



PMR Operational Report

Operation Number	BH-L1027	Chief of Operations Validation Date									
Year- PMR Cycle	Second period Jan-Dec 2020	Division Chief Validation Date									
Last Update	10/22/20	Country Representative Validation Date									
PMR Validation Stage	Draft	Current Validated Classification									
		(As of 6/21/2021)									
Basic Data											
Operation Profile											
Operation Name	Air Transport Reform Program	Loan Number	2682/OC-BH								
Executing Agency	MINISTRY OF TRANSPORT AND LOCAL GOVERNMENT	Sector/Subsector	TRANSPORT								
Team Leader	PERSAUD, CHRISTOPHER	Overall Stage	Closed								
Operation Type	Loan Operation	Country	Bahamas								
Lending Instrument	Policy-Based Loan	PMR required	YES								
Borrower	THE COMMONWEALTH OF THE BAHAMAS	Convergence related Operation(s)									
Events Data		Objective									
Supervision		The proposed Policy Based Loan will support the overhaul and modernization of Aviation Sector Policy in Bahamas. This modernization includes new institutional structure and changes in the legal and financial structure governing the sector. The Program will also support the incorporation of private sector management and financing for airport infrastructure.									
Signature	12/16/11										
Ratification		Environmental and Social Safeguards				Expense Categories by Loan Contract (cumulative values)					
Legal Effectiveness	12/16/11	Impacts Category	B13			Was/Were the objective(s) of this operation reformulated?	NO				
Total Eligibility	12/19/11	Risk				Date of approval					
Partial Eligibility	12/19/11	Safeguard Performance Rating									
First Disbursement	12/21/11	Safeguard Performance Rating - Rationale									
Original Disbursement Expiration	12/16/16										
Current Disbursement Expiration	12/16/19										
Preparation											
On pipeline	02/13/09										
Start date	02/05/09										
PP Approved	09/26/11	Total Cost and Source					Available Funds (US\$)				
ERM Approved	08/03/11										
POD Approved	11/14/11	Operations	Original IDB	Current IDB	Local Counterpart	Co-Financing / Country	Total Original Cost	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Amount
DLP Approved by OPC	11/22/11	Aggregated								NaN	
Negotiation	11/23/11										
Operation Approved	12/14/11										

Development Effectiveness Matrix		Expense Categories by Loan Contract (cumulative values)									
Economic Analysis											
Undefined	No										
Cost benefit analysis	No										
Cost effectiveness analysis	Yes										
General economic analysis (Economic rate of return)	No										
Evaluation											

Undefined	No
Random assignment	No
Non-experimental method	No
Ex-post cost benefit analysis	No
Ex-post cost effectiveness analysis	Yes
Before/after or With/without comparison	Yes

No Data Available

RESULTS MATRIX
General Development Objectives

RESULTS MATRIX

Specific Development Objectives

Specific Development Objectives Nbr. 1: The Air Transportation sector is safe, secure and efficient

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2012	2013	2014	2015	2016	2017	2019	EOP 2019
1.0	Number of incidents per year	Base points	100	2012	P	-	-	-	-	-	-	-	85
					A	100	-	100	-	-	100	-	-

Details

Means of Verification: Report provided by the Ministry of Tourism and Aviation

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives Nbr. 2: Increased connectivity (measures development of sector)

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2012	2013	2014	2015	2016	2017	2019	EOP 2019
2.0	International Air Transport Association (IATA) connectivity index.	number	6	2011	P	-	-	-	-	-	-	-	7
					A	6	-	6	-	-	6	-	-

Details

Means of Verification: Web site Musings of the Global Traveller

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

Specific Development Objectives Nbr. 3: Lower air transport costs

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2012	2013	2014	2015	2016	2017	2019	EOP 2019
3.0	Average operating expenses per traffic unit.	Base points	100	2011	P	-	-	-	-	-	-	-	90
					A	100	-	100	-	-	100	-	-

Details

Means of Verification: Reports provided by the Ministry of Tourism and Aviation

Observations:

