



京港地铁

UNECE International Forum

Sustainable Development of PPP in Beijing

10th May 2017, Hong Kong

1. Evolution of Beijing Public Transport

Along the rapid economic growth and as a result the rising expectations on public services, transport in Beijing is evolving.



Once bus and bicycle were common transport modes in the city



Yellow Cab (面的) in 1990's

2. Urban Railway Development

Beijing started to build the first metro line with a length of 23.6 Km from 1st July 1965. It opened for service in October 1969. It was the first line on the Mainland and one of the first in major international cities.



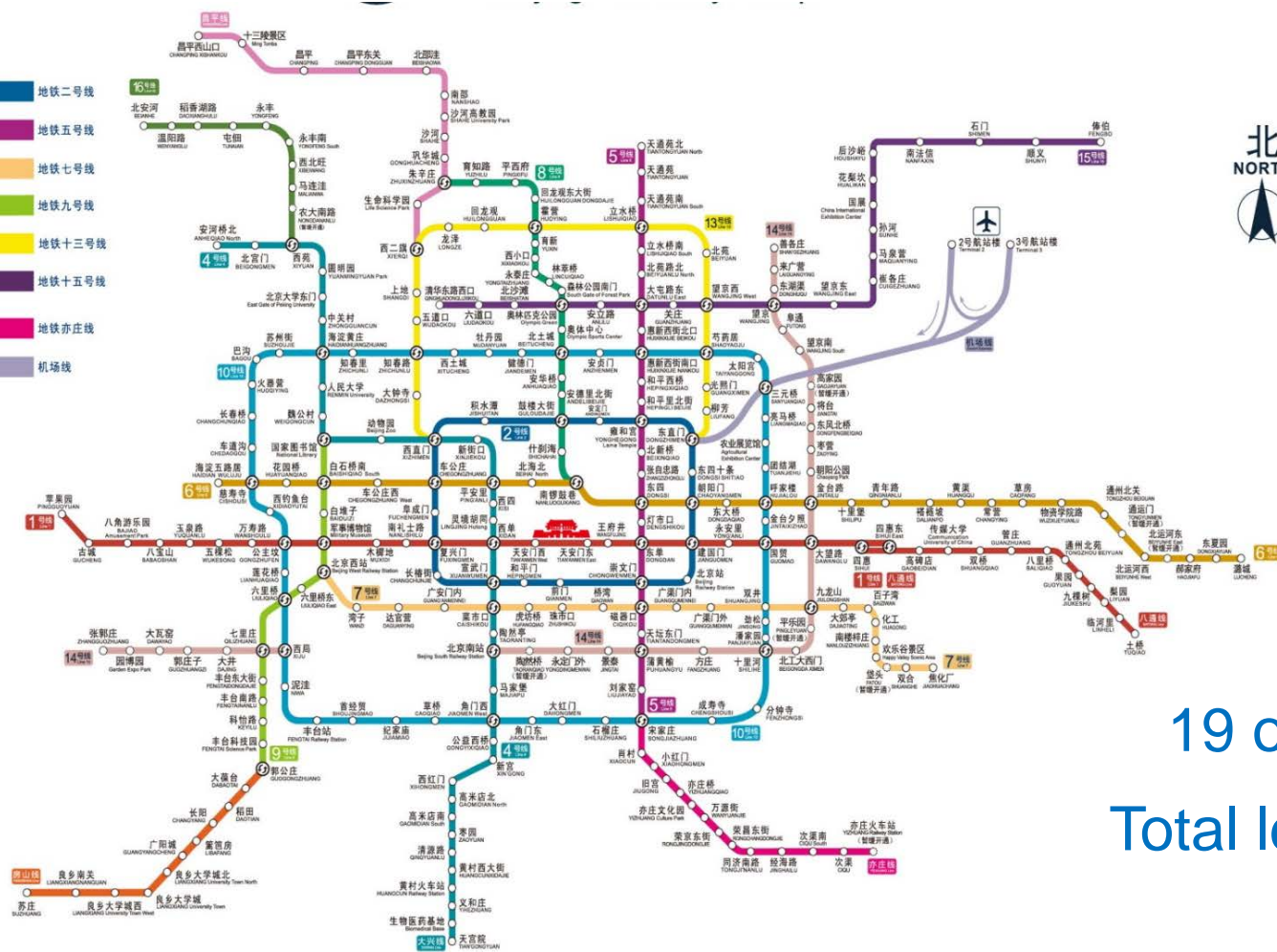
Another 2 lines were built during the period of 1981 to 2000.



