

**URBPLAN322 - Assignment 2**

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|                      | <b>Brazil Solid Waste</b>                                                                                                                                                                   | <b>California High Speed Rail</b>                                                                                                                                                                 | <b>Cochin International Airport</b>                                                                                                                                                                                                                                                           |
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| <b>Key principle</b> | Partnerships with the private sector can be utilised to attract capital and avoid restrictions due to capital and operational funding for infrastructure projects. (Zeiro & Conejero, 2010) | A "building block" approach is essential to demonstrate early wins for long infrastructure projects, ensuring stakeholders remain committed to the project in the long term. (Gomez-Ibanez, 2010) | Large-scale infrastructure projects can be catalysts for economic development. Infrastructure-led economic development can drive broader economic change by attracting further investment in the region due to increased accessibility from transport infrastructure. (Walder & Hooper, 2002) |

|                 | <b>Brazil Solid Waste</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>California High Speed Rail</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Cochin International Airport</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <b>Evidence</b> | <p>Brazil needed immense investment to address its solid waste problem, most municipalities utilised open fields, which were environmentally hazardous. (Zeiro &amp; Conejero, 2010)</p> <p>However, there were significant funding constraints, as solid waste management already made up a substantial portion of spending; therefore, there was a need for public-private partnerships to accelerate the implementation of new solid waste management infrastructure. (Zeiro &amp; Conejero, 2010)</p> <p>This came in the form of new proposed legislation by the central government that would require public-private partnerships to deliver new infrastructure, allowing the government to avoid the significant upfront capital needed for infrastructure projects, and easing the pressure of solid waste management on the balance sheets of local municipalities. (Zeiro &amp; Conejero, 2010)</p> <p>This new expected law led to significant interest from various companies, including Veolia Environment, GDF Suez S.A., Elecnor do Brasil, and many more large international private companies looking to invest in solid waste management infrastructure in Brazil. (Zeiro &amp; Conejero, 2010)</p> | <p>CHSR first chose to construct the Central Valley portion of the railway; this part was more rural, so land acquisition was simpler. (Gomez-Ibanez, 2010)</p> <p>Moreover, the track would be straightest, allowing trains to reach their highest speeds. However, this approach was criticised for not delivering "usable" segments of railway in major population centres, it was specifically chosen as it was the easiest part of the project, and would demonstrate the project's ability to get off the ground, provide conventional rail services, economic development and jobs associated with the project; saving the most complex part of the project, namely development in highly urban areas for last, when stakeholders had already committed long term to the project, ensuring survival of CHSR in the long run. (Gomez-Ibanez, 2010)</p> | <p>The creation of the Cochin International Airport provided a significant increase in the development of tourism in the Kerala region. (Walder &amp; Hooper, 2002)</p> <p>The creation of the airport also led to significant urban development surrounding the airport, including commercial, industrial and residential uses, significantly boosting the region's economic productivity. (Walder &amp; Hooper, 2002)</p> <p>Though the lack of coordination led to the airport's fragmented travel patterns and financial difficulties, the infrastructure-led economic development approach was still largely successful in spurring urban development and tourism services. (Walder &amp; Hooper, 2002)</p> |

|                             | <b>Brazil Solid Waste</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>California High Speed Rail</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Cochin International Airport</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <b>Personal observation</b> | <p>A clear example of public-private partnerships delivering better outcomes in New Zealand is the ultra-fast broadband rollout. The central government invested about \$1.8 billion in rolling out the infrastructure (Ministry of Business, Innovation &amp; Employment, 2022). Through using a public-private partnership, \$3.75 billion was co-funded by private partners, significantly reducing the cost of upgraded infrastructure to the government (National Infrastructure Funding and Financing, n.d.). Moreover, using a PPP led to a speedy rollout, meaning the government's goal of rolling out ultra-fast broadband to most New Zealanders was completed on budget and on time (Institution of Civil Engineers, n.d.). The programme led to New Zealand ranking amongst the highest fibre coverage within the OECD (Institution of Civil Engineers, n.d.). This project is a clear example of a partnership with the private sector, attracting investment from the private sector and avoiding significant upfront infrastructure costs. A picture of a Chorus maintenance cover, a symbol of the Ultra-Fast Broadband rollout, which can be seen all over New Zealand, can be seen in Figure 1.</p> | <p>A project where a "building block" approach has been successfully implemented in Auckland is the AMETI project. It has a phased development in multiple stages. Panmure Station would be redeveloped in stage one to facilitate transfers and improve traffic flows (Auckland Transport, n.d.). The second stage saw the creation of a dedicated urban busway between Panmure and Pakuranga, including a new bridge (Auckland Transport, n.d.). The third stage is the creation of a dedicated busway from Pakuranga to the Tamaki Estuary, and stage 4 will see the creation of a dedicated busway from the bridge, through Burswood, towards Botany Town Centre (Eastern Busway, n.d.). By utilising a "building block" approach, the project demonstrated its effectiveness and ensured buy-in from stakeholders. After completing stages 1 and 2, the project demonstrated effectiveness and achieved funding for stage 3. The "building block" approach was also used to manage risks associated with funding streams. With the removal of the Auckland Regional Fuel Tax and a reprioritisation of funding for land transport projects, the financing of the Eastern Busway was uncertain (Orsman, 2024). However, by utilising the "building block" approach, the project was able to mitigate a portion of this risk and get certain sections up and running, despite uncertain future funding streams. A picture of the Panmure-Pakuranga section of the AMETI project can be seen in Figure 2, and this section was completed before construction on the Pakuranga-Botany section started, illustrating the building block approach.</p> | <p>A clear example of infrastructure-led economic development can be seen in Drury, Auckland. The new master planned community was spurred on by creating a new railway station, which will provide access to the newly electrified section of the Southern Line in the future (Kiwi Property, n.d; KiwiRail, n.d.). Drury is an example where the principle of infrastructure-led economic development has significantly paid off, as investment into transport infrastructure has spurred on significant private investment, in developing a brand-new satellite town which will be home to tens of thousands of individuals in the future. A picture of a train on the Southern Line, travelling in Drury, near the new station's location, can be seen in Figure 3.</p> |

