Public Private Partnership Commission

UNITY AND FREEDOM

MALAWI PPP

PROJECTS COMPENDIUM 2025

PublicPrivate
Partnership
Commission

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WORD FROM THE MINISTER OF FINANCE AND ECONOMIC AFFAIRS

It gives me great pleasure to introduce the 2025 Public Private Partnership Compendium, an important publication that reflects Malawi's ongoing commitment to leveraging innovative financing for development.

Public-private partnerships have become an essential pillar in our strategy to close infrastructure gaps, deliver public services, and stimulate broad-based economic growth. In light of increasing social and humanitarian needs that Government has to provide, the fiscal space has become narrow and insufficient to meet the infrastructure development needs of the country. As such, we have to look at innovative ways of financing infrastructure projects through structured private sector participation in national development.

This approach is not just pragmatic, it is necessary. Our development aspirations far exceed the limitations of public resources. In this context, the PPP framework serves as a powerful instrument for mobilising capital, transferring expertise, and accelerating project delivery, particularly in sectors where efficiency and sustainability are paramount.

The Ministry of Finance and Economic Affairs continues to strengthen the policy environment and institutional architecture that underpins our PPP agenda. Through effective oversight, regulatory reform, and pipeline development, we aim to attract responsible investors while ensuring that all partnerships deliver measurable public value.

This compendium provides a transparent snapshot of the projects we are promoting under the Public Sector Investment Programme and the broader Vision 2063 agenda. I am confident that the opportunities presented here will inspire confidence among private sector players, development partners, and financial institutions alike.

I commend the Public Private Partnership Commission for its leadership and professionalism in structuring partnerships that are bankable, resilient, and aligned with national goals.

Allow me to express my deep appreciation to His Excellency Dr. Lazarus McCarthy Chakwera, President of the Republic of Malawi, for his visionary leadership and steadfast commitment to creating a modern, inclusive, and investment-ready economy through well-structured partnerships.

Together, let us continue building a future where private capital and public purpose converge for

the benefit of all Malawians.

I therefore invite both local and international investors to seriously consider investing in the projects listed in this Compendium. The major advantage of your investment in PPPs is that you are assured of a partner in Government who will ensure that the return on your investment is delivered.

Hon. Simplex Chithyola Banda
Minister of Finance and Economic Affairs

WORD FROM THE CHAIRPERSON OF THE PUBLIC PRIVATE PARTNERSHIP COMMISSION

As Chairperson of the Public Private Partnership Commission, I am proud to present the 2025 Compendium, a reflection of our evolving capacity to lead structured, transparent, and accountable partnerships that transform public service delivery in Malawi.

Over the past year, the Commission has taken deliberate steps to strengthen its governance framework, streamline internal processes, and improve stakeholder coordination. These actions reflect our core commitment to sound stewardship and long-term value creation through public-private collaborations.

Good governance is the foundation of every successful public-private partnership. We have ensured that each project in this compendium adheres to a rigorous framework of screening, preparation, and risk assessment. Our Board continues to provide strategic direction that aligns with both national priorities and the fiduciary obligations that come with managing public interest transactions.

We are particularly encouraged by the increasing interest from both domestic and international investors. This demonstrates growing trust in the integrity of our systems and the viability of Malawi as an investment destination.

This compendium is not only a call to action for investors, but also a statement of intent, an affirmation that the Commission is ready, responsive, and focused on results.

I salute the management team and staff of the PPPC for their unwavering professionalism and technical excellence. I also wish to thank the Board of Commissioners for their commitment and stewardship in guiding the work of the Commission.

My sincere gratitude also goes to the Government of Malawi, particularly the Honourable Minister of Finance, for his continued support and policy leadership that enables our work to flourish.

Above all, I wish to express my profound appreciation to His Excellency Dr. Lazarus McCarthy Chakwera, President of the Republic of Malawi, for his visionary leadership and for positioning public-private partnerships as a catalyst for sustainable development.

We remain steadfast in our oversight role and welcome partners who share our vision for a prosperous, resilient Malawi built on strong, transparent partnerships.

Stella Maluza Sessanga
Chairperson
Public Private Partnership Commission

CHIEF EXECUTIVE OFFICER'S NOTE

The strength of a public-private partnership lies not just in the agreement but in the delivery. At the Public Private Partnership Commission, we are relentlessly focused on one question: how do we move from promising concepts to projects that work for people?

The 2025 Compendium is a record of our intent to answer that question. It features projects that are technically sound, commercially viable, and institutionally ready. More importantly, it represents a shift in how we approach development with a greater focus on traction and execution.

We have spent the past year refining our internal systems to better support project origination, preparation, and contract management. These improvements are not always visible to the public but they are fundamental. Behind every successful PPP is a foundation of legal, financial, and technical precision. That is where our work begins and where our value is most visible.

We are more deliberate than ever in selecting partnerships that deliver measurable value for both the public and the private players. Whether it involves reforming operational models or structuring long-term agreements, our focus remains on functionality, efficiency, and accountability.

One of our greatest strengths is our people. The PPPC team brings rigour, discipline, and a solution-oriented mindset to every transaction. I am proud of their commitment to building systems that last and to delivering results that matter.

To our partners, I want to make one thing clear. The PPPC of today is not the same as it was five years ago. We are more agile, better informed, and driven by a deeper sense of responsibility. We are building institutional capability not only to support projects but to lead them with clarity and confidence.

This compendium represents another step forward. It reflects our readiness to turn complex development needs into actionable, sustainable opportunities. If you are looking for a trusted, capable partner to walk with you from planning to delivery, we stand ready to work with you.

Patrick Kabambe
Chief Executive Officer
Public Private Partnership Commission

1 PUBLIC PRIVATE PARTNERSHIP COMMISSION OFFICE COMPLEX

1.1. Project Description

The project entails the development of a Public-Private Partnership (PPP) office complex situated in Blantyre City. This complex will not only serve as the headquarters for the PPP Commission but will also include additional spaces designed to accommodate various tenants, including banks, travel agencies, and insurance companies. The project is structured under a Design-Build-Finance-Operate-Maintain (DBFOM) model. This approach allows for a streamlined process where the private sector is responsible for the entire lifecycle of the project, from the initial design and construction phases to the ongoing operation and maintenance. As part of this arrangement, the private entity will have specific obligations, which encompass not only the construction of the office spaces but also the provision of ancillary services. These services may include maintenance of common areas, security, cleaning, and other essential facilities management tasks. Furthermore, the private party is required to ensure both preventative and reactive maintenance of the complex to guarantee its operational efficiency and longevity. The establishment of this office complex is expected to enhance the business environment in Blantyre City, offering modern facilities that cater to the needs of various organizations while promoting economic growth in the region.

