



AIR & PORTS

**679 MILLION CARGO CONTAINERS WERE CARRIED BY SEA IN 2014
OVER 3.4 BILLION PASSENGERS TRAVELED BY AIR IN 2015**

Efficient movement of goods and people is crucial for international trade, tourism, and economic growth. IFC is helping countries expand and maintain their transportation networks, rehabilitate and build air and port facilities, streamline operations and logistics, and mobilize foreign direct investment.

**\$6.2
BILLION**

In private sector investment in emerging markets has been through IFC's PPP projects.

**22
MILLION**

People have access to improved transport infrastructure and services through our projects.

**1.9
MILLION**

TEUs - IFC's port PPPs will significantly boost cargo handling capacity and speed, and reduce shipping costs.

**\$1
BILLION**

Fiscal benefits to governments.

In partnership with Australia, Austria, Brazil, Canada, France, Ireland, Italy, Japan, Kuwait, Netherlands, Norway, Spain, Sweden, Switzerland, the United Kingdom, the United States, the Public-Private Infrastructure Advisory Facility, the Global Partnership on Output-Based Aid, the Private Infrastructure Development Group, the African Development Bank, the Asian Development Bank, the Brazilian Development Bank, the Caribbean Development Bank, the Central American Bank for Economic Integration, the European Investment Bank, the European Bank for Reconstruction and Development, the Inter-American Development Bank, the Infrastructure Consortium for Africa, and the Islamic Development Bank.

TIMOR LESTE: TIBAR BAY PORT 2016

Challenge: Timor Leste is the second most oil-dependent country in the world, accounting for 80% of GDP. The government prioritized infrastructure investment that would create jobs and help grow and diversify its economy.

Solution: As part of Timor Leste's economic growth strategy, IFC helped structure the nation's first PPP, introducing global environmental and social standards for infrastructure, and attracting world-class investors to build and operate a modern 750,000 TEUs port.

Results: The Tibar Bay Port project will bring \$360 million in investment to Timor Leste, the largest foreign investment outside oil and gas, and create over 500 jobs. The port will also help anchor new industrial zones that will diversify the economy, create new jobs, and open the door for future private investment.

NIGER: DRY PORT 2014

Challenge: Niger is landlocked, relying on the congested seaports of neighboring countries for its trade. This is a significant obstacle for the country's economic development, so the government prioritized a dry port that would accelerate the flow of cargo inland.

Solution: IFC helped structure a 20-year concession to build a new dry port in Dosso that would connect with trade from Benin, and to invest in existing Niamey Rive Droite facilities connecting Niger to ports in Togo, Ghana and Côte d'Ivoire.

Results: The project is expected to generate over \$50 million in private investment, yield at least \$48 million in fiscal benefits, create hundreds of jobs, and move the time-consuming sorting and processing of cargo inland to reduce transportation costs and facilitate Niger's international trade.

SAUDI ARABIA: MADINAH AIRPORT 2011

Challenge: Infrastructure in Madinah, Saudi Arabia, was unable to accommodate the more than four million travelers who fly into the city each year, and the government needed a reliable investor to expand, modernize, and operate its international airport.

Solution: IFC advised on a \$1.4 billion PPP to build a new passenger terminal, upgrade and extend an existing runway, and improve all taxiway infrastructure. With energy efficient, environmentally friendly design, the Madinah airport was the first to be LEED certified in the region.

Results: The project will expand airport capacity to an expected 18 million passengers by 2037, while boosting tourism and providing direct and indirect jobs in construction and airport operations.

BENIN: COTONOU PORT 2009

Challenge: The Government of Benin knew Cotonou Port could drive its economic growth and be a gateway for landlocked West African countries. But high shipping costs, low efficiency, and poor facilities kept it from becoming a key trade route.

Solution: After several failed attempts, the government asked IFC to structure a PPP to build and operate a new 540,000 TEU container terminal that would improve Benin's shipping capacity, reduce shipping times and costs, and enhance the country's competitiveness.

Results: The PPP delivered \$200 million in concession fees for Benin over the first eight years and ongoing fees of \$29 per TEU for 25 years. The operator will invest \$256 million in equipment and civil works, double shipping capacity, create over 450 jobs, and make Cotonou a competitive trade hub in the region.

JORDAN: QUEEN ALIA INTERNATIONAL AIRPORT 2007

Challenge: Capacity at Jordan's main airport was unable to keep pace with sustained growth in air traffic. This was a constraint on business and tourism growth in the Kingdom, and the Queen Alia International Airport urgently needed upgrading.

Solution: IFC helped the government structure and award a 25-year concession to rehabilitate the airport and upgrade operations via a new 150,000 square meter terminal, that will increase capacity, help promote Jordan as an economic hub and tourist destination, and provide fiscal benefits to the government.

Results: This PPP is expected to indirectly create 23,000 jobs in Jordan. It has generated more than \$1 billion in foreign direct investment, and opened doors for expanding the nation's flagship carrier, Royal Jordanian Airlines.

MADAGASCAR: PORT OF TOAMASINA 2005

Challenge: Madagascar wanted to become a regional hub for port traffic, but needed to increase capacity at its Toamasina terminal, and cut container handling and dispatch time.

Solution: IFC advised on a 20-year contract for the operation, management, financing, rehabilitation and development of the terminal. The winning concessionaire acquired the existing equipment and retained the port's 350 employees for the first five years of the PPP.

Results: Handling capacity jumped from 60 to 2,500 tons per day. Container movement tripled from 10 to more than 30 per hour per vessel. Handling and dispatch time plunged to just a few hours, and customs clearance time halved. The PPP generated over \$33.3 million in fiscal benefits.