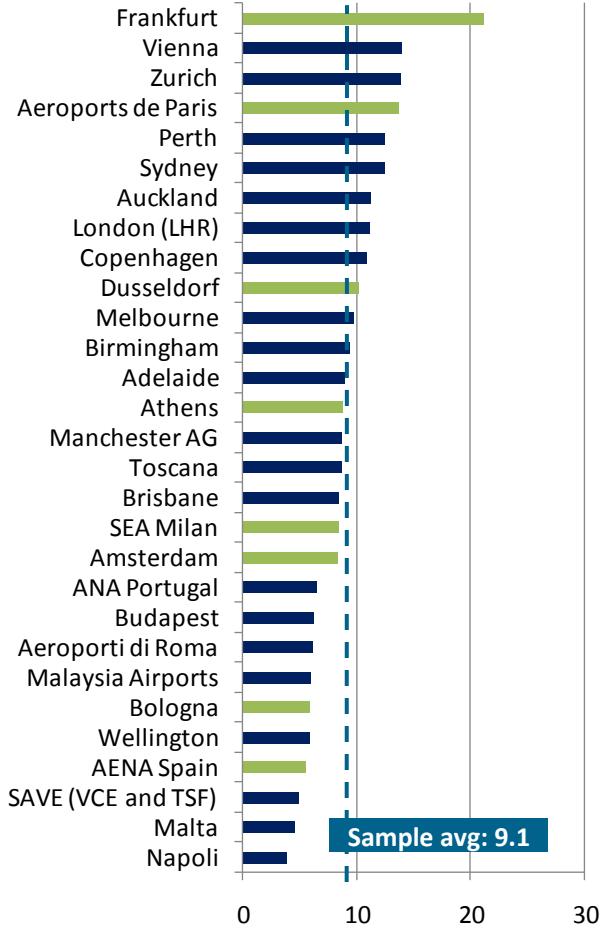
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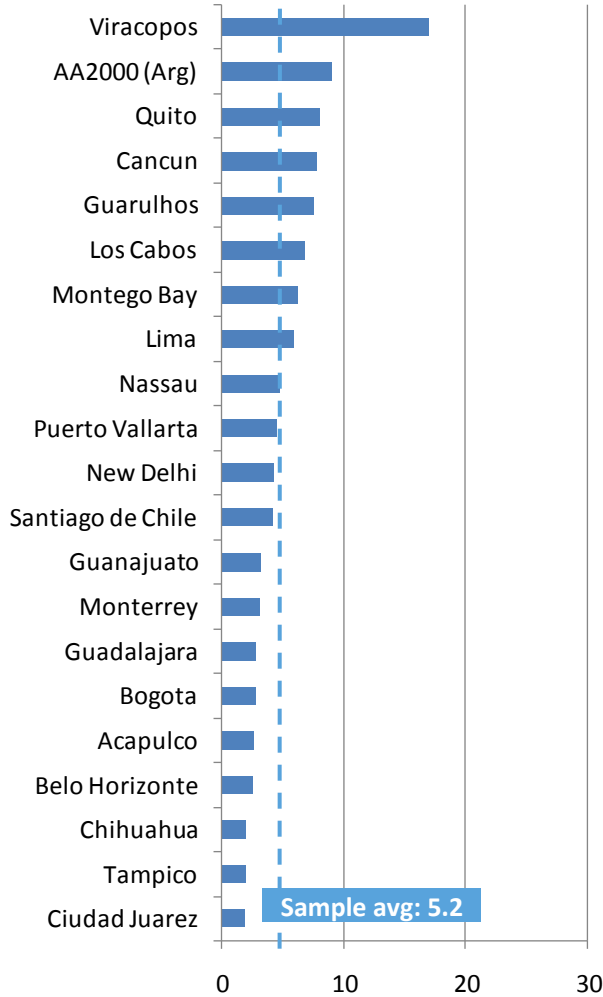
Commercial revenues per passenger (USD), by airport ownership - 2017