1.2. Project Location

The project is located in Blantyre City, Malawi's major commercial city and a strategic location for the complex and other key businesses that will be operating in the complex.

1.3. Benefits of the Project/Alignment of Project to Government Goals

The construction of the PPP office complex in Blantyre City offers numerous benefits to Malawi, particularly to the fulfilment of the National Development Strategy, Malawi Vision 2063, which aims to transform Malawi into a prosperous and self-reliant nation. Firstly, by owning the property, by the end of the contract period, the PPPC would have eliminated recurring rental costs, which can be significant over the long term. The PPPC will also benefit from lower operational costs compared to ongoing lease payments. Secondly, given the mandate of PPPC, and role in the facilitation of PPP projects, the project will serve as a benchmark for successful office infrastructure PPP projects and will greatly impact wider acceptability and popularity of PPPs in Malawi. The office complex will serve as a permanent headquarters, fostering a sense of identity and stability for PPPC, which is particularly valuable for future long-term projects or partnerships. Additionally, the project will create job opportunities directly during the construction phase and indirectly through the various businesses that will occupy the space, including banks, travel agencies, and insurance companies. The establishment of the office complex will also attract local and foreign investments, enhancing the business environment in Malawi. By providing modern office facilities equipped with necessary amenities, the complex will encourage more businesses to set up operations in Blantyre, which is a strategic economic hub. The PPP model also encourages collaboration between the public and private sectors, enhancing governance and accountability in public service delivery, which is crucial for achieving the broader goals outlined in Malawi Vision 2063.

1.4. Financial Requirements

Lettable space of 5520m^2, out of which 2354m^2 will be allocated to PPPC. Construction period 20 months, the payback period is 20 years 2 months, bringing the total concession period of 22 years. Total project costs are USD 18.1 million, 70% being debt and 30% equity.

1.5. Project Feasibility

The project feasibility study showed that this project could be procured as a PPP. Specifically, the following aspects were covered:

Technical Feasibility	Completed
Feasibility Study	Completed
Environmental Impact Assessment	Completed
Technical Designs	To be done by the private party
Market Feasibility Study	Completed

2 CONSTRUCTION OF AN INTERNATIONAL BUS TERMINAL IN LILONGWE

2.1. Project Description

The increase of population and traffic in the two cities of Lilongwe and Blantyre has led to inadequate public car parking facilities and terminals for both local and international buses following the high rate of urbanization and rural-urban migration. The facility that is being used as a bus terminal in Lilongwe, in the interim, does not have the right amenities to support ease in connectivity and improve trading activities. This project is therefore designed to improve public transport infrastructure, ease traffic congestion, provide a healthy living and working environment and manage the degradation of the environment.

The project will construct a four-storey bus terminal in Lilongwe for both local and international buses. The first floor will be used for taxi bays and city line buses, the second floor will be for local buses travelling outside the city but within Malawi, the third floor will be for the international buses and the fourth floor will be for passengers' lounges with various amenities such as shops, cafes, restaurants, money bureaus, ATMs and washrooms. The project will also construct two seven-storey hotels and two five-storey parkades each with a 500-vehicle capacity. Further, the project will also construct a fly over road connecting the bus depot with the Wenela market.

2.2. Project Location

In Lilongwe, the project is located in area 1, along Malangalanga road, replacing the central market and bus depot. The location of the project is quite strategic as it is easily accessible through the road network. It has direct connection points to international corridors such as Mchinji road that connects Malawi to Zambia through Chipata.

2.3. Benefits of the Project/Alignment of Project to Government Goals

The project is expected to develop and maintain a bus depot of international standard and parkade with proper facilities necessary for local and international travel. In addition, the project will provide modern booking, storage, and communication and internet facilities within the terminal and improve the level of service available such as luggage handling, ticketing, boarding and disembarking bays, customer service and decent public toilet facilities. It will also provide high quality security services to ensure the safety of passengers and all users and increase economically viable activities such as food courts, internet cafes, pharmacy shops, coffee shops and forex bureaus for both arrival and departure terminals. The project will further provide a better link of minibuses and taxis to and from the terminal. The success of this project will also serve as an anchor for the Economic Infrastructure Pillar which focusses on sustainable infrastructure development as a catalyst for growth.

2.4. Financial Requirements

The project will require US$42.1 million in capital investment with 80% debt and 20% equity. The financial analysis also showed an Internal Rate of Return (IRR) of 24%, and Net Present Value (NPV) of US$38.6 million. The project will be implemented through a Build Operate and Transfer (BOT) model, with a concession period of 15 years.

2.5. Project Feasibility

A feasibility study was conducted, and the project was found to be feasible as a PPP, as follows:

Technical Feasibility	Completed
Feasibility Study	completed
Environmental Impact Assessment	completed
Technical Designs	To be done by the private party
Market Feasibility Study	completed

3 CONSTRUCTION OF LILONGWE COMMUNITY CENTRE

3.1. Project Description

Based on the results of Malawi's 2018 Population Census, Lilongwe city, with a population of approximately 989,318 people representing 5.6% of the national population (Population and Housing Census 2018: NSO) became the country's largest city in terms of urban human statistics. Evidently, this city boasts of the largest and fastest growing population which brings with it the challenges and complexities of rapid urbanization.

Due to rapid population and urbanization growth, Lilongwe's public spaces are in danger. A boom in commercial activities in strategic areas of the city has led to some open spaces or public land that were initially planned for recreation being squatted upon or being utilized for a different purpose all together (change of use). The fewer public spaces available for City dwellers lack adequate facilities to support their users.

Among its many functions, Lilongwe City Council is legally mandated to provide public amenities that offer space for conventions, recreation, culture and leisure services within its area of jurisdiction. The city does not currently have any major functional public conventions and recreation facilities save for few small private parks and dilapidated open spaces with inadequate and dysfunctional recreational facilities.

Currently, Lilongwe City has one Community Centre which is not in good condition. With a bumpy and dusty football pitch, crumbling terraces, the facility can only host Central Region Volleyball League official games and training sessions, church services in the dilapidated hall while a few students patronise the library because it has inadequate furniture and books.

In line with the vision of the LCC, the Council plans to revitalize this facility into a centre of excellence with capacity to offer city citizens a wide range of Services including Conventional, recreational, education and entertainment and leisure services which are currently in great demand. The pitch will be designed to accommodate several sports disciplines such as athletics, high jump, long jump, javelin, short put, gymnastics, para-athletics and indoor games. The project will also have shops for sports equipment and materials, restaurants, tuck shops, library, hall and offices.

