

SEVERN TRENT SERVICES

NAWC PPP Panel | October 2013 | Fred Kriess

UNDERSTANDING
A VALUABLE RESOURCE



Severn Trent Services provides a full range of integrated water and wastewater operations to more than 15 million people worldwide.

United States

400+ contracts in 22 states

Market niche: small to medium-sized municipalities



We provide solutions to meet the significant needs of our customers, yet market barriers still exist. How do we overcome these challenges?

Strong drivers

- Need to reduce costs to offset shrinking municipal budgets
- Regulatory compliance
- Staffing needs
- Infrastructure investment
- Technical resources
- Transfer of risk
- Safety concern

Challenges

- Value for money / perceived higher costs
- Perceived loss of ownership and control (privatization)
- Misconception regarding staff reduction
- Decision makers are negatively influenced by unions/concerned citizens groups

Public-Private Partnerships Defined

A Public-Private Partnership (PPP) is a contractual agreement between a public agency (federal, state or local) and a private sector entity. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public. In addition to the sharing of facilities, Public-Private Partnerships come in a variety of forms and no two PPP projects are exactly alike. See "Public-Private Partnerships: Design and Facility Partnerships", Government Accounting Office, April 1999. The National

Public-private partnership

D&M: Operations and Maintenance

A public partner (federal, state or local government agency or authority) contracts with a private partner to provide a service. Under the private operation and maintenance option, the public partner retains ownership and overall management of the public facility or system.

OMM: Operations, Maintenance & Management

A public partner (federal, state or local government agency or authority) contracts with a private partner to operate, maintain, and manage a facility or system providing a service. Under this contract option, the public partner retains ownership of the public facility or system, but the private party may invest its own capital in the facility or system. Any private investment is carefully calculated in relation to its contributions to operational efficiencies and savings over the term of the contract. Generally, the longer the contract term, the greater the opportunity for increased private investment because there is more time available in which to

DB: Design-Build

A DBB (Design-Build-Bid) is a project delivery method in which the private partner provides both design and construction of a project to the public agency. This type of partnership can reduce time, save money, provide stronger guarantees and allocate additional project risk to the private sector. It also reduces conflict by having a single entity responsible to the public owner for the design and construction. The public sector partner owns the assets and has the responsibility for the operation and maintenance.

DBM: Design-Build-Maintain

A DBM is similar to a DB except the maintenance of the facility for some period of time becomes the responsibility of the private sector partner. The benefits are similar to the DB with maintenance risk being allocated to the private sector partner and the guarantee expanded to include maintenance. The public sector partner owns and operates the assets.

DBO: Design-Build-Operate

A single contract is awarded for the design, construction, and operation of a capital improvement. Title to the facility remains with the public sector unless the project is a design/build/operate/ transfer or design/build/own/operate project. The DBO method of contracting is contrary to the traditional design-bid-build method in that the design and construction phases are completed by both the public and private sectors. This method involves one contract for design with an architect or engineer, followed by a contract for construction with a contractor, and finally a contract for operation with the owner's taking over the project and operating it. A simple design-build approach creates a single point of responsibility for the project, thereby reducing the risk of cost overruns and schedule delays by eliminating the overlap of the design and construction phases of the project. On a public project, the operations phase is normally handled by the public sector. Combining all three passes into a DBO approach maintains the continuity of private sector involvement throughout the project lifecycle.

DBOM: Design-Build-Operate-Maintain

A DBOM partnership that combines the design and construction responsibilities of design-build procurements with operation and maintenance. The public sector partner owns the asset and retains ownership and maintains ownership and retains a contract. The private partner provides design, construction, operation and maintenance services under a single contract with financing secured by the public sector. The public agency maintains ownership and retains a contract.

DBFOM: Design-Build-Finance-Operate-Maintain

A DBFOM partnership that combines the design, construction, financing, operating and maintaining responsibilities for designing, building, financing, operating and maintaining are bundled together and transferred to private sector partners. This method is commonly used in the United States, and especially the degree to which financial responsibilities are actually transferred to the private sector. Capital expenditures are typically financed by debt leveraging revenue streams dedicated to the project. Direct user fees (tolls) are the most common revenue source. However, others ranging from lease payments to end-user fees, such as tolls, parking fees, and vehicle registration fees. Future revenues are leveraged to issue bonds or other debt that provide funds for capital expenditures. The public sector partner may be required to provide financing, private partners may be required to provide financing.

BOO: Build-Own-Operate

The private partner owns the asset until the end of the contract when the ownership is transferred to the public sector.

Build-Operate-Transfer

The private partner builds a facility to the specification of the public agency, and then transfers the facility to the agency at the end of the contract or franchise must be sufficient to enable the private partner to assume operating responsibility for the facility, contract the operation and maintenance of the facility, and there is no obligation for the public sector to purchase the facility or take title. A BOO transfer model except that the transfer to the public owner takes place at the end of the contract.

Build-Own-Operate

The contractor constructs and operates a facility for a period of time. At the end of the contract, the public sector purchases the facility or takes title. A BOO transfer model except that the transfer to the public owner takes place at the end of the contract.

Maintain-Transfer

The Design-Build-Finance-Operate-Maintain (DBFOM) model except that the transfer to the public owner takes place at the end of the contract when the ownership is transferred to the public sector.

Transfer

The private partner builds a facility to the specification of the public agency, and then transfers the facility to the agency at the end of the contract or franchise must be sufficient to enable the private partner to assume operating responsibility for the facility, contract the operation and maintenance of the facility, and there is no obligation for the public sector to purchase the facility or take title. A BOO transfer model except that the transfer to the public owner takes place at the end of the contract.

Operate

The contractor constructs and operates a facility for a period of time. At the end of the contract, the public sector purchases the facility or takes title. A BOO transfer model except that the transfer to the public owner takes place at the end of the contract.

BBO: Buy-Build-Operate

A BBO is a form of public-private partnership in which the private partner provides design, construction, operation and maintenance services under a single contract with financing secured by the public sector. The public agency maintains ownership and retains a contract.

entity, which then makes the improvements necessary to operate the facility. The public sector partner may be required to provide financing, private partners may be required to provide financing.

public facility in exchange for the right to build residential housing, commercial or industrial facilities at the site. The private developer contributes capital and may operate the facility under the oversight of the government. The developer gains the right to use the facility and may receive future income from user fees. While developers may in rare cases build a facility, more typically they are charged a fee or required to purchase capacity in an existing facility. This payment is used to expand or upgrade the facility. Developer financing arrangements are often called capacity credits, impact fees, or extractions. Developer financing may be voluntary or involuntary depending on the specific local circumstances.

EUL: Enhanced Use Leasing or

Underutilized Asset

An EUL is an asset management program in the Department of Veterans Affairs (VA) that can include a variety of different leasing arrangements (e.g. lease/develop/operate, build/develop/operate). EULs enable the VA to long-term lease VA-controlled property to the private sector or other public entities for non-VA uses in return for receiving fair consideration (monetary or in-kind) that enhances VA's mission or programs.

LDO or BDO: Lease-Develop-Operate or Build-Develop-Operate

Mr. Small to medium-sized City, would you benefit from a public-private partnership?

I don't think so. PPPs are complex and have lots of front-end consulting and legal costs. Aren't they used to build stadiums and highways in large cities?