Private and Public shared ownership

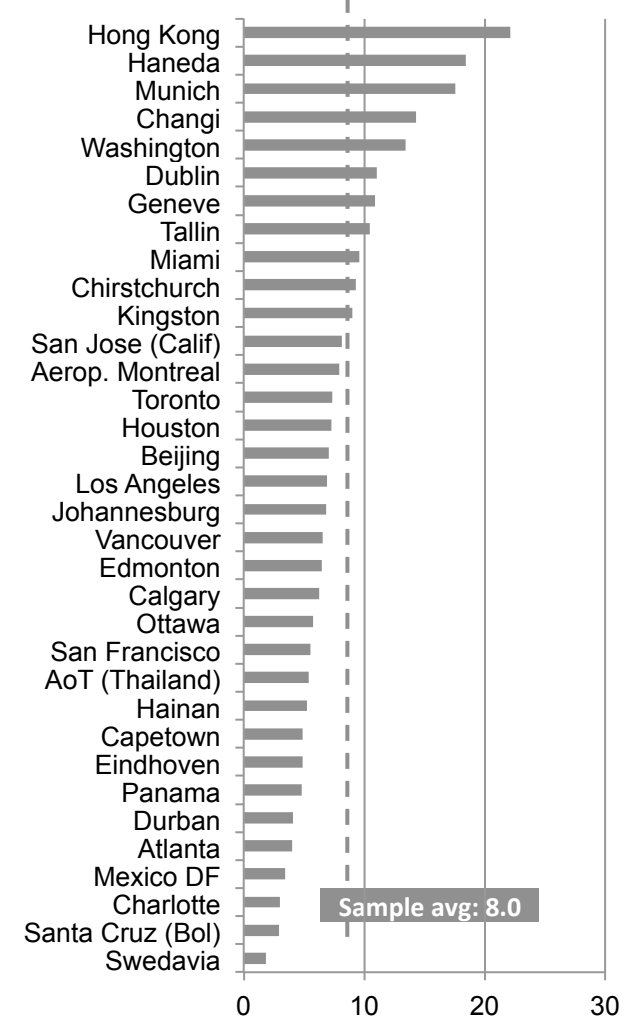
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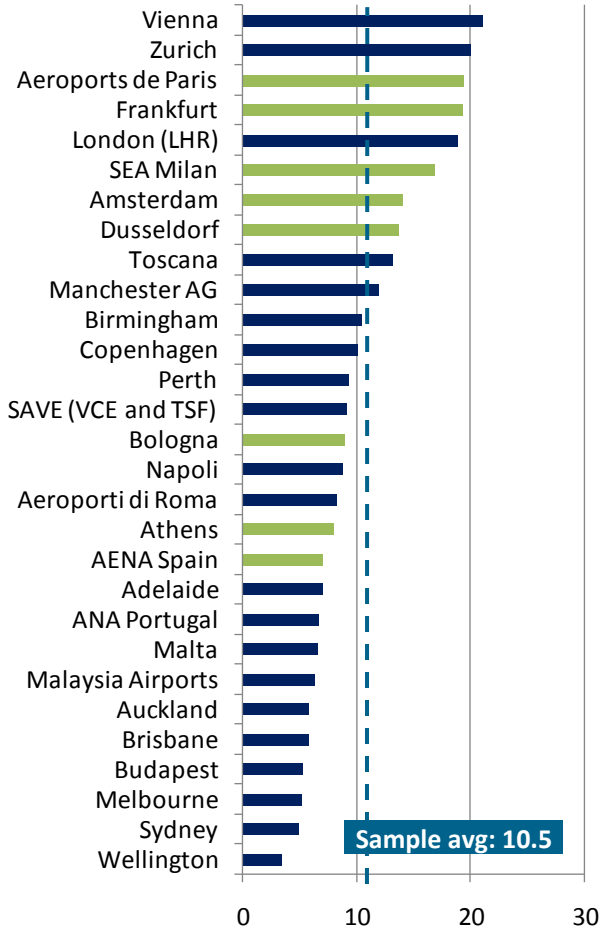
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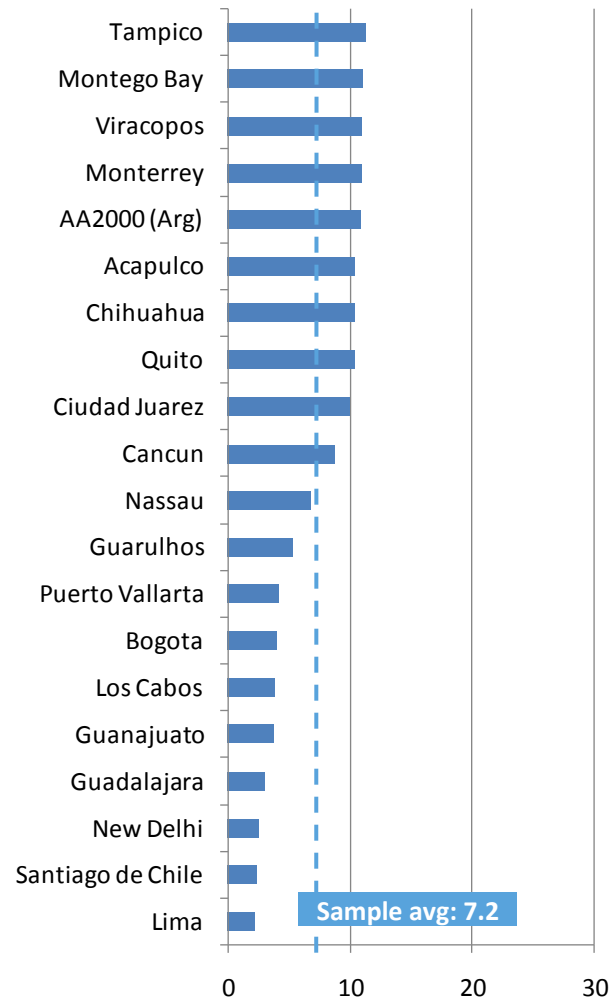
Operating expenses per passenger (USD), by airport ownership - 2017

