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PITCH - PPP Initiatives To improve Coastal resilience in Harbour projects

Sandpit event discussion and reporting

Sandpit event discussion and reporting template

Title	PITCH - **P**PP **I**nitiatives **T**o improve **C**oastal resilience in **H**arbour projects
Research area	**A brief summary of the broad research theme or issue being addressed – this should be presented by the proposer or nominee** The study is based on the issues related to harbour projects operated as Private-Public Partnerships (PPP) in the countries of Maldives, Indonesia and Sri Lanka. Specifically, to see whether the design accommodates and resilient to coastal hazards such as subduction, tsunamis, strong current and other types of multi-hazards in the region. Accordingly, the study framed its objectives as follows: 1. Study the current context relating to PPP initiatives in DRR and CCA in Port/Harbour projects. 2. In-depth examination of issues relating to PPP initiatives in DRR and CCA in Port/Harbour projects. – Maldives, Sri Lanka and Indonesia 3. To investigate the common issues of PPP initiatives in DRR and CCA in Port/Harbour projects in the three countries – Maldives, Sri Lanka and Indonesia
Group members	**Who is taking part, including any roles assigned (leader, rapporteur etc.?** 1. Dr Champika Liyanage 2. Dr Harkunti Rahayu 3. Ms In In Wahdiny 4. Prof Benedict Kombatan 5. Ms Giani Ananda 6. Dr Shazla Mohamed 7. Mr Chameera Randil 8. Dr Firdhous
Scope of the challenges relevant to the sandpit	**Explore initial scope of the sandpit, based on proposal. This may evolve during the discussion. Identify any boundaries.** Coastal hazards are common across Asia as well as in the globe. It affects properties, infrastructure, environment as well as community. Harbours are significant large-scale infrastructure contributing the economic growth and wellbeing. Different types of harbours exist for example, cargo harbours, crew ship harbours, fisheries harbours, natural harbours etc. For example, there are fisheries harbours and cargo harbours in Sri Lanka. Despite its

	importance, harbours are affected in different ways due to increasing trend of coastal hazards. For example, tidal waves, tsunamis, sedimentation and erosion. Most of these harbours are established and operated under private-public partnerships because of the nature and size of investment. There are many forms of PPP for example, BOOT, BOT etc. As stated earlier, harbours are affected by coastal hazards. However, most of existing harbours are not ready to reduce disaster risks and enhance resilience for the harbour itself as well as its community. Therefore, to address this problem of effects of coastal hazards, effective DRR and climate change adaptation strategies are required. In addition, DRR strategies are related with the type of PPP operated. For example, the level of involvement of stakeholders depends on the type of the PPP. For example, if the PPP agreement is for 90 years, the investors as well as operators must concern the arrangement for facing multi hazards within the harbour to make sure their investment is secure is essential. Similarly, they might concern the resilience among the communities' lives in the surrounding area. This could be different when the PPP is for 30 years. The investor may only concern the return on their investment than community resilience when the PPP is a shorter agreement. Similarly, the type of the PPP determines the arrangements made against coastal hazards. For example, within BOOT, the private investor may focus on profits than community resilience. This may require, the Government to influence the private and other stakeholders towards more resilience mechanisms. The location of the harbour affects the nature of the PPP. For example, a harbour in Indonesia has a very narrow route for shipping and this may require additional investments to broaden the route. This may involve the involvement of PPP. For example, Colombo port expansion project in Sri Lanka, had considered the additional resilience and risk reduction measures such as construction of break water structuring mechanisms etc. Another major issue related to PPP for harbour development is the minimum level of stakeholder engagement and their feedback. Specifically, after implementation a project, there must be a stakeholder evaluation to identify their existing issues, their level of satisfaction etc. As stated earlier, the level of involvement of investor and the government should be at an agreed level regarding profitability and safety for the community. This is furthermore complicated by the type of the harbour. For example, when the harbour is used as a crew-ship, the level of safety among the crew as well as the community is highly important. For example, in Maldives most of the harbours are crew-ship harbours and they need additional investments for assuring resilience.

