Contracting for Resilient Infrastructures

Gerard Hertig, Luh Luh Lan, Lucien Rapp

Very Preliminary. Please do not cite

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Presentation Outline

I. Infrastructures: A Typology

II. Contracting for Infrastructure

III. France as a Natural Experiment

I. Infrastructures: A Typology

• Standalone physical infrastructures

- Construction and manufacturing firms
- Dams and reservoirs
- Mining firms
- Public administration and utilities
- Trade and services firms

Transportation infrastructures

- Railways, roads, skyways and waterways
- Airports, ports and railway stations
- E-lines and pipelines

Digital infrastructures

- Data collection, processing, transfer and storing
- Digital networks

Social infrastructures

- Human capital and unions
- Social networks

II. Contracting for Infrastructures

- Bundling infrastructure design, construction and operation
- Delegating public services to providers
 - Payments according to **performance** → No demand risk for provider (France since 2004)
 - Payment depends on actual use → Demand risk on provider (traditional approach)
- Incomplete contract theory (Hermalin, Katz & Craswell 2006; Athias & Soubeyran 2012)
 - Contracts cannot take into account all the relevant variables
 - → Infrastructure contracts are **complex long-term** projects
 - → Provider performance and drivers of demand are both **hard to assess**
 - Rule of thumb
 - → High benefits of **adaptation**: No demand risk on provider
 - → High benefits of **cost reductions**: Demand risk on provider
 - Renegotiation clauses and pre-contractual commitment (Laffont & Tirole 1988; Engel & Galetovic 2009)

Taking into Account Resistance Factors

The concept of resistance

- Ability to withstand high-magnitude/low probability disruptions
- Preventive measures are harder to adopt or implement

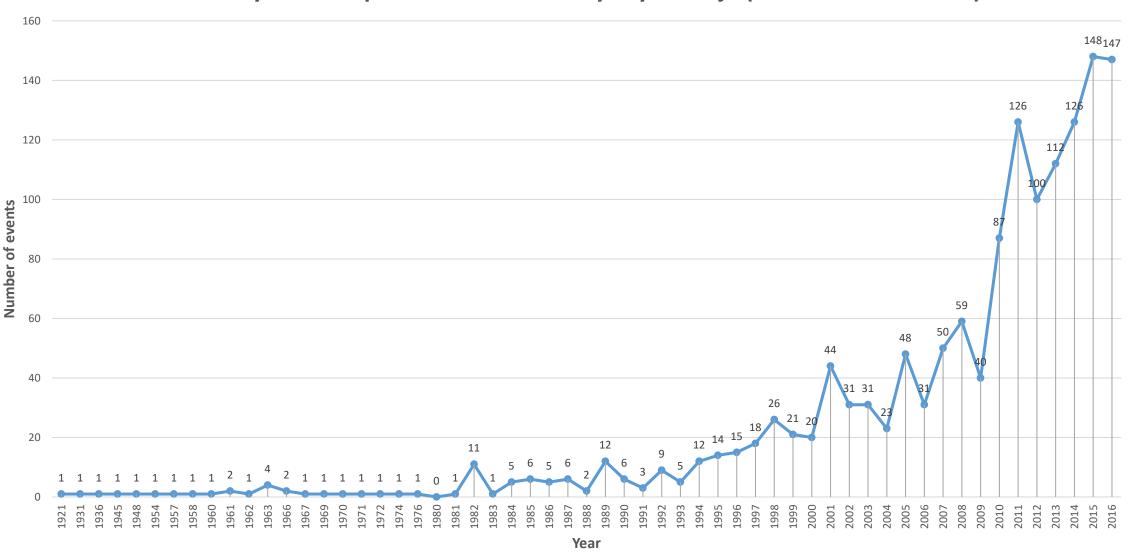
Identifying disruptions

- Disruptive events
- Infrastructure fatigue or neglect

Reporting disruptions

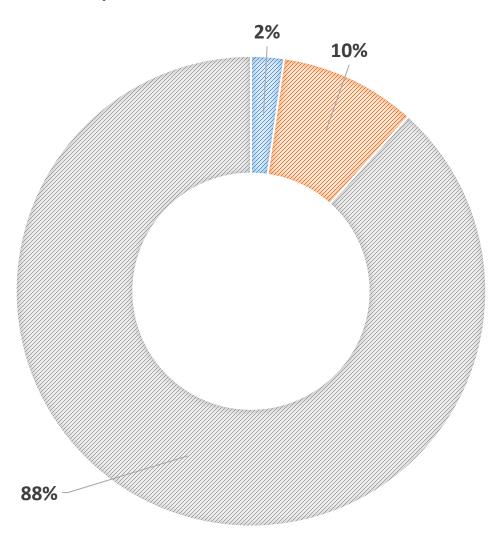
- Managerial and owner disincentives
- High magnitude events are hard to conceal
- Role of media and social networks