3.2. Project Location

Area 1, Old Town – Lilongwe City. The site is publicly owned and centrally located.

3.3. Benefits of the Project/Alignment of Project to Government Goals

The project aligns with Malawi 2063 Vision Pillar 3: Urbanization focusing on infrastructure and inclusive development, supports SDG 3 (Good Health and Well-being) and SDG 4 (Quality Education), and advances Lilongwe City Council's Strategic Goals, including enhanced revenue generation, private sector collaboration, and improved public service delivery.

Other Benefits of the project include reduces crime and substance abuse among adolescents by offering a structured and safe recreational environment, improved health, social cohesion, and civic engagement across communities and enhanced capacity for hosting regional sports and cultural events.

3.4. Financial Requirements

The project has a total capital cost of USD 16,762,603.92 which includes the construction of modern sports and recreational infrastructure such as a 20,000-capacity stadium, shops and a library. The project will take form of a Design-Build-Operate-Transfer (DBOT) with a 15-year concession period.

3.5. Project Feasibility

Technical feasibility concluded that the project is viable using the Public Private Partnership framework. The following aspects were covered in the study:

Technical Feasibility	Completed
Feasibility Study	completed
Environmental Impact Assessment	completed
Technical Designs	To be done by the private party
Market Feasibility Study	completed

4 CONSTRUCTION OF MITC ONE-STOP CENTRE

4.1. Project Description

The Malawi Investment and Trade Centre (MITC) is mandated by the Investment and Export Promotion Act 2012 to promote investment and trade in the country. It serves as a strategic institution that fosters investment and trade opportunities while branding Malawi as the premier destination for foreign direct investment. It is responsible for registering foreign investments and coordinating registration processes through its One Stop Services Centre. Through this Centre, MITC also aids investors in accessing land, business permits, and the essential support needed to establish their businesses in the country. Additionally, the Centre has a trade function that enhances product development, capacity building, and market access.

Malawi Investment and Trade Centre plans to construct a six-storey ultra-modern office building yielding a handsome 12,500 square meters of office space and 233 parking slots. The building will have an appealing theme with a decorative finish in the form of modern aluminium panelling and curtain walling. Another outstanding feature will be a rooftop solar farm that will generate electricity to the main grid on a reverse meter basis.

4.2. Project Location

The building will be constructed in the City Centre of the Capital City of Malawi (Lilongwe). It will be situated at a prime location along the Presidential Way.

4.3. Benefits of the Project/Alignment of Project to Government Goals

The head office will house the MITC and all relevant institutions that facilitate investment and trade in the country. The One Stop Centre will ensure the implementation of an improved delivery system of public services which will be done efficiently and comprehensively. This project will also contribute to the Economic Infrastructure Enabler of the MW Vision 2063 though sustainable infrastructure development in the city.

4.4. Financial Requirements

The estimated Capital Expenditure Requirement for the proposed project is estimated USD 29,024,495. The revenue for the Property will be generated from two sources:

- Office Space – the property will have a total of 9 940 square metres which will be available for letting as office space.
- Car Parking – the property will have 233 car parking slots, and these will be paid for separately by tenants in the building.

4.5. Proposed Investment Model

The government's preference is to develop the project through a PPP arrangement. The project will be implemented following a Design-Build-Finance-Operate-Transfer (DBFOT) model. The Private Partner will be responsible for the finance, design, construction under a turnkey risk basis, operation and maintenance of the project for a specified period, after which the project facilities will be transferred to the Contracting Authority (MITC) without compensation. In this model, the Private Partner will recover their investment and operating and maintenance expenses plus a commercial return thereon, through rentals directly from the users of the different components of the office complex (lettable offices and car slots), as specified in the PPP agreement. The concession period is envisaged to be 25 years.

4.6. Project Feasibility

A Feasibility Study was conducted for this project which aimed to assess the overall feasibility of the development and implementation of the MITC One-Stop Centre under a PPP framework. The Feasibility Study included an international benchmark study for similar office building PPP projects, a Technical, Environmental, Legal and Regulatory assessment of the project; a comprehensive assessment of all the risks encountered by the project during its lifecycle; a Financial assessment and Modelling of the project reflecting optimal design parameters; a Value-for-Money (VFM) and Affordability Analysis; and Payment mechanisms and MITC potential share of profit. The Feasibility Study concluded that the project is feasible under a PPP arrangement as detailed above in the proposed investment model.

5 DEVELOPMENT, INVESTMENT AND MANAGEMENT OF THE NATIONAL HERBARIUM BOTANICAL GARDENS

5.1. Project Description

National Herbarium and Botanic Gardens would like to redevelop the three botanic areas as a way of developing and preserving the flora and endangered species. This project shall involve the development of Zomba, Lilongwe & Mzuzu Botanical Gardens under a PPP arrangement where a private partner will operate the botanic gardens for a specified period.

The objective of the project is to improve the development of the botanic gardens for the National Herbarium and Botanic Gardens (NHBG) to foster a harmonious balance between nature conservation ecological preservation and public education infrastructure development. The development is envisioned to include a variety of landscapes and facilities that will not only conserve a diverse range of flora and fauna plant species but also offer nature educational programs, and botanical and horticultural research opportunities to members of staff, local and international biodiversity researchers.

5.2. Project Location

The botanical gardens are in Lilongwe – in the central region of Malawi, Zomba – in the eastern region of Malawi and Mzuzu- in the northern region of Malawi.

5.3. Benefits of the Project/Alignment of Project to Government Goals

The project will make the existing botanical gardens more attractive to their clients as the investment will include learning centres, amphitheatres, trails and restaurants.

These botanic gardens are intended to serve as a sanctuary for biodiversity, facilitating the conservation of both local and exotic flora, including fauna that are found therein. By doing so, they will enhance the NHBG's capacity to support its conservation efforts and provide a resource for scientific research, while also creating spaces for public enjoyment and learning. These investments in botanic gardens will enable the NHBG to enhance its quality of services as a centre for botanical research, education and conservation. The development of hospitality infrastructure in the botanical gardens will also enhance the ability of NHBG to attract visitors and guests for leisure and business engagements in tranquil and natural environments. This will enhance the capacity of NHBG to generate revenues and sustain its operations in the future.

The proposed infrastructure development in the botanic gardens will include various features such as themed gardens, greenhouses, research and educational facilities, retail spaces, and recreational/eco-tourism facilities. This project has the benefit of forex generation as it will bring more international tourists. There is potential for additional revenue through carbon credits that can be generated through this project.