Evaluation Methodology: -

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	

RESULTS MATRIX

OUTPUTS PHYSICAL PROGRESS

Component Nbr. 1: Conditions for First Tranche (\$15 million)

[illegible]

1.1	Macroeconomic framework of the borrower and program objectives alinged	Framework	P (a)		-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.2	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Policy on the Aviation Sector Reform (White Paper), approved by Cabinet, separating policy making, regulatory and operational functions.	Cabinet Approval	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.3	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	White Paper provides for the creation of an independent and autonomous Civil Aviation Authority, responsible for technical regulation of the aviation sector.	Independent CAA	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.4	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	White paper provides for the transfer of all responsibilities for airports operaiton and Air Traffic Control operation to the Airport Authority.	Vested Airport Authority	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.5	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	White Paper provides for the assignment of responsibility for accident and incident investigation to a newly created body, completely independent from the regulator and operator.	Responsibility assigned to a newly created body for accident investigation	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details			
Means of Verification:			

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.6	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Guidelines for a comprehensive strategy for Family Islands airport optimization to satisfy the new aviation sector policy and obligations of the Airport Authority.	Approved strategy for Family Islands airport	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.7	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Approval by the Ministry of Tourism and Aviation of bidding documents for the procurement of the new radar equipment for LPIA according to ICAO standards.	Approved bidding documents	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
1.8	Environment, Health and Safety and Emergency Preparedness standards and procedures for airports, under preparation	Development of Health, safety and emergency standards	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
1.9	Hazardous Cargo Management Procedures, under preparation.	Development of Harzrdous Cargo Management Procedures	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

1.10	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Standards for energy and water-use conservation in airports under preparation	Development of conservation measures	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	0	0	1

Details

Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

Component Nbr. 2: Conditions for Second Tranche (\$32.5) million

2.1	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	The macroeconomic framework of the Borrower and Program objectives are aligned.	Aligned macroeconomic framework	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	0	1	1
			A	0	-	-	0	0	0	-	0	0	0

Details

Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.2	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
	Legislation to implement Policy on the Aviation Sector Reform (included in the White Paper), approved by Parliament, and in implementation.	Legislation approved	P	0	-	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	-	1
			A	0	-	-	0	0	1	-	0	0	1	
Details														
Means of Verification:														
Pro-Gender		No	CRF indicator											
Pro-Ethnicity		No												
2.3	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
	CAA created by MTA and operaitonal for three months with responsibility over regulation of the aviation sector and ability to charge for its services, with defined organizational structure, lines of responsibility approved and allocated annual budget, and	CAA and MTA created.	P	0	-	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	-	1
			A	0	-	-	0	0	1	-	0	0	1	
Details														
Means of Verification:														
Pro-Gender		No	CRF indicator											
Pro-Ethnicity		No												
2.4	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
	AA has been assigned responsibility to operate and develop all government owned airports and manage ATC operations in The Bahamas control airspace, with defined organizational structure and lines of responsibility revenue strategy in place to meet its fin	AA assigned responsiblity for all government airports	P	0	-	-	-	-	-	1	-	-	-	1

AA has been assigned responsibility to operate and develop all government owned airports and manage ATC operations in The Bahamas control airspace, with defined organizational structure and lines of responsibility revenue strategy in place to meet its fin	AA assigned responsibility for all government airports	P (a)	-	-	-	-	0	1	-	-	-	1
		A	0	-	-	0	0	1	-	0	0	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.5	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Establishment by Cabinet of a unit and procedures for the independent investigation of accidents and incidents at airports under Bahamian Jurisdiction and within The Bahamas control airspace and the unit is operational for at least three months.	Accident Unit establised	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	1
			A	0	-	-	0	0	0	-	0	0	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.6	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	New financial structure in place to implement the policies for (i) a financially stable CAA with sufficient resources to meet its responsibilities (ii) An AA that operates on a commercial basis over five airports (iii) Adequate GBH budget allocations for	New financial structure in place	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	1
			A	0	-	-	0	0	1	-	0	0	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.7	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Comprehensive strategy for Family Islands airport optimization to satisfy the new aviation sector policy and obligations of the AA, finalized and approved by Cabinet, including timeline for and resources for its implementation.	Optimized strategy for family islands	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	1
			A	0	-	-	0	0	1	-	0	0	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.8	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Acquisition, installment and operation of new radar equipment for LPIA (Nassau airport).	Radar Installed	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	-	1	-	-	-	1
			A	0	-	-	0	0	1	-	0	0	1

