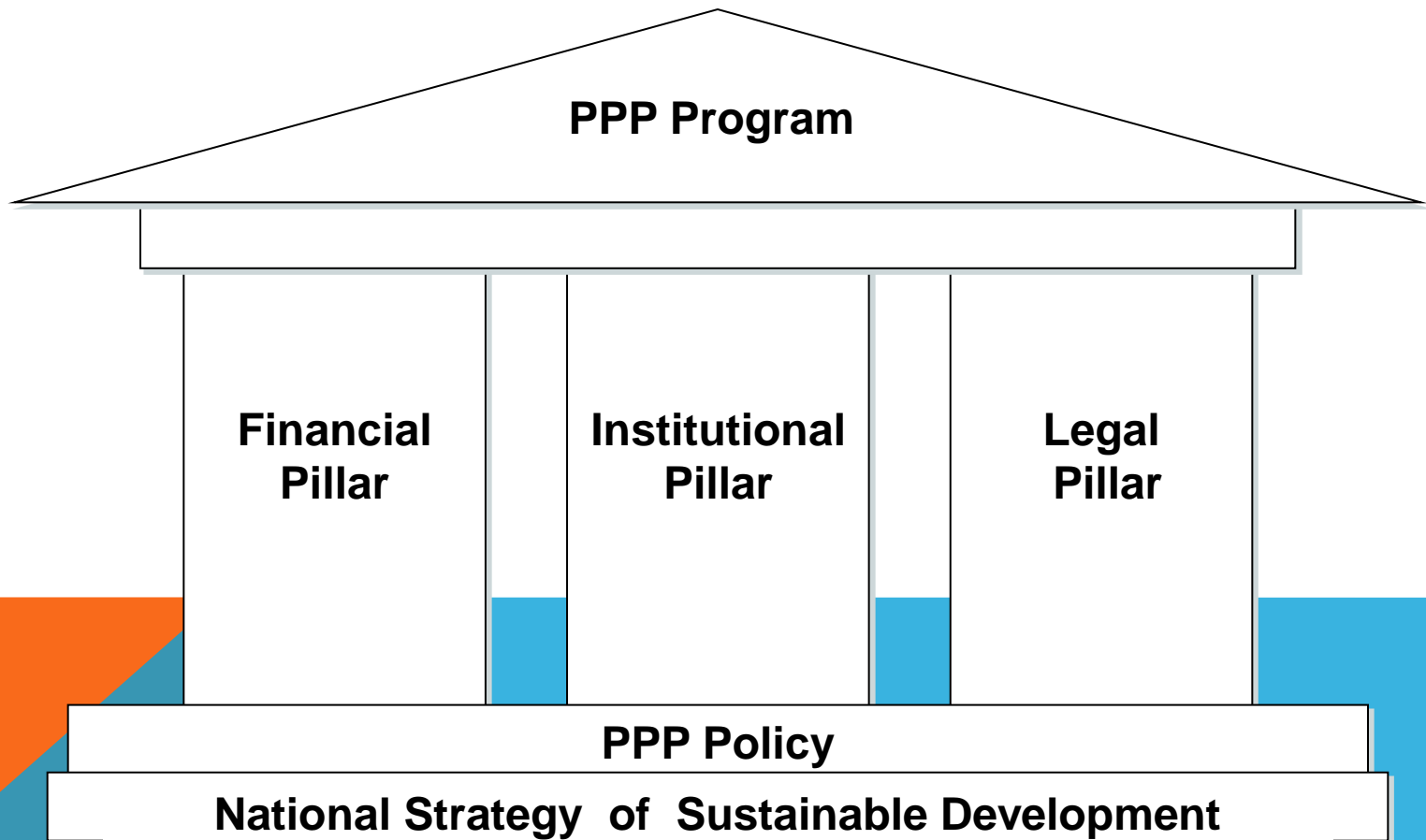


**PUBLIC-PRIVATE PARTNERSHIP
IN THE KYRGYZ REPUBLIC**

MAKSUTOV NURBEK,

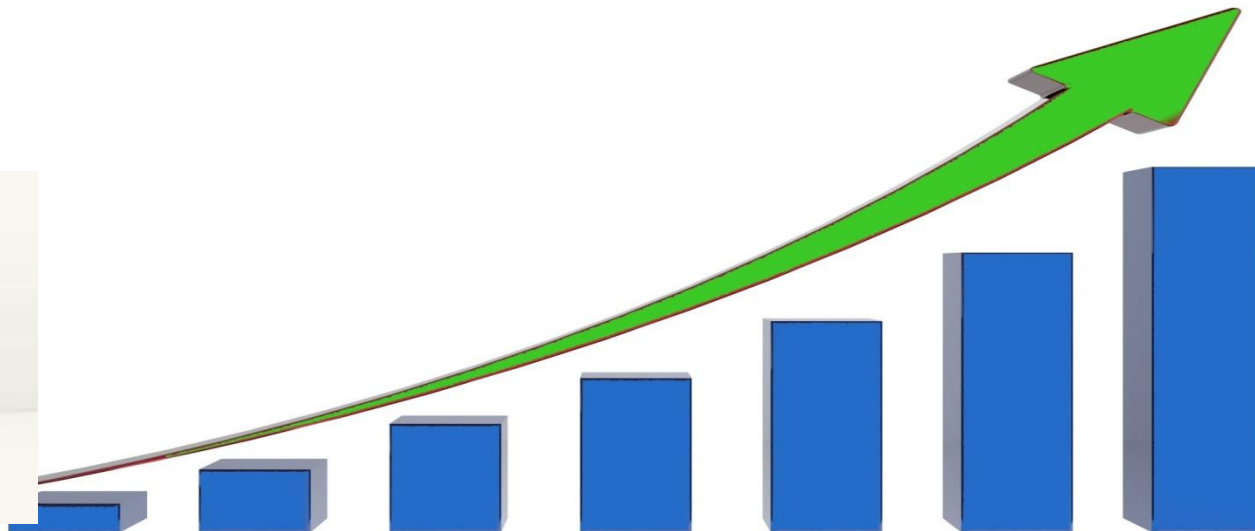
**HEAD OF INVESTMENT POLICY AND
PPP DIVISION
MINISTRY OF ECONOMY**

OUR PPP FRAMEWORK



National Strategy for Sustainable Development

- economic growth through concentration of material and financial resources of public and private sectors for implementation of investments projects
- reducing the burden on the state budget and reallocation of budget funds



WHAT PROBLEMS DO PPP SOLVE IN KYRGYZSTAN?

creating the conditions for effective interaction between state and private sector


efficient operation of state owned assets by attracting off-budget financing through involving the private sector

