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## **Minijobs nach Einführung des Mindestlohns – Eine Bestandsaufnahme**

*Ronald Bachmann, Wolfgang Düring, Hanna Frings, Lisa Sofie Höckel und Fernanda Martinez Flores*

### **Abstract**

This article provides an overview of the current conditions of marginal employees in the labor market. Using data on minijobs collected from both employers and employees, we further compare the results before and after the introduction of the minimum wage. The main focus is on hours worked, hourly wages and the motivation behind offering or accepting mini jobs. Furthermore, we compare the work quality of minijobs as measured by the provision of benefits, e.g., the provision of paid sick leave. The results show a complex picture: On the one hand, there are improvements in terms of wages, benefit provision, and the marginal employees' job satisfaction. On the other hand, after the introduction of the minimum wage, wages below 8.50 Euros can still be observed, and the steppingstone function of mini jobs has lost importance.

JEL-Classification: J21, J31, J68

Keywords: marginal employment, labor market policy, minimum wage

Schlagwörter: geringfügige Beschäftigung, Arbeitsmarktpolitik, Mindestlohn

Wirtschaftspolitisches Forum

## **Neuordnung der Zuständigkeit für die Fernstraßeninfrastruktur – Das Ende für Öffentlich-Private-Partnerschaften (ÖPP)?**

Im Rahmen der Reform der Bund-Länder-Beziehungen erhält der Bund umfassende Kompetenzen bei Planung, Bau und Betrieb von Fernstraßen. Für künftige ÖPP-Modelle (*englisch: public private partnership „PPP“*) werden Hürden diskutiert, die gleichbedeutend mit dem Ende dieser Modelle sein könnten. Getragen wird diese Skepsis gegenüber teilprivaten Modellen auch von Aussagen des Bundesrechnungshofs, wonach allein die Hinzunahme eines privaten Projektpartners regelmäßig zu Kostensteigerungen geführt hätte. Damit scheint ein zentrales Argument für ÖPP-Modelle widerlegt zu sein.

Das aktuelle „Wirtschaftspolitische Forum“ geht der Frage nach, ob ein künftiger Verzicht auf ÖPP-Modelle im Bereich der Straßeninfrastruktur aus ökonomischer Perspektive generell vorteilhaft erscheint. Oder ist ein Verzicht kontraproduktiv, weil die künftige Möglichkeit besserer Vergabe- und Monitoring- Prozesse weiterhin begründete Hoffnung auf eine kostengünstigere Bereitstellung der Infrastruktur unter Beteiligung privater Akteure in Aussicht stellt?

JEL-Classification: H44, R4, R42

Keywords: Public Private Partnership (PPP), transportation economics, infrastructure financing, debt limit

Schlagwörter: Öffentlich-Private-Partnerschaften (ÖPP), Verkehrswesen, Infrastrukturfinanzierung, öffentlich bereitgestellte Güter, Schuldenbremse

## **ÖPP – Eine vorteilhafte Beschaffungsvariante für die künftige Infrastrukturgesellschaft**

*Gernot Sieg und Berthold U. Wigger*

### **Abstract**

Whether or not the government will be able to set the right incentives for the newly founded Infrastrukturgesellschaft (Infrastructure Company), especially for minimizing life cycle costs, remains an open question. During the first few years, human resources that are inevitably tied up in establishing the company are then not available for the management of road works. Beneficial highway projects should not be excluded through a debt limit, but realized by means of Public Private Partnerships. Therefore, even though the Infrastrukturgesellschaft may ultimately improve its ability to build efficient highways in Germany, in the meantime, especially large projects should be achieved through Public Private Partnerships.

## **PPP – kein relevanter Beitrag zur Lösung der Infrastrukturprobleme in Deutschland**

*Alexander Eisenkopf*

### **Abstract**

Public Private Partnerships (PPPs) are the cooperation between the state and the private sector in the planning, realization, financing and operation of traditionally public services. In the area of road infrastructure, they are implemented as F-, A- or V-models. Statements on the profitability of PPP projects are always subject to case studies. As a rule, financing costs for PPPs will be higher than for conventional procurement. Cost savings in PPP, on the other hand, are empirically relatively low, since independent and transparent studies hardly exist. Finally, there are considerable doubts as to whether PPP projects contribute to an increase in efficiency from a macroeconomic perspective and deliver a relevant contribution to the solution of infrastructure problems in Germany. This seems especially to be true with respect to the intended establishment of a federal infrastructure company for motorways.

## **ÖPP – eine Linderung, keine Lösung**

*Thomas Puls und Thilo Schaefer*

### **Abstract**

In the German debate about the reorganization of the fiscal relations between federal and „Länder“ level there was an intense discussion concerning public-private partnerships (PPP). In the end the limitation of PPP projects even reached constitutional level. Nonetheless PPP will have a future because the newly created highway agency is faced with structural problems. Neither the personal capacities of the agencies nor the legal regulations have been changed. Therefore the problems remain and PPP offer the chance to alleviate these problems. PPP are potential alternatives to address the shortcomings of conventional projects.

## **Die politische Ökonomie deutscher Landkreise: Determinanten der Verschuldung**

*David Boll und Marcus Sidki*

### **Abstract**

The indebtedness of German municipalities is an increasing matter under discussion among politicians, research and the public. This is especially true for the intense and asymmetrical increase in short-term debt over the past years. In addition to cities and municipalities, there is also a tendency to overindebtedness on the county level, even though the latter is much less publicly perceived. Counties have only little financial autarchy. Hence, we assume that politico-economic influence can be found on the federal state level or the cooperation between county and state. This paper adapts and tests common politico-economic determinants from the municipal and federal state level on their applicability for German counties by examining county level data from 1998 to 2010. We find that in state election years, counties' short-term debt rises significantly stronger. Furthermore, higher political conformity between federal state ministers of finance and counties' district administrators leads to lower indebtedness. Likewise, a change of state government or state ministers of finance shows positive influence on counties' debt. In total, our findings highlight the important role of the federal states as funding institution for the county level.

JEL-Classification: H62, H63, H72, D72, H74

Keywords: public debt, political economics, panel data, empirical analysis

Schlüsselwörter: öffentliche Verschuldung, politische Ökonomie, Panel Daten, empirische Analyse

## **Der Wert von Versorgungssicherheit mit Strom: Evidenz für deutsche Haushalte**

*Manuel Frondel und Stephan Sommer*

### **Abstract**

Based on a survey among more than 5,000 German household heads, this article investigates their willingness to pay (WTP) for avoiding power outages. Alternatively, we ask for their willingness to accept (WTA) compensations if power outages cannot be avoided. In perfect accord with numerous empirical studies, we find a WTA-WTP gap: WTA bids are, on average, substantially higher than WTP bids for avoiding an

unexpected power outage of four hours. We believe that this discrepancy is based on the tendency that, for strategic reasons, respondents' WTA bids exceed actual values, whereas their WTP bids tend to be understated.

JEL-Classification: D12, H41, Q41

Keywords: willingness to pay, willingness to accept, stated preferences

Schlüsselwörter: Zahlungsbereitschaft, bekundete Präferenzen, Energiewende