



Malé International Airport redevelopment, Maldives

The original Malé International Airport was opened in 1981. Due to growth in tourism to the Maldives, the Maldives Airport Company Ltd (MACL) was formed in 1994 as an independent corporate entity to manage the airport.

In 2010, the Maldives Government leased the airport under a Public Private Partnership (PPP) arrangement for 25 years to GMR Malé International Airport Pvt. Ltd (GMIAL), a joint venture consortium between the GMR Group and Malaysia Airports.

MACL will continue to be responsible for Air Traffic Control, Aviation Security Command and some smaller offices. All other departments that MACL was managing previously have been transferred to GMIAL.

The agreement signed between the Maldives Government and GMIAL included the upgrading and renovation of the airport up to the standard of a global airport by the year 2014.

The redevelopment plans include reclaiming more land at the northern end of the runway; where a new terminal is to be built. This terminal will consist of three separate bridged buildings consisting of elements that reflect the traditional Maldivian resort. A separate cargo terminal will also be developed.

Evans & Peck's role

GMIAL has subcontracted the rehabilitation, expansion and modernisation of the airport to GADL International Limited (GADL). GADL is also a joint venture between GMR and Malaysia Airports.

The contract between GMIAL and GADL is a traditional PPP risk allocation D+C Contract. GMR Group had previously worked with Evans & Peck to develop an understanding of the alliance delivery method and to evaluate opportunities for use of an alliance on suitable GMR projects.

As a result of this work GADL asked Evans & Peck to assess the costs, benefits and risks of converting the Male airport rehabilitation, expansion and modernisation D&C contract to an alliance project.

Evans & Peck visited the project in the Maldives and conducted a number of training and assessment workshops in order to evaluate the potential for the project to be undertaken using an alliance.

Results

Evans & Peck developed a comprehensive report which quantified the costs, benefits and risks of converting the project to an alliance project. The report concluded that while the project could be undertaken using an alliance, with a number of benefits arising from the alliance delivery, the proposed D&C delivery was an equally appropriate approach. The GMR Board accepted the Evans & Peck report and determined to continue with the planned D&C approach.

FACTS AND FIGURES

Client: GMR Group and GADL International Limited

Project value: Confidential

E&P involvement: 2011

Independent advice enabled the client to make an informed decision on the most appropriate procurement method