**Figure 1:** *Chorus maintenance cover*



*Note.* Authors own work

**Figure 2:** *Panmure-Pakuranga Busway corridor*



*Note.* Authors own work

**Figure 3:** *Train on the Southern Line, near Drury*



*Note.* Authors own work

|                          | Brazil Solid Waste                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | California High Speed Rail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Cochin International Airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <b>Critical analysis</b> | <p><b>Environmental:</b><br/>The use of PPPs enabled emissions reductions totalling almost 6% of the world's emissions (Zeiro &amp; Conejero, 2010). This was done through the clean development mechanism (CDM), which allowed polluters in more developed nations to increase investment in emissions reductions overseas, offsetting their own increased polluting where costs are lower (Zeiro &amp; Conejero, 2010). This is an example of how PPPs have led to potential reductions in greenhouse gas emissions by providing increased funding for environmentally friendly infrastructure.</p> <p><b>Social:</b><br/>The use of PPPs promoted the idea that partnerships between the public and private sectors can be built to capitalise on the expertise of relevant partners to meet public needs (Zeiro &amp; Conejero, 2010). This communicates to the public the government's desire to attract private investment to meet the public's needs and illustrates to the public that the government's fiscal responsibility is in attracting private partners to manage risks and co-fund infrastructure projects.</p> <p><b>Economic:</b><br/>The PPP model allowed the risks associated with the funding and operation of infrastructure to be better balanced by sharing them with the government and private companies. By creating more balanced management of project risks, infrastructure projects are more likely to be delivered on time and on budget, avoiding significant increases to the budget of infrastructure projects, as can often be seen with government-funded infrastructure projects.</p> | <p><b>Environmental:</b> Using a "building block" approach allowed the CHSR project to complete sections of the railway to allow for conventional rail services before high-speed services start (Gomez-Ibanez, 2010). This allows for increased passenger and freight travel by rail, promoting mode shift and decarbonisation, improving environmental outcomes.</p> <p><b>Social:</b><br/>Using a "building block" approach allowed the CHSR project to speed up rollout in the central valley, which is more economically disadvantaged (Gomez-Ibanez, 2010). By targeting construction in economically underdeveloped areas, the CHSR provided local employment opportunities to areas that needed them the most in a socially equitable way by attempting to redistribute resources away from large population centres to the more rural Central Valley.</p> <p><b>Economic:</b><br/>Using a "building block" approach allowed the CHSR project to provide construction jobs immediately, catalysing economic development and growth, in a time of need following the 2008 financial crisis, instead of waiting an even longer time to undertake careful design of the entire network, postponing start of construction, and therefore potential economic growth which the construction of the railway would have spurred (Gomez-Ibanez, 2010).</p> | <p><b>Environmental:</b> Infrastructure-led economic development of the Cochin International Airport led to significant adverse environmental outcomes. Economic development often comes at the cost of environmental outcomes. The airport consumed large amounts of land, and agricultural uses surrounding it face increased development pressure, being converted to industrial parks, hotels and housing (Walder &amp; Hooper, 2002). The infrastructure-led economic development approach supported urban growth and land use changes. However, this came with worsened environmental outcomes.</p> <p><b>Social:</b> Infrastructure-led economic development of the Cochin International Airport led to excellent outcomes for the community, and the community financing model led to wealth creation for the diaspora that invested in the airport, providing excellent returns (Walder &amp; Hooper, 2002). The airport also provided better accessibility between the diaspora and communities back home, improving social outcomes and cross-regional connectivity (Walder &amp; Hooper, 2002).</p> <p><b>Economic:</b> Infrastructure-led economic development of the Cochin International Airport led to significant job creation in the construction and operation of the Airport (Walder &amp; Hooper, 2002). By providing access to employment, Cochin International Airport provided much-needed economic development in a region far behind in economic development, creating tourism and hospitality jobs and airport operations (Walder &amp; Hooper, 2002).</p> |

## **Novel Scenario Analysis**

### **Selected Challenge:**

A new regional transportation corridor connecting urban and rural areas in "Hill City", a South African City with a population of 1.5 million.

