

Country case: Stakeholder engagement during the construction of Heathrow Airport Terminal 5

Description

Construction of T5 was approved by the Secretary of State on 20 November 2001, after the longest public inquiry in British history (46 months). Construction of the new terminal started in September 2002. Phase 1 of the project was completed and opened in March 2008, with the second phase opening in June 2011. The project required an estimated investment (mostly from British Airport Authority) of more than GBP 4.2 billion.

As said, the construction of Heathrow's Terminal 5 holds the record of the longest public inquiry in the history of the United Kingdom, which lasted nearly four years. The public inquiry cost GBP 80 million, heard 700 witnesses, and generated 100,000 pages of transcripts. The Secretary of State gave his approval to the project after reviewing the public inquiry report, and a number of conditions and limitations were imposed to take into account the complaints of local communities regarding noise and pollution. Heathrow has since launched property and noise consultations to develop compensation packages and seek views on how that compensation fund should be used.

The London Chamber of Commerce became an advocate for the project as it launched a campaign, Business for T5, to promote the benefits of expanding the airport. It claimed that overseas visitors would spend an estimated 10 million fewer nights in Britain if Terminal 5 did not go ahead with a loss of about GBP 1 billion to the hotels sector and another GBP 500 million to the wider tourist industry.

Source: OECD (2015), [Effective Delivery of Large Infrastructure Projects: The Case of the New International Airport of Mexico City](#), OECD Publishing, Paris.

Public Procurement
Principle: **Participation**

Procurement Stage:
Post-award

Audience: **Policy Maker,
Procuring Entity, Civil
Society**