DISRUPTIVE EVENTS : PROBABILITY & DISCLOSURE Preliminary & Incomplete Identification by Layla Khoja (London Listed Firms)



IMPACT OF DISRUPTIVE EVENTS

(BASED ON 1414 EVENTS IDENTIFIED BY LAYLA KHOJA)



- No impact
- Delay
- Business Interruption

Integrating Resilience Considerations

- The concept of resilience
 - Capability to recover, adapt and learn
 - When disruptive events occur
- Dealing ex ante with resilience issues
 - Contract governance: Unilateral actions vs cooperation
 - Risk allocation: Risk aversion and getting the investment surplus
 - Doctrinal approach: Frustration exception and force majeure clauses
- Contractual flexibility as an adaptation and learning option
 - Introducing re-negotiation clauses
 - Providing for ex post third party intervention

III. France as a Natural Experiment

Regulatory and privatization events in early 2000

- Pay for performance (adaptation) as an alternative to pay for actual use (cost reduction) (2004)
- Introducing PPP

Parties to infrastructure contracts

- State & State pre-2000
- PPP post-2000
 - When business becomes profitable
 - A handful of counterparties

Prototypical infrastructures

- **Highways**, bridges and tunnels
- Airports
- Pipelines
- River use and dams

Highways: Basic Framework

The State's counterparties

- Specialized state entities pre-2000
- Powerful private corporations post-2000
 - Significant grid: Vinci (ASF, Cofiroute, Escota, Arcour), Abertis (Sanef), Eiffage (SAPRR)
 - Marginal involvement: Powerful engineering and insurance groups (Axa, Bouygues, Egis)

Scope of the contract

- Highway construction, maintenance and exploitation (1973/1975)
 Adding highway design (2005/2008) and extension to related tunnels (2016)
- Litigation: Administrative court (1973/1975/2005/2008)

Financing

- State provides 30% to 50% (1973/1975), e.g. via real estate transfer (1975)
- State guarantees long term debt (1975)
- User must pay fees set by specialized entity/private counterparty (1973/1975/2005)

Highways : Performance → **Adaptation**

Construction

- State of the art approach and good quality material, with counterparty bearing costs (1973/1975)
 Counterparty bears design and construction risk (2005/2008)
- Competitive bids (1973/1975) and use of third party (2005/2008)
- Within 53,5 (2005), respectively 26 (2008) months of contract in force
- Monitoring of contract performance (2005/2008)

Maintenance and exploitation

- Counterparty must maintain and exploit, bearing the related costs (1973/1975)
- Traffic safety and continuity to be guaranteed at all times, regardless of circumstances (1975/2005/2008)
- Insurance requirement for torts, unless sufficient reserves (2016)

Real estate

- Transferred by the State (1973/1975)
- Remains a State asset if transferred + transferred by the counterparty to the State at termination (2005/2008)

Highways: Contract Resilience

Risk allocation

- Design and construction risk allocated to counterparty (2005/2008)
- Highway opening can be delayed if due to circumstances out of the control of the counterparty (2005/2008)

Economic equilibrium

- Impacted by new State requirement or regulatory changes or <u>unforeseen circumstances</u> (2005/2008)
- Adoption of required measures, including new user <u>fees</u> (2005/2008)

Force majeure

- Allows non-authorized interruption of traffic (1973/1975/2005/2008)
- Immediate information of authorities (2005/2016)
- May limits or prevent liability vis-à-vis the State or users (1973/1975)

Contract termination

- After 22 (1973), 20 years (1975), 55 (2008) and 65 years (2005)
- As a sanction for non-performance (1973/1975)
- As a contractual mechanism (2005/2008)

Highways: (Very) Preliminary Conclusion

- Innovation in terms of
 - Risk and revenue allocation
 - Contract adaptation
- Focus on performance and adaptation
- Resistance: Traditional force majeure approach
- Emerging discrete resilience clauses