5.4. Financial Requirements

The project is expected to be financed using public-private partnership financing and the capital expenditure is estimated at USD15,732,562with the breakdown of each botanic garden being as follows:

Lilongwe: USD4.595,693
Mzuzu: USD6,890,189
Zomba: USD4,246,681

5.5. Proposed Investment Model

The Government's preference is to develop the project through a PPP arrangement. The project will be implemented following a Design-Build-Finance-Operate-Maintain (DBFOM) model. The Private Partner will be responsible for the finance, design, construction under a turnkey risk basis, operation and maintenance of the project for a specified period, after which the project facilities will be transferred to the Contracting Authority without payment of any compensation. In this model, the Private Partner will recover their investment and operating and maintenance expenses plus a commercial return thereon, through user fees. The concession period is envisaged to be 30 years.

5.6. Project Feasibility

The feasibility study for the Botanical Gardens project, undertaken within the proposed model concludes with a compelling evaluation of the project's prospective outcomes. Through meticulous examination across various scenarios and financial models, the analysis found that the project achieves profitability for private stakeholders while delivering value for the public sector.

The examination of the different configurations evaluated for the implementation of the Botanical Gardens project under a DBFOM scheme demonstrates that the project is viable with an equity IRR of 33.69%, indicating reasonable returns for equity investors.

The project IRR also suggests that it is expected to generate sufficient revenue to cover both operational and capital costs, thereby rewarding the investment comprehensively. The satisfactory minimum ADSCR further reinforces the project's ability to meet its debt obligations, ensuring confidence among lenders and financial institutions.

Possible Generation of Carbon Credits

NHBG has a total of 638 hectares (15 hectares in Zomba, 98 hectares in Lilongwe and 525 hectares in Mzuzu) of developed forests and woodlands of mainly indigenous trees. These trees capture a significant amount of carbon dioxide from the atmosphere and at the same time-release high levels of oxygen as part of the photosynthesis process. Using current carbon markets forest valuation models, it is expected that NHBG has high potential to generate carbon credits from its forests and trade these in international carbon markets to generate significant revenue and cash flow streams under the Malawi Carbon Markets Initiative.

6 CONSTRUCTION OF 300 STAFF HOUSES, RECREATION FACILITY, AND SHOPPING COMPLEX FOR MALAWI UNIVERSITY OF SCIENCE AND TECHNOLOGY (MUST)

6.1. Project Description

The Malawi University of Science and Technology (MUST) is the newest public university in Malawi which was established on 17th December 2012 and started its operations and enrolment in April 2014. Its vision is to be "a world-class centre of science and technology education, research and entrepreneurship" through the provision of a conducive environment for quality education, training, research, entrepreneurship and outreach activities.

The Government wishes to implement the Staff Housing, Recreation Facility and Shopping Complex Project through a public-private partnership financing arrangement. Through this, the Government hopes to optimise the efficient delivery of the following services for the staff members and students at MUST:

- Accommodation facilities (300 staff houses)
- Recreation facility includes amenities such as a gymnasium, indoor sports activities, and other entertainment and athletic facilities.
- The Shopping complex includes shops, restaurants, salons and other establishments and a parking area.

The University's consideration of PPPs is in line with the following policy and legal instruments:

- Public Private Partnership Act (2022)
- Malawi 2063 Agenda through the Malawi Implementation Plan I (MIP 1)
- Sustainable Development Goals (2016 – 2030)

6.2. Project Location

Land for this housing estate project will be allotted within the MUST main campus in Thyolo District – Southern Region of Malawi.

6.3. Benefits of the Project/Alignment of Project to Government Goals

The University's primary goal of the project is to provide quality; sufficient well managed and well-maintained staff houses at a reasonable price; a recreation facility to promote active lifestyles for the staff members and students and a shopping complex that will provide an easy and convenient shopping area and other associated services.
The University would prefer that this project be completed as soon as possible to alleviate some of these accommodation challenges and inadequate recreational facilities the students and staff members are facing.

6.4. Financial Requirements

The total budget for the proposed project will be dependent on the feasibility study that is currently being undertaken.

6.5. Proposed Investment Model

The government's preference is to develop the project through a PPP arrangement. The project will be implemented following a build operate and transfer model. The private partner will recover their investment plus a commercial return thereon and transfer the underlying stake to MUST after the contract period.

6.6. Project Feasibility

The feasibility study for this project is currently being conducted.

7 ESTABLISHING RENAL DIALYSIS UNITS IN CENTRAL HOSPITALS

7.1. Project Description

Non-Communicable Diseases (NCDs) are increasingly contributing to the disease burden in Malawi. NCDs are the second leading cause of deaths in adults after HIV/AIDS in the country, accounting for 28% of all deaths. One of the emerging NCD is chronic kidney disease (CKD) which is caused by factors such as diabetes, hypertension, sepsis, and motor vehicle crashes (MVCs). In fact, there is a rising demand for dialysis services due to increasing numbers of kidney disease patients and Acute Kidney Injury (AKI) cases.

Access to basic medical services for acute kidney disorders imposes significant health and financial burden on patients, who most usually need to travel long distances, and incur additional non-medical costs, consequently discouraging utilization. There are very few dialysis machines in the country against the demand, which is currently estimated at 3,000 patients, with only two public facilities catering to a total of around 34 patients per day providing services free of cost. In addition, there is a huge waiting list at both the hospitals, consisting of over 100 patients, which needs to be addressed immediately. Further, three private dialysis centres operate in the central and southern region of Malawi with 19 operational dialysis machines providing private dialysis services for patients. Together, these private setups cater to 38 patients, with each machine having two sessions per day. This highlights the lack of dialysis machines in the country and places a huge burden on service delivery without the right human resources for kidney service management. It is for this reason that the Ministry proposes to engage a private partner through a Public-Private Partnership to establish renal dialysis units in all the Central Hospitals.

7.2. Project Objectives

The proposed project aims to improve renal dialysis services and access by those with kidney disease and injuries. This is expected to result in improved access to specialized care which will reduce external referrals that require more financial resources. Through this initiative, the Government intends to optimize efficient delivery of healthcare services for kidney disease care by leveraging the private sector's technical expertise and financial capability. Furthermore, improved efficiency, access and quality of renal dialysis will entail reduced mortality rates for renal dialysis patients and improved financial risk protection, especially for the poor.