Details			
Means of Verification:			

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.9	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, Governor's Harbor and Exuma & Moss Town) comply with the established Environment, Health and Safety and Emergency Preparedness standards.	7 airports comply with safety standards	P	0	-	-	-	-	-	7	-	-	7
			P (a)	-	-	-	-	-	-	7	-	-	7
			A	0	-	-	0	0	0	0	-	0	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

2.10	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, comply with the established hazardous cargo management procedures.	Number of airports comply wiht hazardous cargo management procedures	P	0	-	-	-	-	-	7	-	-	7
			P (a)	-	-	-	-	-	-	7	-	-	7
			A	0	-	-	0	0	0	0	-	0	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
2.11	Standards for energy and water use and conservation in airports, approved by MoTA	Conservation standards approved	P	0	-	-	-	-	1	-	-	-	1	
			P (a)	-	-	-	-	-	1	-	-	-	1	
			A	0	-	-	0	0	1	-	0	0	1	

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No		

OUTPUTS FINANCIAL PROGRESS

Other Costs

Total Costs

CORPORATE INDICATORS

CRF INDICATORS

No Information available for the section.

Change Matrix

No information available for the section

IMPLEMENTATION STATUS AND LEARNING

No Information available for this section.

RISKS AND PLANNED RESPONSES

No Information available for this section.

MATERIALIZED RISKS

EVALUATION TRACKING

Ex-Post Analysis

Evaluation

Evaluation Methodology as per DEM:	Cost Effectiveness Analysis Ex Post
Current Evaluation Methodology:	Cost Effectiveness Analysis Ex Post
Stage:	Pre-Intervention (Ex Ante)
Main Topic of the Intervention:	TRANSPORT
Other Topics of the Intervention:	
Main Topic of the Evaluation:	TRANSPORT
Other Topics of the Evaluation:	

Funding

Source of funding:	
Amount in USD (Thousands):	
Code:	
Total amount in USD (Thousands) spent to date in data collection:	28000

Status of the evaluation:

Active

Expected Date of Final Evaluation Report:

12/14/2019

Responsible:

Project Team

Information on Responsible:

Comments

4/18/2019	The final disbursement date was extended to December 14, 2019 to allow the Borrower more time to complete the policy conditions and for the second tranche disbursements to be made. Consequently, the Ex-post Analysis could not be completed by the planned June 2017 date.
chrisp	

Documents							
Stage	Type of document	Name	Document Description	Document Date	Document Number	Document Permissions	Document User
Pre-Intervention (Ex Ante)	Evaluation Report Ex-Ante (from DEM)		Estimation of Economic Benefits	12/14/2011		All	OPEN_CYCLE.StoredProce dure
Pre-Intervention (Ex Ante)	Monitoring & Evaluation Plan (As per DEM)		M&E Plan	12/14/2011		All	OPEN_CYCLE.StoredProce dure

Ex-Ante Analysis

Evaluation

Evaluation Methodology as per DEM:	Before & After
Current Evaluation Methodology:	Before & After
Stage:	Design
Main Topic of the Intervention:	TRANSPORT
Other Topics of the Intervention:	
Main Topic of the Evaluation:	TRANSPORT
Other Topics of the Evaluation:	

Funding

Source of funding:	
Amount in USD (Thousands):	
Code:	
Total amount in USD (Thousands) spent to date in data collection:	28000

Status of the evaluation:

Active

Expected Date of Final Evaluation Report:

6/30/2017

Responsible:

Project Team

Information on Responsible:

Comments

4/18/2019	
chrisp	

Documents							
Stage	Type of document	Name	Document Description	Document Date	Document Number	Document Permissions	Document User
Design	Evaluation Plan and/or Technical Note		M&E Plan			All	OPEN_CYCLE.StoredProce dure

Validation Process

No information available for the section

MONITORING INDICATORS HideValidationLabel

Stage 3: After Operation Reaches 95% of total Disbursements

Indicator (I)	Project Indicator Value	Traffic Light
Expected additional execution duration (months)		For tracking purpose only
Environmental and social safeguards performance rating		For tracking purpose only



PMR Operational Report

Operation Number	BH-L1040	Chief of Operations Validation Date	04/05/18								
Year- PMR Cycle	Second period Jan-Dec 2017	Division Chief Validation Date	04/17/18								
Last Update	03/18/18	Country Representative Validation Date	04/18/18								
PMR Validation Stage	Validated by Representative	Current Validated Classification									
		(As of 4/18/2018)									
Basic Data											
Operation Profile											
Operation Name	Air Transport Reform Program	Loan Number	2683/OC-BH								
Executing Agency	Ministerio de Transporte y Aviación	Sector/Subsector	TRANSPORT								
Team Leader	PERSAUD, CHRISTOPHER	Overall Stage	Disbursing (From eligibility until all the Operations are closed)								
Operation Type	Loan Operation	Country	Bahamas								
Lending Instrument	Investment Loan	PMR required	YES								
Borrower	THE COMMONWEALTH OF THE BAHAMAS	Convergence related Operation(s)	BH-L1027								
Events Data		Objective									
Supervision		The proposed Policy Based Loan will support the overhaul and modernization of Aviation Sector Policy in Bahamas. This modernization includes new institutional structure and changes in the legal and financial structure governing the sector. The Program will also support the incorporation of private sector management and financing for airport infrastructure.									
Signature	12/16/11										
Ratification		Environmental and Social Safeguards				Expense Categories by Loan Contract (cumulative values)					
Legal Effectiveness	12/16/11	Impacts Category			Was/Were the objective(s) of this operation reformulated?	NO					
Total Eligibility		Risk			Date of approval						
Partial Eligibility	08/17/12	Safeguard Performance Rating									
First Disbursement	09/17/12	Safeguard Performance Rating - Rationale									
Original Disbursement Expiration	12/16/16										
Current Disbursement Expiration	12/16/17										
Preparation											
On pipeline	02/13/09										
Start date	02/05/09										
PP Approved	09/26/11	Total Cost and Source				Available Funds (US\$)					
ERM Approved	08/03/11	Operations	Original IDB	Current IDB	Local Counterpart	Co-Financing / Country	Total Original Cost	Current IDB	Disb. Amount to Date	% Disbursed	Undisbursed Amount
POD Approved	11/14/11	Aggregated								NaN	
DLP Approved by OPC	11/22/11										
Negotiation	11/23/11										
Operation Approved	12/14/11										

Development Effectiveness Matrix		Expense Categories by Loan Contract (cumulative values)									
Economic Analysis											
Undefined	Yes										
Cost benefit analysis	No										
Cost effectiveness analysis	No										
General economic analysis (Economic rate of return)	No										
Evaluation											

Undefined	Yes
Random assignment	No
Non-experimental method	No
Ex-post cost benefit analysis	No
Ex-post cost effectiveness analysis	No
Before/after or With/without comparison	No

No Data Available

Impact Nbr. 1: The Air Transportation sector is safe, secure and efficient .