Private and Public shared ownership

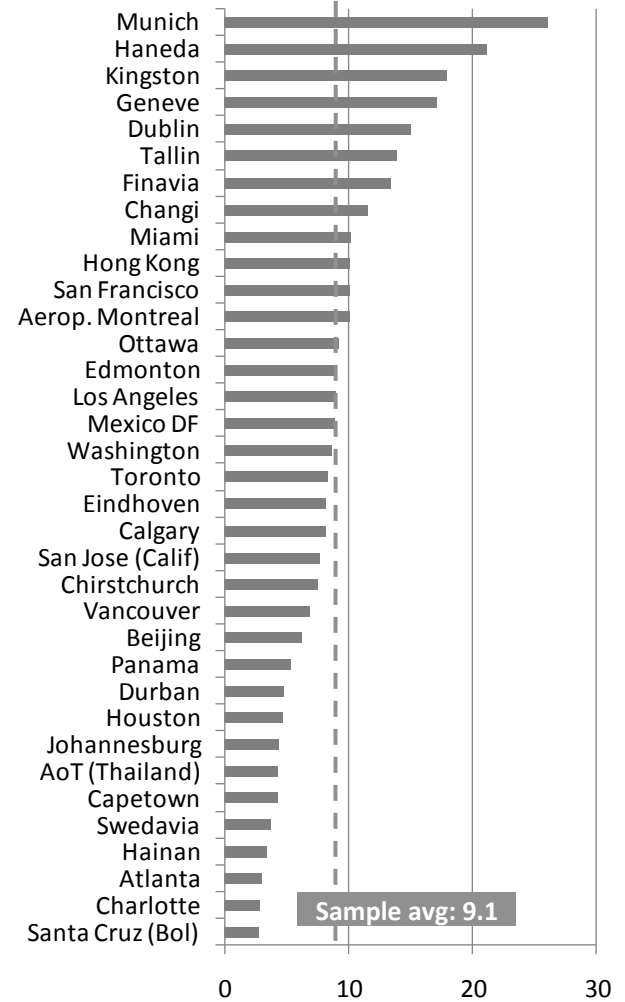
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Concession