The Renal Dialysis Units, which will be established in each of the four Central Hospitals in the country namely; Kamuzu Central Hospital (KCH), Queen Elizabeth Central Hospital (QECH), Zomba Central Hospital (ZCH) and Mzuzu Central Hospital (MCH), is expected to handle almost 1,000 patients at a minimum annually distributed per site as follows:-

Site	Machines Added	Patients treated annually
KCH	65	364
QECH	40	224
ZCH	34	190
MCH	34	190
Project Total	173	969

Each facility will be a fully integrated, standalone unit equipped to function like a comprehensive setup. The facility will include essential supporting services such as Intensive Care Unit (ICU), treatment/procedure rooms, and both in-patient and out-patient beds or chairs equipped with the necessary dialysis machines and consumables to ensure uninterrupted service delivery.

7.3. Project Location

The Ministry of Health along with the central hospitals have identified land parcels as below:

- 1.0057 ha (approximately 2.48 acres) of land at KCH (Lilongwe)
- 0.06 ha (approximately 0.15 acres) of land at QECH (Blantyre)
- 0.3 ha (approximately 0.74 acres) of land 4.7kms from ZCH (Zomba)
- 0.715 ha (approximately 1.76 acres) of land at MCH (Mzuzu)

The respective Dialysis Centres will serve the catchment areas of the Central Hospitals.

7.4. Benefits of the Project/Alignment of Project to Government Goals

The project is aligned to several existing policies such as Malawi Agenda 2063, which encourages use of PPPs to achieve the national development goals, the National Health Policy (2018-2030), The Health Sector Strategic Plan III (2023-2030), the PPP Act (2022) and the PPP Policy (2011).

The proposed project will result into improved access to renal dialysis services and efficient management of kidney disease patients. It is envisaged that PPP schemes in healthcare, specifically in regard to medical equipment, can contribute to technological innovation and help improve the availability of technologies that meet the health needs of the population.

7.5. Proposed Investment Model

The broad hard and soft development costs of the project (excluding land) have been estimated as follows:-

Site	Million USD
KCH	6.4
QECH	3.7
ZCH	4,2
MCH	4,1
Project Total	18.4

7.6. Project Feasibility

The project is proposed to be based on the DBFOT PPP model where the private developer, through its SPV, would be given the right to design, build, finance, operate and maintain the facility, and finally transfer the assets at the end of the concession period to the individual hospitals.

8 PROVISION OF PURPOSE- BUILT STUDENTS ACCOMMODATION IN PUBLIC UNIVERSITIES

8.1. Project Description

Following an increase in the number of enrollments in public Universities without a corresponding expansion in decent accommodation facilities, the Commission, on behalf of the Government of Malawi through the Ministry of Education has been working towards providing comprehensive accommodation facilities (hostels) and associated services through a Public Private Partnership (PPP) Framework.

Public Universities require additional student accommodation in varying degrees and sizes. Some of these Universities have more than one Campus and student accommodation would be required in all the campuses. The Public Universities are: Lilongwe University of Agriculture and Natural Resources (LUANAR), Malawi University of Science and Technology (MUST), University of Malawi (UNIMA), Malawi University of Business and Applied Sciences MUBAS and Kamuzu University of Health Sciences (KUHES). Through this project the primary goal of the Government of Malawi is to increase admissions to public Universities in Malawi against the backdrop of a significant number of eligible students failing to get into tertiary education. The Government would like to achieve this objective by providing quality, sufficient, well-managed and well-maintained student accommodation (hostels) at a reasonable price.

8.2. Project Objectives

Under an ongoing process, Investors have been identified for some sites while Investors for other sites are yet to be procured. The Commission has engaged the IFC as transaction advisors to assist with the identification of investors for MUST, MUBAS and UNIMA projects. The breakdown for required bed space across all the universities is as follows:-

University	Bedspace Required
LUANAR	8,060
MUST	2,400
UNIMA	7,050
MUBAS	5,000
KUHES	5,714
Project Total	26,224

8.3. Project Location

The locations for the Project sites are as follows:-

Central region

- Lilongwe University of Agriculture and Natural Resources (LUANAR) in Lilongwe
- Kamuzu University of Health Sciences (KUHES) in Lilongwe

Southern region

- Malawi University of Science and Technology (MUST) in Thyolo
- University of Malawi (UNIMA) in Zomba,
- Malawi University of Business and Applied Sciences (MUBAS) in Blantyre
- Kamuzu University of Health Sciences (KUHES) in Blantyre.

8.4. Benefits of the Project/Alignment of Project to Government Goals

Overall, the Project is expected to contribute to the Human Capital Development pillar of the Malawi Vision 2063 and the Malawi Implentation Plan I, as well as contributing to sector plans and strategies.

It is noted that students who are not resident on campus face a lot of challenges such as:

a. Unacceptable living conditions such as poor-quality structures, overcrowding of students which is conducive to the spread of communicable diseases, unfair tenancy agreements, and unsafe environment
b. Long distances from constituent colleges This results in: -
    i. Late reporting for classes and failure to report for classes especially during rainy season.
    i. Failure to make good use of recreational and academic facilities.
    i. Difficulty in finding accommodation due to limited availability of the private accommodation facilities

It is anticipated that the hostels to be provided under this project shall eliminate these problems.

8.5. Financial Requirements

The financial requirement for developing hostels across the 5 universities is estimated to be in the region of 100-150 million USD. The project stands to benefit from import duty waivers on imported construction materials under the Tariff Order of 2024, subject to compliance with the requirements in the Order. This would result in lower construction costs.

8.6. Proposed Investment Model

The Government's preference is to develop the project through a Build-Operate and Transfer (BOT) model. The investor will establish a Special Purpose Vehicle (SPV) which shall be responsible for the design, build, financing, operation and maintenance of the hostel facilities for a specified number of years.

8.7. Project Feasibility

A Feasibility Study for the Students Accommodation project was completed in 2015. However, with the passage of time and continuous evolvement of the higher education sector, IFC, as a Transaction Advisor, are working on updating the Feasibility Studies for MUST, MUBAS and UNIMA. Hence, the Project Feasibility status is as follows:

	Component	**Status**
1	Technical Feasibility	Completed
2	Feasibility Study	Completed
3	Preliminary EIA	Completed
4	Technical Designs	To be completed by private investor
5	Licenses	N/A
6	Market Feasibility Study	Completed

9 CONSTRUCTION OF WENELA MODERN MULTI-STOREY MARKET IN LILONGWE

9.1. Project Description

The Wenela market project is one of the project concepts emanating from the Lilongwe City Council Strategic Plan (2020/21 to 2024/25). This is in response to one of the strategic objectives, namely, "to create a conducive environment for the growth and development of trade and industry in the City." Currently, the Council has four markets in the Central Business District (CBD) namely Central, Tsoka, Lizulu and Area 3 Markets. However, over time the city has experienced rapid urbanization such that the existing markets are overcrowded with traders. The congestion of traders in the markets has led to some of the traders plying their businesses in the streets. As such, there is an imperative need for new and improved infrastructure to accommodate these traders.