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2012	2013	2014	2015	2016	2017	2019	EOP 2019
1.1	Number of incidents per year	Base points	100	2012	P	-	-	-	-	-	-	-	85
					P (a)	100	100	100	100	85	-	85	85
					A	100	-	100	-	-	100	-	-

Details

Means of Verification: Report provided by the Ministry of Tourism and Aviation

Observations:

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	
				Strategic Alignment	

Impact Nbr. 2: Increased connectivity (measures development of sector)

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2012	2013	2014	2015	2016	2017	2019	EOP 2019
2.1	International Air Transport Association (IATA) connectivity index.	Number	6	2011	P	-	-	-	-	-	-	-	7
					P (a)	6	6	6	6	7	-	7	7
					A	6	-	6	-	-	6	-	-

Details

Means of Verification: Web site Musings of the Global Traveller

Observations:

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	
				Strategic Alignment	

Impact Nbr. 3: Lower air transport costs

Observation:

	Indicator	Unit of Measure	Baseline	Baseline Year		2012	2013	2014	2015	2016	2017	2019	EOP 2019
3.1	Average operating expenses per traffic unit.	Base points	100	2011	P	-	-	-	-	-	-	-	90
					P (a)	100	100	100	100	90	-	90	90
					A	100	-	100	-	-	100	-	-

Details

Means of Verification: Reports provided by the Ministry of Tourism and Aviation.

Observations:

Pro-Gender	No	Pro-Ethnicity	No	CRF indicator	
				Strategic Alignment	

White Paper provides for the creation of an independent and autonomous Civil Aviation Authority, responsible for technical regulation of the aviation sector.	Independent CAA	P (a)	1	-	-	-	-	-	-	-	-	1
		A	1	-	-	0	0	-	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.4	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	White paper provides for the transfer of all responsibilities for airports operaiton and Air Traffic Control operation to the Airport Authority.	Vested Airport Authority	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.5	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	White Paper provides for the assignment of responsibility for accident and incident investigation to a newly created body, completely independent from the regulator and operator.	Responsibility assigned to a n	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	-	-	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.6	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Guidelines for a comprehensive strategy for Family Islands airport optimization to satisfy the new aviation sector policy and obligations of the Airport Authority.	Approved strategy for Family	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	-	-	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.7	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Approval by the Ministry of Tourism and Aviation of bidding documents for the procurement of the new radar equipment for LPIA according to ICAO standards.	Approved bidding documents	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	-	-	1

Details			
Means of Verification:			

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.8	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Environment, Health and Safety and Emergency Preparedness standards and procedures for airports, under preparation	Development of Health, safety	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.9	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Hazardous Cargo Management Procedures, under preparation.	Development of Harzrdous Cargo	P	1	-	-	-	-	-	-	-	-	1
			P (a)	1	-	-	-	-	-	-	-	-	1
			A	1	-	-	0	0	-	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

2.4	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	AA has been assigned responsibility to operate and develop all government owned airports and manage ATC operations in The Bahamas control airspace, with defined organizational structure and lines of responsibility revenue strategy in place to meet its fin	AA assigned responsiblity for	P	0	-	-	-	-	-	1	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	1
			A	0	-	-	0	0	1	-	-	-	1

Details

Means of Verification:													
Pro-Gender		No	CRF indicator										
Pro-Ethnicity		No	Strategic Alignment										

2.5	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Establishment by Cabinet of a unit and procedures for the independent investigation of accidents and incidents at airports under Bahamian Jurisdiction and within The Bahamas control airspace and the unit is operational for at least three months.	Accident Unit establised	P	0	-	-	-	-	-	1	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	1
			A	0	-	-	0	0	1	-	-	-	1

Details

Means of Verification:													
Pro-Gender		No	CRF indicator										
Pro-Ethnicity		No	Strategic Alignment										

2.6	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	New financial structure in place to implement the policies for (i) a financially stable CAA with sufficient resources to meet its responsibilities (ii) An AA that operates on a commercial basis over five airports (iii) Adequate GBH budget allocations for	New financial structure in pla	P	0	-	-	-	-	-	1	-	-	1

New financial structure in place to implement the policies for (i) a financially stable CAA with sufficient resources to meet its responsibilities (ii) An AA that operates on a commercial basis over five airports (iii) Adequate GBH budget allocations for	New financial structure in pla	P (a)	-	-	-	-	0	1	-	-	-	1
		A	0	-	-	0	0	1	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

