

# TO P3 OR NOT TO P3?

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**ASSOCIATION OF CORPORATE COUNSEL** 

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### 1. INTRODUCTION

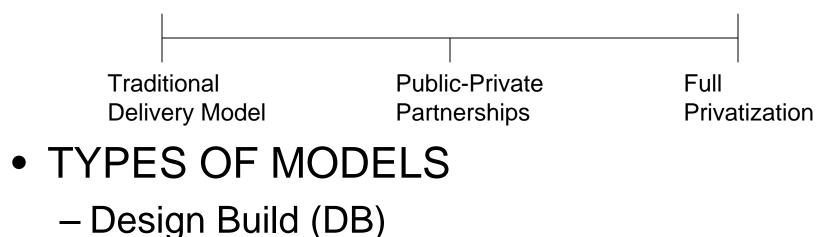
- Wide Array of Infrastructure and other Public Projects
- The Debate over the use of P3's
- Organization of today's Presentation
- Introduction of Panelists

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#### 2. ALTERNATIVE PROJECT STRUCTURES

SPECTRUM OF PROJECT DELIVERY
 OPTIONS





- TYPES OF MODELS (cont'd)
  - Design Build Finance (DBF)
  - Design Build Operate Maintain (DBOM)
  - Design Build Finance Operate Maintain (DBFOM)
  - Build Own Operate (BOO)
  - Build Own Operate Transfer (BOOT)

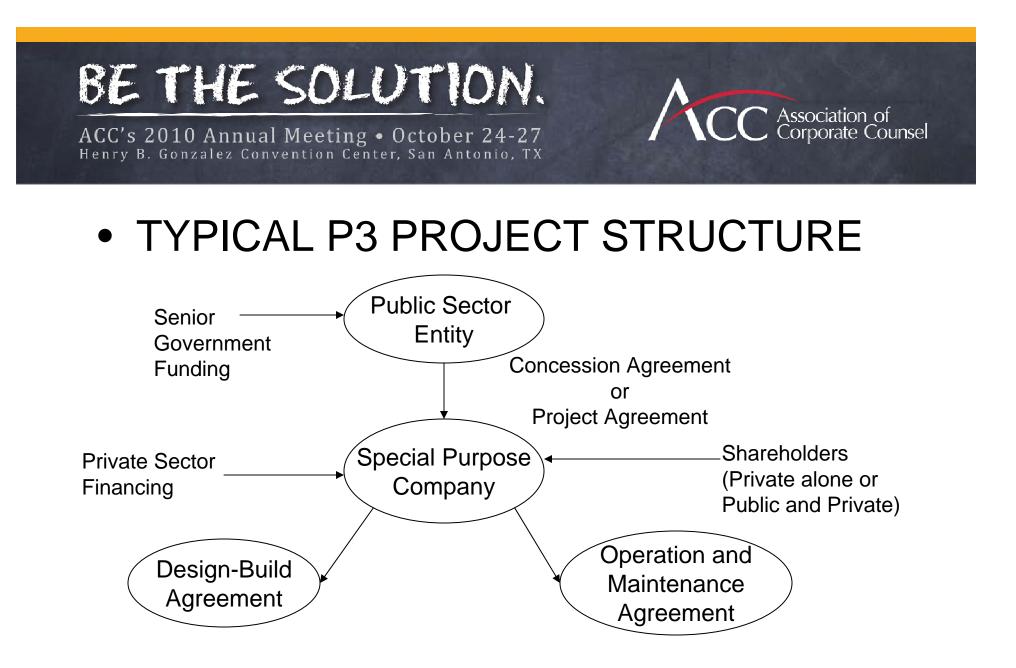


- DIFFERENTIATING CHARACTERISTICS
  OF THE MODELS
  - Does the Public Sector prescribe exactly what it wants?
  - Who owns the asset?
    - Difference between Privatization and P3.
    - Who controls/ operates/ maintains the asset?



- DIFFERENTIATING CHARACTERISTICS OF THE MODELS (cont'd)
  - What happens to the asset at the expiry of the term?
  - Is the Project publicly funded or privately financed?

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- IMPORTANCE OF EARLY PROJECT
  PLANNING BY THE PUBLIC SECTOR
  - The Private Sector should not be engaged until the Public Sector has done its homework
  - Project or Contract Scope and Timing Need to be Defined
  - Project Structure Needs to be Determined
  - Is a Public Private Partnership the best Model for the Project?



- IMPORTANCE OF EARLY PROJECT PLANNING BY THE PUBLIC SECTOR (cont'd)
  - What role will the Public Sector perform?
  - Legal authority for Public Sector to undertake and structure the Project in the proposed manner
  - Preparation of a Business Case
  - Procurement Options





#### 3. RISK ALLOCATION AND PROJECT DOCUMENTS

- WHAT IS RISK ALLOCATION?
  - Optimal Risk Allocation
  - Identifying and Defining Risks
  - Developing a Risk Allocation Matrix





#### DETERMINING WHO SHOULD BEAR THE RISK?

- Power and Authority to Manage the Risk
- Compensating the Party Bearing the Risk
  - From Project Revenues?
  - From Funding?
  - Other Sources



- RISK ALLOCATION ISSUES IN POLITICALLY SENSITVE PROJECTS
  - Projects where Ownership or Control of an Asset are Sensitive Issues
    - Highway Tolls
    - Transit Fares
    - Water Rates
  - Statutory or Regulatory Requirements