9.2. Project Objectives

The project is set to develop a multi-storey modern market and office complex that will accommodate 15,000 vendors and 3,000 small scale businesses respectively, providing them with requisite infrastructure and environment for business growth. There will also be a parkade where customers and goods delivery vehicles will park and a minibus depot to accommodate those using public transport. Lilongwe City Council has marked this project as a priority as it will transform the city with modern infrastructure and economic opportunities for the urban population.

The project will have the following components:

i. Multi-storey to accommodate 10,000 vendors which will be used for selling hardware items, farm produce and food items, cosmetics and groceries and restaurants.
ii. Multi-storey shops and offices to accommodate 3,000 indigenous local businesses.
iii. Multi-storey car parkade to accommodate 2,000 cars
iv. A mini minibus terminal with a capacity to have 60 minibuses and taxis at a time.

9.3. Project Location

The Wenela Complex is situated in Area 4 and it is bordered by the Plant & Vehicle Hire Organization – PVHO, Immigration and Design Printers to the East. The place is ideal for business because it is located the busiest places of the city, the Central Business District (CBD). It is near Immigration and Road Traffic offices which are overcrowded most of the times. It is also within walking distances from some of the major shopping malls in the city namely; Game, Shoprite and Chipiku Stores. Aside from that, the Complex is accessible through robust road network which comprise of Paul Kagame Road, Kenyatta Drive and Kamuzu Procession Road (M1).

9.4. Benefits of the Project/Alignment of Project to Government Goals

The overall objective of the project is to develop suitable infrastructures in the city that provide an avenue for hope and economic growth for the majority of the urban population, which is also living in poverty, thereby increasing access of goods including food crops to all city residents.

The project will also be pivotal in reducing street vending in the Central Business District of the City, improving the revenue of the Council by 30% annually through market fees, shop rentals, license fees and parking as well as departure fees and improving space and hygiene and outlook at the mentioned area above. The project will also significantly reduce urban poverty by creating employment as many youths will be employed as shop attendants or salespeople in the shops constructed at the market.

9.5. Financial Requirements

The project is expected to require US$40.7 million in capital investment. Government preference is to develop the project through PPP arrangement. The project will be implemented following a Build, Operate and Transfer (BOT) model with a 15-year-long concession.

9.6. Project Feasibility

A feasibility study was conducted for the project and the conclusion from the results was that this project is feasible as a PPP. The following aspects were analysed during the feasibility study; technical, social, environmental, legal, risk, financial, market analysis, affordability and value for money analysis. The results from the financial analysis showed an Internal Rate of Return (IRR) of 27%. The project exhibits both positive and negative effects in the economic, social and environmental spheres. These effects have been analyzed and have demonstrated that the benefits outweigh the negative aspects of the project.

10 DEVELOPMENT AND MANAGEMENT OF MWABVI WILDLIFE RESERVE

10.1. Project Description

The Government of Malawi through the Ministry of Tourism (MoT) and the Department of National Parks and Wildlife (DNPW) are seeking to introduce the management and infrastructure development of Mwabvi Wildlife Reserve. The aim is to unlock the untapped potential and secure the long-term feasibility and financial sustainability of protected area management. The Mwabvi Wildlife Reserve project is under the tourism sector of Malawi. This protected area is the smallest reserve in Malawi and it needs management and infrastructure investment. There is an option available for a joint management contract with the investor. The Government would like to achieve the objectives of this project under a PPP arrangement where a private party will be responsible for operating and managing the reserve.

10.2. Project Location

Mwabvi Wildlife Reserve is in the Southern Region of Malawi lying entirely within the Lower Shire valley district of Nsanje. It is accessed through the tarmac road from Chikwawa (M8) to Nsanje Boma connecting to Mwabvi at Bangula or Sorgin on earth road with the distance of about 6 km to the park entrance at Migudu camp.

A major project happening in close proximity with the Reserve is the Shire Valley Transformation Project (SVTP), a project that will irrigate 43,370 hectares of land by extracting water from the Shire River at Kapichira Dam in Chikwawa and transmitting it to the irrigable area in Chikwawa and Nsanje districts through canals. The water will be transmitted from Kapichira Dam in Chikwawa to Bangula in Nsanje where Mwabvi Wildlife Reserve is.

10.3. Benefits of the Project/Alignment of Project to Government Goals

The policy and legal framework of Malawi provide an enabling environment for the involvement of the private sector and other stakeholders in the conservation and management of wildlife. Overall, there is paradigm shift in the way conservation is now viewed, from the traditional preservation approach to a new view approach where wildlife conservation has to contribute to overall socio-economic development and improvement of livelihoods for the adjacent surrounding communities. The Malawi Growth and Development Strategy (MGDS) has taken wildlife conservation and management as a growth sector that can contribute towards the GDP (Malawi Growth Development Strategy III and Malawi 2063).27

Based on the Tourism sector's vision and the department's objectives, the benefits of Mwabvi Wildlife Reserve project include:

- Increased number of wildlife
- Improved infrastructure development
- Reduced number of poaching incidences
- Increased tourist opportunities
- Increased tourist numbers
- Increased revenue collection
- Increased visibility on the map as a tourist destination for both local and international Market
- Improved service delivery

10.4. Financial Requirements

The following are the project's estimated financial requirements:

Project cost is estimated at US$ 11 Million, this includes both capital and operating expenditure. The project's internal rate of return is 15.05%.

10.5. Proposed Investment Model

Government's preference is to develop Mwabvi Wildlife Reserve through a Design Build Finance Operate Maintain and Transfer PPP arrangement. This is a cooperative arrangement and the PPP contract for Mwabvi should run for a term of 30 years.

10.6. Project Feasibility

A feasibility study was undertaken and the project deemed PPP feasible. The following components were evaluated

	Component	**Status**
1	Technical Feasibility	Completed
2	Feasibility Study	Completed
3	Preliminary Environmental Impact Assessment	Completed
4	Technical Designs	To be completed by private investor
5	Licenses	N/A
6	Market Feasibility Study	Completed

11 DEVELOPMENT OF GOLDEN SANDS ECO-LODGE IN THE LAKE MALAWI NATIONAL PARK

11.1. Project Description

The Government of Malawi through the Ministry of Tourism (MoT) and the Department of National Parks and Wildlife (DNPW) are seeking to introduce eco-tourism by means of the development of eco-lodges within Lake Malawi National Park. This project is under the Tourism sector of Malawi. Lake Malawi National Park was designated as UNESCO World Heritage site in 1984 for its natural beauty and outstanding biodiversity values. Lake Malawi is of global importance for biodiversity conservation due particularly to its fish diversity and clear waters. These unique features Lake Malawi National Park possess give it a competitive advantage over other parks in the country. The aim for the introduction of eco-lodges in the Park is to unlock the untapped potential and secure the long-term feasibility and financial sustainability of nature-based tourism and protected area management. The private party is expected to develop, finance, manage, operate and eventually transfer through a Public Private Partnership agreement.