2.7	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Comprehensive strategy for Family Islands airport optimization to satisfy the new aviation sector policy and obligations of the AA, finalized and approved by Cabinet, including timeline for and resources for its implementation.	Optimized strategy for family	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	0	1	-	-	-	1
			A	0	-	-	0	0	1	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

2.8	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Acquisition, installment and operation of new radar equipment for LPIA (Nassau airport).	Radar Installed	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	-	1	-	-	-	1
			A	0	-	-	0	0	1	-	-	-	1

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

2.9	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, Governor’s Harbor and Exuma & Moss Town) comply with the established Environment, Health and Safety and Emergency Preparedness standards.	7 airports comply with safety	P	0	-	-	-	-	-	7	-	-	7
			P (a)	-	-	-	-	-	-	7	-	-	7
			A	0	-	-	0	0	0	-	-	-	0

Details			
Means of Verification:			
Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

2.10	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, comply with the established hazardous cargo management procedures.	Number of airports comply wiht	P	0	-	-	-	-	-	7	-	-	7
			P (a)	-	-	-	-	-	-	7	-	-	7
			A	0	-	-	0	0	0	-	-	-	0

Details			
Means of Verification:			

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

2.11	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Standards for energy and water use and conservation in airports, approved by MoTA	Conservation standards approve	P	0	-	-	-	-	1	-	-	-	1
			P (a)	-	-	-	-	-	1	-	-	-	1
			A	0	-	-	0	0	1	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

Component Nbr. 3: Technical Cooperation component (\$2.5 million)

3.1	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Consultancy study: Institutional framework design	number of consultancies	P	-	0	0	1	0	0	-	-	-	1
			P (a)	-	0	0	1	0	0	-	-	-	1
			A	-	0	0	1	0	0	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

3.2	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Consultancy study: Airport Optimization	Number of consultancts hired	P	-	0	0	1	0	0	-	-	-	1
			P (a)	-	0	0	1	0	0	-	-	-	1
			A	-	0	0	1	0	0	-	-	-	1

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

OUTPUTS FINANCIAL PROGRESS

Component Nbr. 1: Conditions for First Tranche (\$15 million)

Component revised cost: 0

1.1	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Macroeconomic framework of the borrower and program objectives alingned	Framework	P	-	-	-	-	-	-	-	-	-	0
			P (a)	-	-	-	-	-	-	-	-	-	0
			A	-	-	-	-	-	-	-	-	-	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.2	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Policy on the Aviation Sector Reform (White Paper), approved by Cabinet, separating policy making, regulatory and operational functions.	Cabinet Approval	P	-	-	-	-	-	-	-	-	-	0
			P (a)	-	-	-	-	-	-	-	-	-	0
			A	-	-	-	-	-	-	-	-	-	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.3	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	White Paper provides for the creation of an independent and autonomous Civil Aviation Authority, responsible for technical regulation of the aviation sector.	Independent CAA	P	-	-	-	-	-	-	-	-	-	0
			P (a)	-	-	-	-	-	-	-	-	-	0
			A	-	-	-	-	-	-	-	-	-	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.7	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Approval by the Ministry of Tourism and Aviation of bidding documents for the procurement of the new radar equipment for LPIA according to ICAO standards.	Approved bidding documents	P	-	-	-	-	-	-	-	-	-	0
			P (a)	-	-	-	-	-	-	-	-	-	0
			A	-	-	-	-	-	-	-	-	-	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.8	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
	Environment, Health and Safety and Emergency Preparedness standards and procedures for airports, under preparation	Development of Health, safety	P	-	-	-	-	-	-	-	-	-	0
			P (a)	-	-	-	-	-	-	-	-	-	0
			A	-	-	-	-	-	-	-	-	-	0