Fully SOE

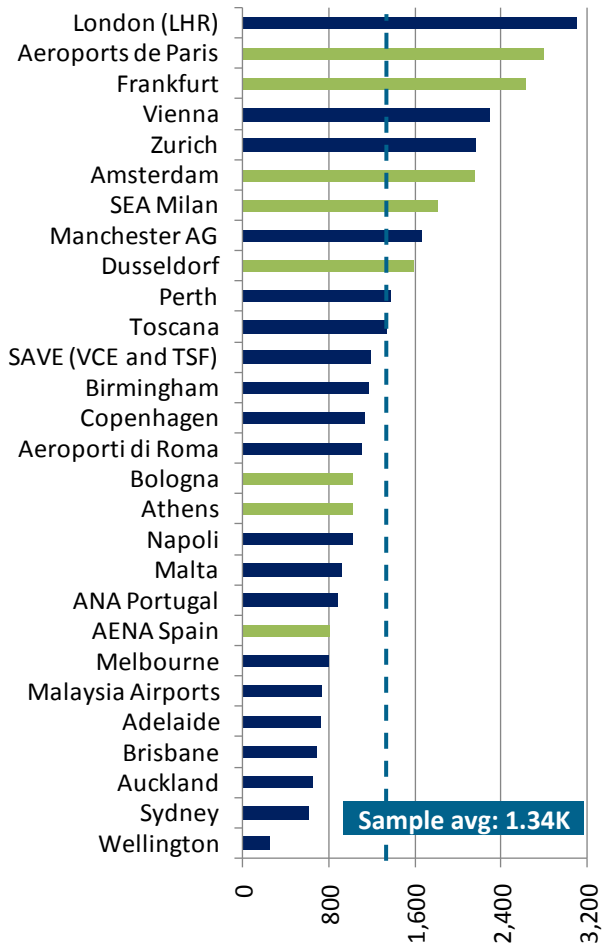


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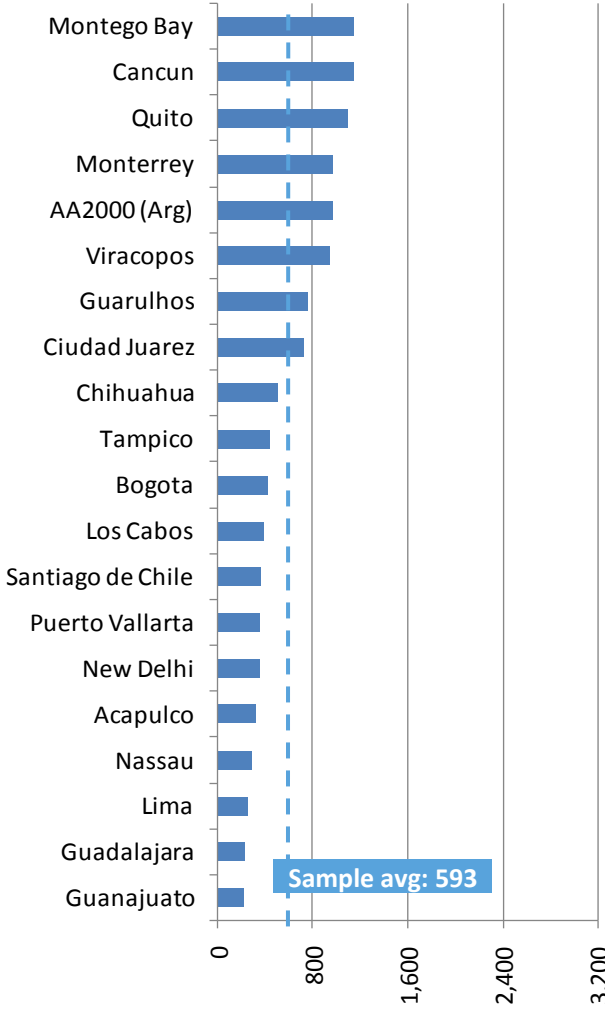
Operating expenses per ATM (USD), by airport ownership - 2017

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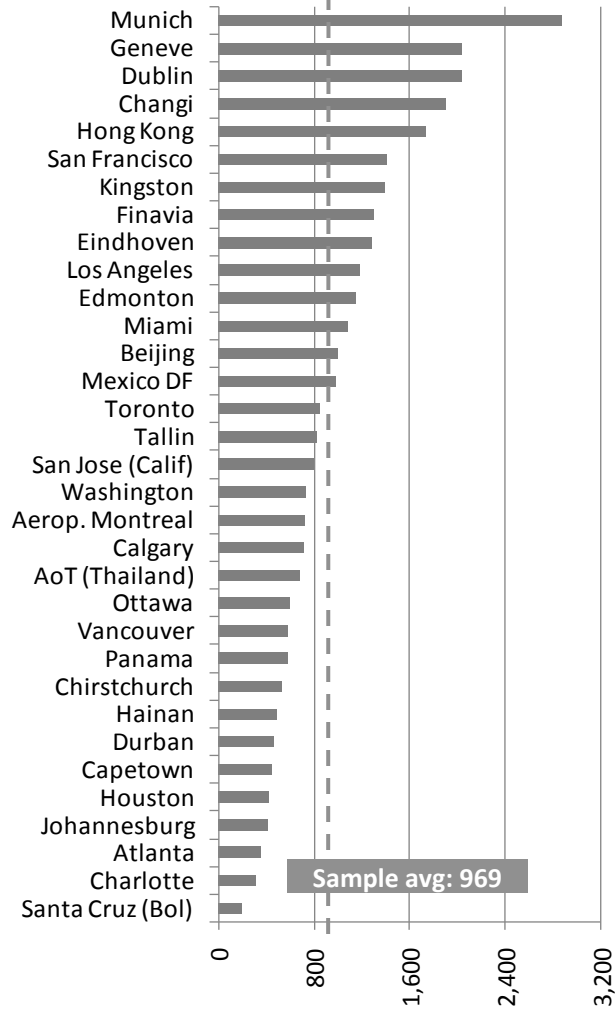
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Measuring “before” and “after”

Throughput

- many factors involved, like time
- not the merit of the operator

Financials

- information non-existent
- information non-reliable

LOS

- how to measure?
- surveys: how sophisticated is the public?
- IATA “LOS” indicators



Most PPPs are far better off than previous conditions

thank you ✈️