ensuring effective operation and control over the processes on preparing and implementing PPP based projects

setting the approach to evaluate the project implementation efficiency based on the quality of the public services provision



THE MAIN PPP OBJECTIVES

- **Realization of the significant public projects**
 - **Attracting private investment into the economy of the Kyrgyz Republic**
 - **Effective operation of state owned objects**
 - **Improving the quality of public infrastructure service**
 - **Decreasing the state budget expenses**
- 

LEGISLATIVE BASIS

PPP Law (February 2012)

Bylaws and Regulations

Guidelines

Amendments to the existing legislation



INSTITUTIONAL SYSTEM

Government of the Kyrgyz Republic

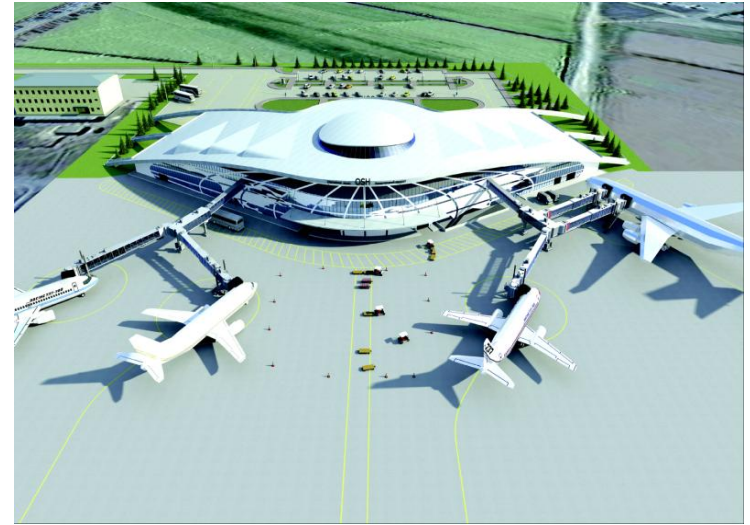
Ministry of Finance of the Kyrgyz Republic
(Risk management body)
Managing financial risks

