Case Studies from Asia
Growth Rates of Urban Agglomerations (1970-2011)

Source: United Nations, Department of Economic and Social Affairs, Population Division: World Urbanization Prospects, the 2011 Revision.
## Moving in the Wrong Direction

### China Urban Public Transport Fixed Investment Statistical Table 2004-2014 (billion RMB)

<table>
<thead>
<tr>
<th>Year</th>
<th>Fixed Investments on Road Transport</th>
<th>Fixed Investments on Urban Public Transport</th>
<th>% of Urban Public Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>441.34</td>
<td>39.56</td>
<td>8.96%</td>
</tr>
<tr>
<td>2005</td>
<td>543.15</td>
<td>52.58</td>
<td>9.68%</td>
</tr>
<tr>
<td>2006</td>
<td>627.75</td>
<td>85.56</td>
<td>13.63%</td>
</tr>
<tr>
<td>2007</td>
<td>690.18</td>
<td>108.17</td>
<td>15.67%</td>
</tr>
<tr>
<td>2008</td>
<td>733.49</td>
<td>130.77</td>
<td>17.83%</td>
</tr>
<tr>
<td>2009</td>
<td>1038.27</td>
<td>203.61</td>
<td>19.61%</td>
</tr>
<tr>
<td>2010</td>
<td>1276.17</td>
<td>236.07</td>
<td>18.50%</td>
</tr>
<tr>
<td>2011</td>
<td>1347.48</td>
<td>226.44</td>
<td>16.80%</td>
</tr>
<tr>
<td>2012</td>
<td>1713.49</td>
<td>301.23</td>
<td>17.58%</td>
</tr>
<tr>
<td>2013</td>
<td>2069.23</td>
<td>390.88</td>
<td>18.89%</td>
</tr>
<tr>
<td>2014</td>
<td>2456.58</td>
<td>477.81</td>
<td>19.45%</td>
</tr>
</tbody>
</table>

Where does money come from?

% of Land concession in national revenue:
- 46% in 2009
- 29% in 2014
- 22% in 2015
Rethinking Infrastructure Finance: ADB

ADB plans to establish a Sustainable Transport Partnership Facility to provide a mechanism for partners to provide financing and expertise to support the STI.
Rethinking Infrastructure Finance: China

Funding Structure of the Shenzhen Metro Group over the Three Phases of R+P Development

**PHASE 1**
- Bank Loans
- Government fiscal Budget

1998–2004

**PHASE 2**
- PPP (BT, BOT)
- Bank Loans
- Fiscal Budget & Land Concession Fee Refunds

2006–2011

**PHASE 3**
- PPP
- Corporate Bonds / Bills / Capital Leasing
- Bank Loans
- Land Equity Investment

2011–2016

Source: Interview with Shenzhen Development and Reform Commission and Shenzhen Metro Group (2015)
"In total, 58.7% of funding gap is fulfilled by non-government budget”

*) Calculated based on the level of infrastructure performance to achieve a position in the middle income country in 2025.
Source: Bappenas-JICA, 2014: Background Study for RPJMN 2015-2019, Analyzed by Ministry of PPN/Bappenas Team
Public Private Partnership

Nanning BRT – China's 1st PPP BRT Project
Inclusive Access: Tangxia Village, Guangzhou

350,000 people in 0.3 km²

70% of the residents using BRT during AM Peak

20 minutes: Average time saving for each trip