3. Beijing Metro Network Today

图例:
Legend

- 地铁一号线
- 地铁二号线
- 地铁八通线
- 地铁四号线
- 地铁大兴线
- 地铁六号线
- 地铁七号线
- 地铁八号线
- 地铁九号线
- 地铁十号线
- 地铁十三号线
- 地铁十四号线
- 地铁十五号线
- 地铁十六号线
- 地铁亦庄线
- 地铁昌平线
- 地铁房山线
- 机场线
- 换乘站



19 operating lines
Total length 574 Km
345 stations

4. Beijing Metro Network by 2020

北京地铁2020年规划图

Beijing Subway Map

© Design by leeyom 感谢大家支持

北京地铁 京港地铁

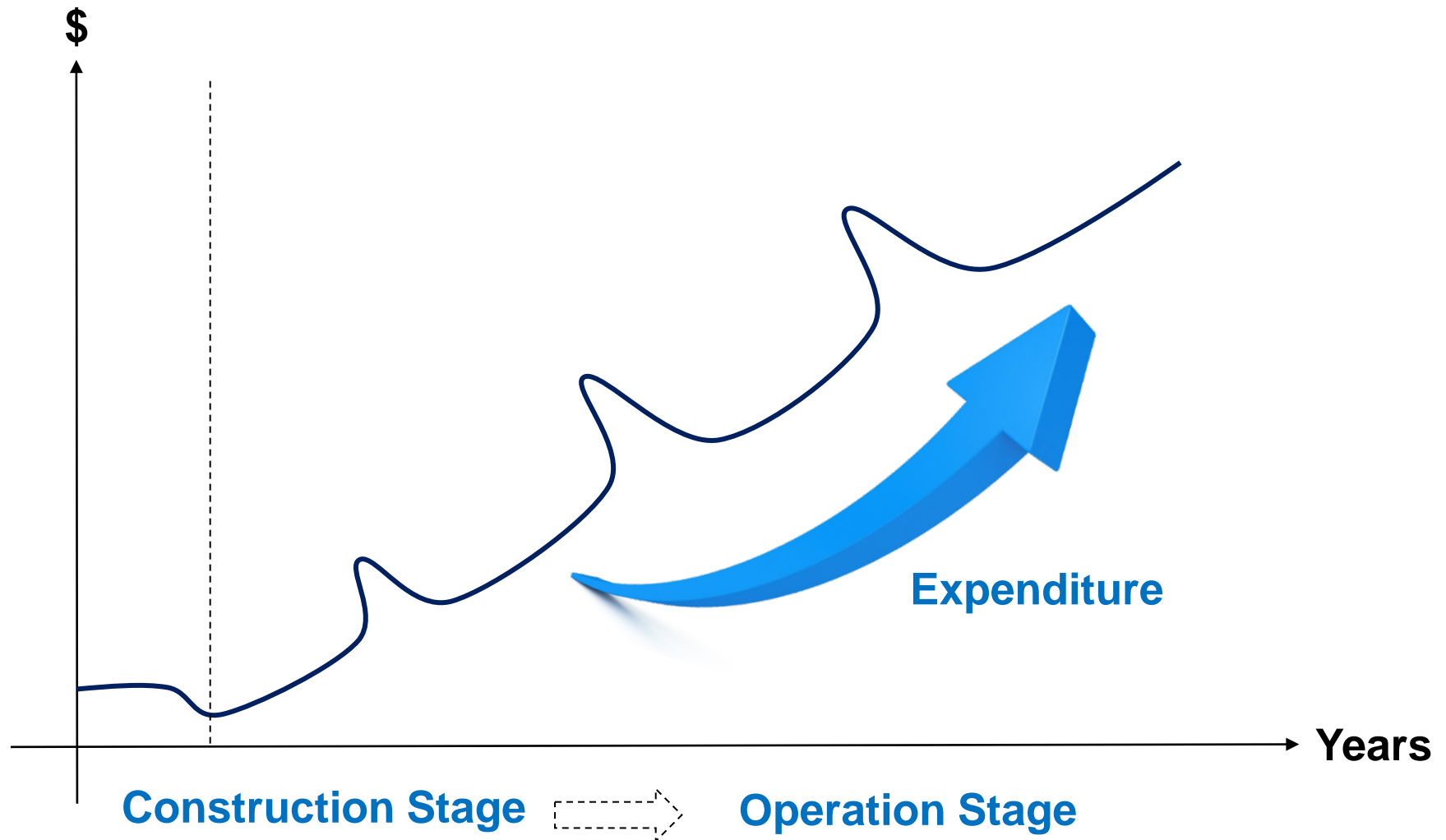


Under Construction
9 Lines / Extensions
Total Length 122 Km