Ministry of Economy of the Kyrgyz Republic
(Authorized body)
Policy and legislation, supporting PPP implementing ministries and agencies, capacity building

The line ministries and agencies
(public partners)
Preparing PPP projects, selection the private partner, monitoring and evaluating PPP projects implementation

Reconstruction of Existing Osh Airport

- Executing agency: Open JSC “Manas International Airport”
- Project Initiator: Ministry of Transport
- Estimated Cost:
118 mln. USD
- Project Implementation Duration:
2-3 years
- Project Feasibility Period:
14,7 years



Bishkek-Karabalta Toll Road

- Project Initiator and executing Agency: Ministry of Transport
- Estimated Cost:
180 mln. USD
- Daily road traffic intensity: More than 41000 cars



DEVELOPMENT OF CITY PUBLIC TRANSPORTATION



➤ Introducing of electronic payment system in public transportation

- EBRD is designing the feasibility study
- Estimated cost of the project: 2,4 mln. USD
- Estimated Project implementation duration: 12months



BISHKEK CITY STREET LIGHTENING

Complex improvement of the street lightening system

Estimated project cost: 14 mln. USD

Project feasibility period: 12-23 years.



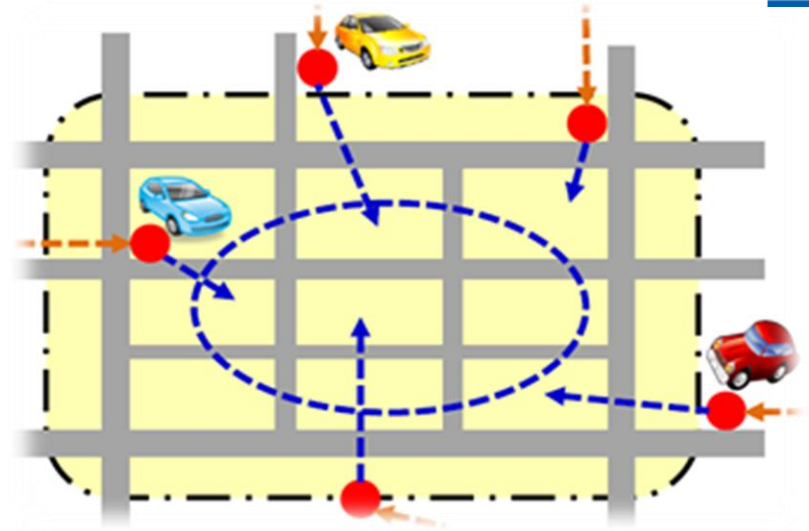
MULTI-STORE CAR PARKING COMPLEX



Capacity

10 000 м2, 500 cars.

- Estimated Project Cost –
4 mln. USD
- Project Feasibility Period –
7 - 21 years



Is legislative basis, institutional framework
and project ideas enough?



PPP PROJECT SUPPORT FOUNDATION

Tasks:

Financing Project Pre-Feasibility and Feasibility Studies,

Payment for Transaction Consultation Services

Accumulation of funds for PPP Project preparation

Funds:

2 million USD for 2014

1 million per 2015 and 2016

Searching for additional budget

Principles

Interest-free and compensation basis of PPP project preparation financing

Unanimous approval by all the Steering Committee members

WHAT ARE OUR NEEDS?

- **Capacity building of government servants on PPP issues such as risk management, project assessments through study tours and experience sharing with emerging PPP countries,**
- **Additional sources for PPP Project Support Foundation**
- **Creation of PPP Project Viability Gap Fund**
- **Creation of other instruments for PPP projects financing**

Thanks for your attention!!!