### **Principle Application:**

The creation of a new regional transportation corridor connecting urban and rural areas in Hill City can be used as a key driver of economic growth, spreading out the economic development concentrated in key urban areas such as Johannesburg and Cape Town to more rural areas, creating a more equitable spatial distribution of economic growth.

Large swathes of South Africa suffer from low economic development. Creating a new major transportation corridor can boost economic growth through creating employment opportunities in a country plagued by an unemployment crisis (World Bank Group, 2025), and by attracting private investment into areas surrounding key stations in rural areas, helping to address deep wealth inequalities in South Africa (World Bank Group, 2025). Moreover, by improving rural communities' access to more developed urban markets by reducing travel time and costs, labour mobility can be significantly improved, helping individuals access jobs wherever they are available (Alam et al., 2019).

Opportunities to boost economic growth go beyond implying passenger flows; a new transportation corridor can form a backbone of a new supply chain, providing greater access for inland and rural areas to port towns, enabling agricultural exports (Alam et al., 2019); by improving access to overseas markets, the conditions of farmers in rural areas can be significantly improved through increased incomes.

Creating the regional transport corridor would likely lead to increased urban development in rural areas. This may lead to worse environmental outcomes and consume previously undeveloped land. However, creating new formal urban settlements could significantly benefit South Africa by providing formal tenure to those currently living in informal settlements.

Moreover, urban development is often a key driver for economic development and can help boost the country's and region's economic productivity, as urban centres are often much more productive hubs.

The creation of this regional transportation corridor requires attracting private investment. Such a large infrastructure project has extremely high capital costs, and the South African government is already facing extreme budget constraints. Public-private partnerships can ensure that the project can get off the ground and kick start a cycle of economic development, by attracting private investment into the region, improving market conditions and accessibility, and promoting further private investment.

Moreover, depending on the type of public-private partnership model chosen, the private sector can undertake the ongoing maintenance and operation of the transportation corridor, improving efficiencies and the long-term reliability of the transportation corridor. Without the utilisation of a PPP, this project is not likely to get off the ground due to limited funding and technical capacity.

The strengths of a private company specialising in regional transportation corridors can be leveraged in the design, construction, and operation of the transportation corridor, improving the efficiency and outcomes of the project. The PPP arrangement will also allow for the project's risks to be better shared, allowing financial and operational risks to be offloaded to private companies, which are better equipped to deal with such challenges, whilst retaining strategic and high-level planning for the government.

### **Unique Constraints:**

South Africa has a legacy of apartheid, which has led to uneven economic development across the country (Worcester Polytechnic Institute, n.d.). Any new regional transportation corridor needs to ensure that it not only does not make things worse but actively improves the segregated economic conditions in the country. There will be a need for careful consideration of the corridor to ensure that historically disadvantaged and black dominated centres

are better connected and integrated into the region, whilst ensuring that increased accessibility to these settlements does not lead to displacement.

South Africa faces the challenge of informal settlements (Habitat for Humanity, n.d.). This makes the design of the transportation corridor difficult, as conditions on the ground may significantly differ from those initially thought due to infrequent settlements. The project would be an opportunity to formalise these informal settlements, improving living conditions. However, increased accessibility to these informal settlements also means the risk of displacement in these areas would be significantly higher, as increased accessibility would be likely to spur additional private investment; there would need to be precise regulatory mechanisms to ensure the protection of these communities from private developers following the creation of the transportation corridor, and the project itself would need to be carefully designed to ensure these communities are not negatively impacted due to their informal status.

### **Innovation Proposal:**

Utilise a community-owned land trust model to integrate informal settlements into a legal system, whilst ensuring the long-term economic growth associated with infrastructure-led economic development will directly benefit historically segregated and poorer communities. This will allow for an equitable approach to regional economic development utilising the regional transportation corridor and stations along the line as hubs where the community land trust model can be undertaken.

This will facilitate economic development near key stations, by formalising and streamlining land ownership in informal settlement areas, reducing risks associated with development in informal areas for private investors, whilst ensuring that a portion of the profits from formalisation and economic growth stays within the community, addressing the historical inequities associated with segregated urban development.

### **Personal reflection:**

I have seen in Auckland how regional transport corridors often go through poorer communities, further displacing them, for example, with the

Central Motorway Junction through Newton and Grafton Gully. This led to a desire to integrate communities into the outcomes associated with regional transportation corridors, rather than utilising their informal status and lack of political resources against them, by using their land for the transportation corridor and further displacing them. I have also seen how improvements to the regional transportation network can spur gentrification, displacing communities that were not originally displaced during construction.

Living in Shiraz, Iran, I also have a deeper understanding of, at times, informal neighbourhoods. Informal neighbourhoods are often thought of simply as being slums, however, many informal neighbourhoods are deeply integrated into the urban fabric, and a community land trust model, which puts the ownership of land into the hands of the community and empowers them further to develop their settlements through infrastructure-led economic development, was seen as beneficial. This way, communities that are often most marginalised can have agency in their future and an ability to improve their living conditions, rather than being displaced.

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