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THE RIO DE JANEIRO GALEO INTERNATIONAL AIRPORT CONCESSION



INTRODUCTION

The case Rio De Janeiro Galeafio International Airport Concession raises a number of questions regarding the prospects and difficulties associated with the management of the airport activity within the framework of a public-private partnership.

This case examines the challenges of infrastructure management, investment, and strategic action that are imperative to the development and growth of a concessionaire operating the second largest airport in Brazil.





BACKGROUND


In 2013 Concession of Galeão International Airport was given to Odebrecht Brazil Changi Airport controlling consortium which involves the Brazilian construction company Odebrecht and the Singapore airport operator CAAS. It aimed at increasing the airport's capacity as well as efficiency in preparation to host the 2014 FIFA World Cup and 2016 Summer Olympics.





STRATEGIC CHALLENGES


Some of the challenges that the concessionaire has had to overcome include; pressure to renovate the airport within record time, management of the airport operations and the bureaucratic nature of the Brazil market. Some of the changes were strategic, others more technical in nature to help drivers improve the service and get up to international standards.





CONCLUSION

The Rio de Janeiro Galeão International Airport Concession case focuses on the fact that the strategy and regulation, as well as management, should be paid great attention to in the airport concessions. The case is beneficial and informative when it comes learning about the issues related to the public–private partnerships and specifically the undertaking of infrastructure projects.





RECOMMENDATION

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