82 stations

Planned Lines
13 Lines / Extensions
Total Length 323 Km
127 stations

Target 2020
27 operating lines
Total Length 1,000 Km
553 stations

5. Expenditure Pattern of Railway Industry



6. PPP Creates Win-Win

P-Public

- Reduce \$ burden
- Improve services via competition
- Create value via mobilize private sector resources



P-Private

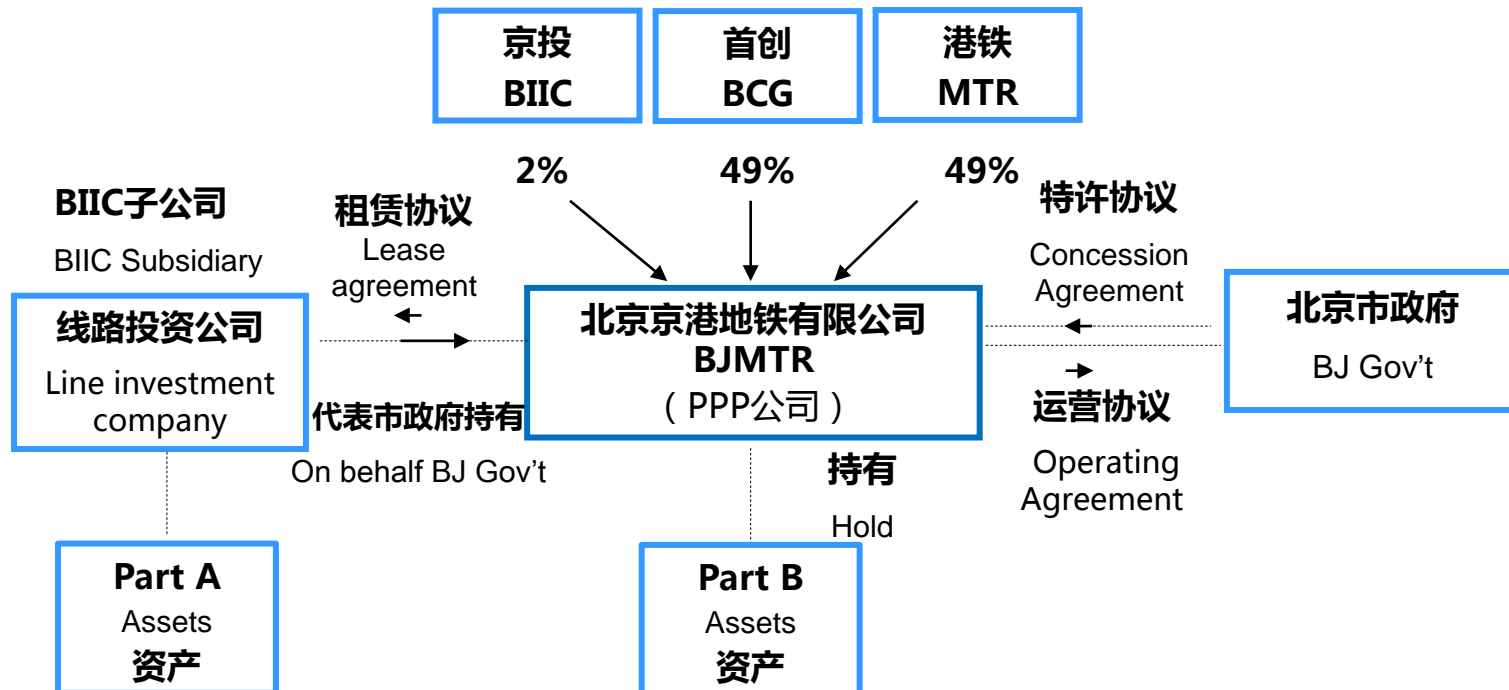
- Predictable environment
- Bring in professional management, innovation...