- PROJECT DOCUMENTS
  - Design-Build Agreement
    - Use of Standard Form Industry Construction Agreements
    - Are the Risks Appropriately Allocated?
    - Contract Prices
      - -Fixed Fee
      - -Guaranteed Maximum Price (GMP)



- Design-Build Agreement (cont'd)
  - Penalties and Incentives
  - Other Key Clauses

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- Operation And Management Agreement
  - Term of Contract
  - Duties and Responsibilities of Operator/Manager
  - Termination of the Contract
    - -For Cause
    - -For Convenience
  - Insurance and Indemnities
  - Other Key Clauses

- Concession Agreement
  - Term of Concession
  - Duties and Responsibilities of Concessionaire
  - Termination of Concession
    - -For Cause
    - -For Convenience
  - Insurance and Indemnities
  - Other Key Clauses

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- Ground Lease
  - Term of Ground Lease
  - Rent Payable
  - Default Provisions
  - Insurance and Indemnities
  - Repair and Maintenance Obligations
  - Other Key Clauses

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- Private Financing
  - Part of a Proposal Team or Arranged Separately
  - Paid out by Senior Government on Completion?
  - Paid out through Project Revenues?
  - Lender's Approval of Risk Allocation and Project Documents
  - Role of Pension Funds in Project Financing





#### 4. MAKING IT WORK – PUBLIC SECTOR PERSPECTIVE – YORK REGION RAPID TRANSIT PROJECT

- INCEPTION OF THE PROJECT
  - 2001-2002 RFQ
  - 2002 RFP
  - 2002 Initial Project Agreement ("Stage One Agreement")



- PROCURING THE PRIVATE SECTOR PARTNER
  - Very Competitive RFP Process in 2002
  - Consortium of International Corporations
    Chosen



- CHANGES IN SENIOR GOVERNMENT FUNDING
  - Evolution of "Incremental Project Financing" in 2003
  - Long Term Planning More Difficult
  - Project Development in Phases and Segments
  - Success of "Quick Start"

- PUBLIC/ PUBLIC RELATIONSHIP
  - Changes over time in roles of Senior
    Government (the Province and the Federal Government)
  - Political Risk
  - Roles of Infrastructure Ontario and Metrolinx
    - Master Agreement between Metrolinx and YRRTC
  - Maintenance Agreements with Local Municipalities



- RECENT CHALLENGES AND HOW
  THEY WERE HANDLED
  - Procurement Agreement for Continuing Role of Private Sector Partner
  - Approval of Metrolinx to the Procurement
    Agreement
  - Use of "Cost Confidence Process" to ensure Competitive Pricing
  - Infrastructure Ontario for specified segment project financing



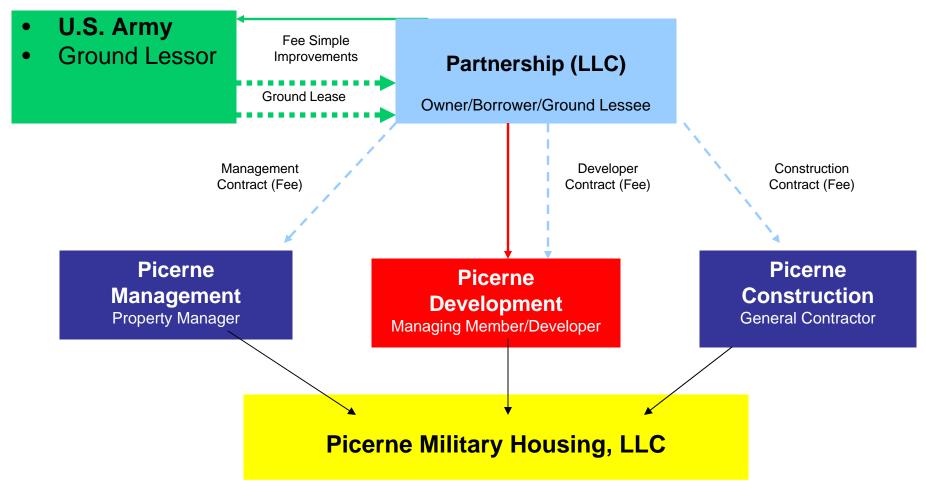


#### 5. MAKING IT WORK – PRIVATE SECTOR PERSPECTIVE – PICERNE MILITARY'S HOUSING PARTNERSHIP WITH U.S. ARMY

- THE MILITARY HOUSING
  PRIVATIZATION INITIATIVE (1996)
  - Allowed Department of Defense (DOD) to provide:

- direct loans
- loan guarantees
- other incentives to encourage private sector firms to develop and manage housing
- TYPICAL PICERNE/ U.S. ARMY PROJECT STRUCTURE:





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- PROJECT DOCUMENTS
  - LLC Operating Agreement
  - Ground Lease
  - Municipal Services Agreement
  - Development Agreement
  - Construction Agreement
  - Property Management Agreement



- CHALLENGES AND SOLUTIONS
  - Partnership with "Big Army" (DA) and "Little Army" (Installation)
    - Whose decision is it?
    - Major Decision process
  - Customer
    - Military Service Members and Families
  - Evictions
    - Exclusive Federal Jurisdiction

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### 6. THE P3 EXPERIENCE TO DATE

- The United Kingdom
- Australia
- Canada
  - Province of British Columbia (Partnerships B.C.)
  - Province of Ontario (Infrastructure Ontario)
  - Province of Quebec
- The United States



#### 7. ROUNDTABLE AND QUESTIONS FROM THE AUDIENCE

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