Problems and challenges identified by group members	**<u>Agree a common language and terminology amongst diverse backgrounds and disciplines – define any key terms.</u>** **Indonesian perspective** When determining the type of PPP for many harbor projects, do not consider many aspects: such as tariff systems, investors, ability of facing to coastal hazards, their preparedness for future disasters, perspectives of stakeholders in many Asian countries. It is also agreed that the PPP design should be DRR based design due to increasing trend of coastal hazards along with climate change. Because harbours face many challenges for example, sea erosion; salination problem; infrastructure problems (coastal protection, communication problems, Cool chain logistics) etc. Some of the harbours have considered measures to secure their harbour development for the resilience of the harbour itself, ignoring the resilience of the community around the harbour. **Sri Lankan perspective** Sri Lanka has one of the best natural harbours in the world. Most of the harbours in Sri Lanka are fishery type. In addition, Colombo port provides the cargo services to many countries. Even though it was expected to grow the level of operations in Colombo port, the level of growth was decreased due to outdated systems and equipment. Hence, Sri Lanka lost significant share of operations through port activities. To address this issue, the government of Sri Lanka initiated PPP to develop Colombo port in 1999. This was a BOT system (Built-Operate and Transfer) for a 30-year period. In addition, Hambanthota port development was initiated as a PPP with investors in China. However, because of this PPP agreement, there were restrictions imposed on the development of the small ports available within the radius of 200km. These are some major issues existing in ports/harbours in Sri Lanka. Similarly, the loan repayment for the project has become a major burden to the government of Sri Lanka and hence 80% of shares have been sold to Chinese investors for 99 years. **Maldivian perspective** Most of the Maldivian ports are crew-ship based along with rising sea level. Hence their resilience mechanisms for port itself and the community is much harder than other ports.

Proposed activities with time frames

What activities are you proposing to address this problem or challenge? What expertise is required?

Feedback on the Case Study Template:	Indonesia Sri Lanka Maldives	16th of March; 21st of March; 26th of March
Pilot Interview: (better to identify the participants; and contact the relevant interviewees now itself)	All to do one pilot interview	within a week by 2nd of April
Revisions to the current Case study template: Analysis to be completed: 31st of May		9th of April
Main data collection to be started:		9th of April
Main data collection to be completed:		9th of May
Analysis to be completed:		31st of May

Expected outputs or outcomes from the activity

Outcomes are not pre-determined but will be defined during the sandpit.

Outputs:

Outputs	Type	Deadline	Remarks	Actions by
Literature Review – General and UK	Research	End of May 2018	Secondary Data	Champika and Kinkini (Felix)
Detailed Case Studies	Research/Fieldwork	End of August 2018	Secondary and Detailed Primary Data – Maldives, Indonesia, Sri Lanka	Maldives – Shazla Sri Lanka – Mohammed and Chameera Indonesia – Harkunti, Boy, Hamza, In In, Gege

	Conference Papers (03 papers) – ICBR 2018, Portugal	Publication	Abstract – 16th of March 2018 Paper – 08th of June 2018	Based on Case Studies – Maldives, Indonesia, Sri Lanka These papers will go to the Special Track called 'Public Private Initiatives in DRR' Session by Ezri and Champika	Maldives paper – Shazla Sri Lankan paper – Mohammed and Chameera Indonesian paper – Harkunti, Boy, Hamza, In In, Gege (Champika and Kinkini)
	Secondment Plan	Scientific Mission (Short Term)	Sept 2018	Have to submit a proposal to CABARET Coordinator	Shazla, Mohammed and Harkunti The duration should be for at least 02 – 03 weeks
	Conference Presentations – ICBR 2018, Portugal	Presentation and Networking	14th to 16th Nov 2018	CABARET might provide financial assistance.	Maldives paper – Shazla Sri Lankan paper – Mohammed and Chameera Indonesian paper – Harkunti, Boy, Hamza, In In, Gege (Champika and Kinkini)

		Journal Paper (one or two)	Publication	Dec 2018	Based on the Cross-Case Synthesis – Secondment Plans We need to identify a good Scopus indexed journal	All – after the secondment visit