The area is well known for tourism in the world which has a trademark name "Cape Maclear". The ecotourism site is named Golden sands.

Golden Sands

The envisaged project should be an exclusive, deluxe eco lodge offering a unique and scenic beach environment built utilizing local materials. The development is envisaged to be a 4-5 star eco lodge with a capacity of 40-60 rooms; Conference facility occupying with a capacity of 100 people. The infrastructure will require green and climate controlling facilities.

The development should aim to ensure that the eco lodge is well integrated within the surrounding lake environment. The facilities should be based on an understanding of the ecolodge context and should employ a lot of creativity and innovation based on ecotourism and sustainable infrastructure design. The development should have minimal impact on the natural surroundings and fits in into the physical environment with particular attention to design and landscaping as well as building materials.

The facility should also include additional activities like Scuba diving, snorkeling, kayaking, swimming, hiking, sport fishing, zipline, glass bottom boat rides, sunset viewing, playground rides (slides, see-saws, swings), photography and cultural activities that primarily integrate community participation.

11.2. Project Location

Lake Malawi National Park is located at the southern end of the great expanse of Lake Malawi. The property is an area of exceptional natural beauty with the rugged landscapes around it contrasting with the remarkably clear waters of the lake.

Golden Sands is in Cape Maclear which is a town in the Mangochi District of Malawi's Southern Region. The town, on the Nankumba Peninsula, is on the southern shore of Lake Malawi and is the busiest resort on Lake Malawi. Cape Maclear is close to the islands of Domwe, Thumbwe and Mumbo Island on Lake Malawi, and is in Lake Malawi National Park.

The investor is expected to bring in the amenities and new construction on the site. The existing Eco-tourism facilities around the area include:

a. Kayak Africa
Operates a unique truly eco-friendly tourism infrastructure on Mumbo and Domwe Islands. Kayak offers such activities as kayaking around the island, swimming, snorkeling and bird watching. It also offers a magnificent getaway for couples on honeymoon.

b. Blue Zebra Island Lodge
Located on the Maleri Islands in Salima District, this Lodge provides up-market accommodation for visitors. Activities include boat cruises, kayaking, snorkeling, swimming, birding, and nature trail walks.

c. Pumulani Lodge

This is the most up-market facility in the park, located on the South-Western corner of the Park. Owned by Robin Pope Safaris, it offers a freshwater experience to their clients largely coming from upland bush safaris in South Luangwa National Park and other Protected Areas in Zambia and Malawi.

11.3. Benefits of the Project/Alignment of Project to Government Goals

The Government of Malawi identifies the Tourism sector as a key driver for sustainable economic growth and development in the country (Malawi Growth Development Strategy III and Malawi 2063). MW2063 will be operationalized through ten-year implementation plans, the first of which is Malawi Investment Plan (MIP 1). MIP 1 aims at helping Malawi to raise the country's income status to lower-middle level by 2030. Tourism will contribute to this goal by becoming one of the key economic activities in the development of the secondary cities.

This eco-tourism project is expected to provide quality eco-tourism products with complementary commercial facilities with the following minimum facilities and services:

Adequate lodging facilities catering for various tourist categories such as low budget and high end;

Uninterrupted quality power supply and such other services required for the project like mobile network, water supply, internal roads, boat transfers etc;

Corporate social responsibilities for the surrounding communities e.g. employment, income generating activities, purchase of local food stuffs and other materials etc.

High quality facility management and maintenance services

The project will therefore contribute significantly to Malawi's improved infrastructure development. Additionally, the Eco-Lodge will improve ecotourism service delivery and increased revenue from the tourism sector through visitor's occupancy and park revenue from the ecotourism services. This project will also increase Malawi's visibility as a tourist destination for both local and international market, which has a positive impact on forex generation from international tourists.

11.4. Financial Requirements

Total project cost is estimated at around US$24 Million. The proposed Financing Structure for the project is combination of debt and equity.

11.6. Project Feasibility

Government's preference is to develop both the Golden Sands project through a Design, Build, Finance, Operate, Maintain and Transfer PPP arrangement. A feasibility study was conducted and finalized as indicated below:

	Component	Status
1	Technical Feasibility	Completed
2	Feasibility Study	Completed
3	Preliminary Environmental Impact Assessment	Completed
4	Technical Designs	To be completed by private investor
5	Licenses	N/A
6	Market Feasibility Study	Completed

12 DEVELOPMENT OF ILALA GAP ECO LODGE

12.1. Project Description

Ilala Gap is a small strip of water between Domwe Island and the mainland of the Nankumba Peninsula within Lake Malawi National Park. It provides a scenic view of both Domwe Island and the historic MV Ilala vessel, which traverses Lake Malawi. The project involves the development of a middle-market eco-lodge designed to blend into the natural environment. The proposed facility will include green and climate-sensitive infrastructure, offering accommodation, a restaurant and bar, reception, and tented guest areas. The eco-lodge will promote sustainable tourism and low-impact development in a globally recognized World Heritage Site.

12.2. Project Location

Nankumba Peninsula, Mangochi District, within Lake Malawi National Park (a World Heritage Site).

12.3. Benefits of the Project/Alignment of Project to Government Goals

This project aligns with Malawi Vision 2063 and MIP-1 by supporting tourism led development, environmental conservation, and regional economic diversification. It is expected to increase tourist arrivals, generate foreign exchange, create jobs, and enhance Malawi's image as a premier eco-tourism destination. It will also support community livelihoods through local sourcing and cultural integration activities. The development is consistent with SDGs 8 (Decent Work), 12 (Responsible Consumption), and 15 (Life on Land).

12.4. Financial Requirements

The project's total Capital Investment is USD 348,303.45 with an Internal Rate of Return (IRR) of 25.3%.

12.5. Proposed Investment Model

Design-Build-Finance-Operate-Maintain-Transfer (DBFOMT) with a concession period of 20 years (subject to 5-year reviews). The private partner will recover investment through commercial operation of the eco-lodge

12.6. Project Feasibility

The project has been deemed feasible based on technical, environmental, legal, and financial assessments. A full feasibility study, including ESIA and market analysis, has been completed.