P-Partnership

- Better Services for the community
- Risk & profit sharing

7. PPP Model and BJMTR

Beijing MTR Corporation (BJMTR) is the first PPP project in China railway industry with a non Mainland investor, which was established on 16th January 2006.



8. Beijing MTR Corporation (BJMTR)



- On 12th April 2006, BJ Gov't and BJMTR signed the PPP agreement 《北京地鐵4號線項目特許協議》 (《Concession Agreement of Beijing Metro Line 4 Project》)
- BJMTR invested CNY4.6 billion on Beijing Line 4 project



- On 26th November 2014, BJ Gov't and BJMTR signed the PPP agreement 《北京地鐵14號線項目特許協議》 (《Concession Agreement of Beijing Metro Line 14 Project》)
- BJMTR invested CNY15 billion on Beijing Line 14 project



- On 28th November 2015, BJ Gov't and BJMTR signed the PPP agreement 《北京地鐵16號線項目特許協議》 (《Concession Agreement of Beijing Metro Line 16 Project》)
- BJMTR invested CNY15 billion on Beijing Line 16 project

9. Our Experience

Major Challenges

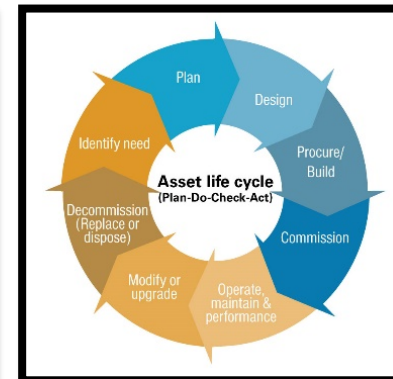
- Rising costs
- Revenue risks
- Talent shortage



10. Management Systems

Continuous Improvement on

- Customer-oriented services
- Risk-based approach
- Quality assurance
- Asset Management (ISO 55001)



11. Reduce Reliance on Subsidy

Enhance non fare-box income

- Advertisement
- Vending machine
- Exploring station retail
- Exploring R+P model



12. Scramble for experienced staff

Talent shortage and sustainability

- Customer services / Quality
- Human Factor
- Stakeholders' opinion
- Gov't confidence



13. PPP – Viable Investment Model

Anticipated need for building more public utilities, which includes railway, in cities along the Belt and Road is high. Amongst the various possible models, PPP could be a viable infrastructure investment model based on Beijing experience.



Thank You