13 DEVELOPMENT OF MFULA BEACH ECO LODGE

13.1. Project Description

Mfula Beach is a newly discovered, undeveloped site along Lake Malawi with striking sandy shores and rocky outcrops. This project proposes the construction of a 4-star eco-lodge with sustainable and innovative infrastructure incorporating green technology and climate resilience features. The lodge will include tented accommodation, a reception area, restaurant and bar, and ablution blocks, all tailored to a low-impact design philosophy.

13.2. Project Location

Near Golden Sands, within Lake Malawi National Park, Nankumba Peninsula, Mangochi District.

13.3. Benefits of the Project/Alignment of Project to Government Goals

This development contributes to the Malawi 2063 Vision through tourism-based urbanization, job creation, and environmental stewardship. It also aligns with MIP-1, the National Tourism Investment Master Plan, and ongoing AfDB support in eco-tourism. Mfula Beach will serve as a sustainable tourism model that enhances community participation and contributes to the broader socio-economic transformation of rural lakeshore communities.

13.4. Financial Requirements

The project is total Capital Investment is estimated at USD 314,826.93 with an internal Rate of Return (IRR) of 25.7%.

4.5. Proposed Investment Model

Design-Build-Finance-Operate-Maintain-Transfer (DBFOMT) PPP model. The concessionaire will design, construct, operate and maintain the facility for 20 years, after which it will be transferred to the government.

13.6. Project Feasibility

A complete feasibility study has confirmed the project's viability from legal, technical, financial, environmental, and institutional perspectives. ESIA and risk mitigation plans have also been included in the documentation.

14 CONSTRUCTION OF AN OFFICE COMPLEX FOR THE MALAWI COMMUNICATIONS REGULATORY AUTHORITY (MACRA) IN LILONGWE

14.1. Project Description

The Malawi Communications Regulatory Authority (MACRA) is the telecommunications regulatory body for Malawi established by the Communications Act, 1998, that was later repealed by the Communications Act of 2016. The mandate of MACRA is to regulate and monitor the provision of communications services and ensure that reliable and affordable communications services are provided in Malawi. The organization currently requires modern office facilities, to serve as its Headquarters in Lilongwe.

The project adopts a "Work-Live-Play" concept focused on commercial development, which emphasizes: Integrated mixed-use development, commercial viability and sustainability, modern office facilities with supporting amenities and community integration and urban planning principles. The office complex will provide MACRA with contemporary workspace facilities designed to meet the regulatory authority's operational requirements while demonstrating best practices in PPP project implementation in Malawi. The office complex park will also include a shopping complex and a 5-star Hotel within the sites.

The office space is required to accommodate up to 500 employees. Apart from housing MACRA, the office complex will also have lettable spaces to other corporate agencies with a capacity of 500 employees. The private party is envisaged to provide construction services for the office complex park, as well as operation and maintenance of the property within an agreed period.

14.2. Project Location

The project is situated in Malawi's capital city, Lilongwe, which serves as the administrative and commercial center of the country. Land for the project is available at Area 20, which is next to Capital Hill, the Administrative hub of government business.

14.3. Benefits of the Project

The project directly supports Malawi's Vision 2063 by strengthening institutional infrastructure, an output that will be accrued to the Economic Infrastructure Enabler. The project will also enhance economic growth through improved regulatory capacity and improved telecommunications regulatory framework Malawi. Additionally, the project contributes to multiple SDGs including infrastructure development, economic growth and innovation, and sustainable urban development.

The modern office facilities will also lead to enhanced operational capacity for MACRA overall improvements in the digital economy and telecommunications sector. Further to that the job creation during construction and operation phases is an economic benefit to be amassed from this project. The envisaged hotel and shopping mall will create many job opportunities and boost entrepreneurial activities within the country.

14.4. Financial Requirements

The financial requirements and detailed cost estimates will be developed during the feasibility study phase following data collection and site analysis.

14.5. Proposed Investment Model

Design-Build-Finance-Operate-Maintain-Transfer (DBFOMT) PPP model. The concessionaire The government's preference is to develop the project through a PPP arrangement. The project will be implemented following a build operate and transfer model. The private partner will recover their investment plus a commercial return thereon and transfer the underlying stake to MACRA after the contract period. will design, construct, operate and maintain the facility for 20 years, after which it will be transferred to the government.

14.6. Project Feasibility

The feasibility study for this project is currently being conducted.

15 LIKHUBULA FOREST LODGE

Type of PPP

Concession Agreement

Private Partner

To be procured

Contracting Authority

Government of Malawi (Ministry of Natural Resources and Climate Change)

Location

Likhubula Forest Reserve, Mulanje District

Sector

Conservation, Tourism and Hospitality

Background and Rationale

Located approximately 75 Kilometers from Blantyre City, Likhubula Forest Lodge is situated within the picturesque Likhubula Forest Reserve at the base of Mount Mulanje, a key access point for hikers and nature tourists exploring Malawi's highest peak. The Government of Malawi is seeking an investor to take over the operations and management the lodge.

Project Description

The concession presents an opportunity for a capable investor to manage, operate, and redevelop the lodge into a leading eco-tourism destination. The project scope includes:

- Construction of new ensuite chalets
- Renovation of the existing lodge and campsite
- Development of a modern restaurant and lounge
- Development of staff quarters and service areas

The lodge's strategic location and historical popularity among hikers and tourists position it for strong commercial and conservation-based returns.

Social and Economic Impact

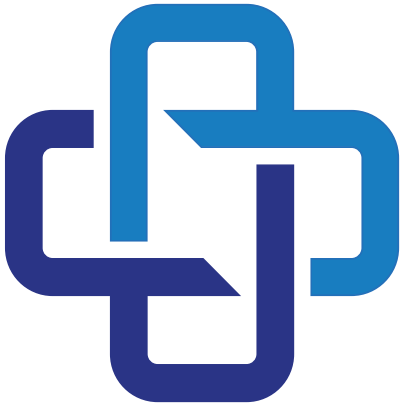
Reviving Likhubula Forest Lodge is expected to catalyse local economic activity through employment creation, use of local suppliers, and expanded community-based tourism initiatives. It will also strengthen conservation efforts by demonstrating sustainable use of protected areas.

Role of the PPPC

The Public Private Partnership Commission (PPPC) is overseeing the re-tendering process for this concession. It will ensure that the selected investor meets development milestones and adheres to the goals of sustainable conservation and tourism and environmental preservation.

Current Status

The concession is open and available for takeover. The Government, through the PPPC, is inviting expressions of interest from qualified investors to revitalise and manage the facility in line with eco-tourism best practices and conservation standards.



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