Details

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

1.9

Means of Verification

Pro-Gender1.10

Means of Verification

Pro-Gender

2.1

Component revised cost: 0

2.1

2.4	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
	AA has been assigned responsibility to operate and develop all government owned airports and manage ATC operations in The Bahamas control airspace, with defined organizational structure and lines of responsibility revenue strategy in place to meet its fin	AA assigned responsiblity for	P		-	-	-	-	-	-	-	-	-	0
			P (a)		-	-	-	-	-	-	-	-	-	0
			A		-	-	-	-	-	0	0	-	-	0

Details

Means of Verification:														
Pro-Gender		No	CRF indicator											
Pro-Ethnicity		No	Strategic Alignment											

2.5	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
	Establishment by Cabinet of a unit and procedures for the independent investigation of accidents and incidents at airports under Bahamian Jurisdiction and within The Bahamas control airspace and the unit is operational for at least three months.	Accident Unit establised	P		-	-	-	-	-	-	-	-	-	0
			P (a)		-	-	-	-	-	-	-	-	-	0
			A		-	-	-	-	-	0	0	-	-	0

Details

Means of Verification:														
Pro-Gender		No	CRF indicator											
Pro-Ethnicity		No	Strategic Alignment											

2.6	Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019	
	New financial structure in place to implement the policies for (i) a financially stable CAA with sufficient resources to meet its responsibilities (ii) An AA that operates on a commercial basis over five airports (iii) Adequate GBH budget allocations for	New financial structure in pla	P		-	-	-	-	-	-	-	-	-	0
			P (a)		-	-	-	-	-	-	-	-	-	0

Standards for energy and water use and conservation in airports, approved by MoTA	Conservation standards approve	A	-	-	-	-	-	0	0	-	-	0
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Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

Component Nbr. 3: Technical Cooperation component (\$2.5 million)

Component revised cost: 1,607,499.4												
Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
Consultancy study: Institutional framework design	number of consultancies	P	-	0	0	0	0	1,400,000	-	-	-	1,400,000
		P (a)	-	0	0	0	0	1,400,000	-	0	0	855,499.4
		A	-	0	0	390,085.4	0	0	465,414	0	-	855,499.4

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

Output	Unit of Measure		2011	2012	2013	2014	2015	2016	2017	2018	2019	EOP 2019
Consultancy study: Airport Optimization	Number of consultantcts hired	P	-	0	0	0	0	810,000	-	-	-	810,000
		P (a)	-	0	0	0	0	810,000	-	0	0	752,000
		A	-	0	0	752,000	0	0	0	0	-	752,000

Means of Verification:

Pro-Gender	No	CRF indicator	
Pro-Ethnicity	No	Strategic Alignment	

Other Costs											
		2011	2012	2013	2014	2015	2016	2017	2018	2019	Cost
Program Execution Unit including monitoring and evaluation	P	-	-	45,000	45,000	50,000	150,000	-	-	-	290,000
	P (a)	-	-	35,000	17,500	17,500	185,000	-	-	-	642,500
	A	-	25,000	600,000	-	17,500	-	-	-	-	642,500

Total Costs											
		2011	2012	2013	2014	2015	2016	2017	2018	2019	Cost
Total Cost	P	-	-	45,000	45,000	50,000	2,360,000	-	-	-	2,500,000
	P (a)	-	-	35,000	17,500	17,500	2,395,000	-	-	-	2,249,999.4
	A	-	25,000	600,000	1,142,085.4	17,500	-	465,414	-	-	2,249,999.4

CORPORATE INDICATORS
CRF INDICATORS

No Information available for the section.

Change Matrix								
Section	Name	Reasons	Related Documents	Type of Change	Subtype	Modified By	Entered in the System	Agreed with Execution Agency
Output	Consultancy study: Airport Optimization	This operation is tied to a PBL which had its final disbursement period extended. As a result the planned financial targets had to be adjusted in the PMR .	N/A	Modify Output	Modify Financial EOP P(a) value - caused by a change in the Financial P(a).		3/18/2018	
Output	Consultancy study: Institutional framework design	This operation is tied to a PBL which had its final disbursement period extended. As a result the planned financial targets had to be adjusted in the PMR .	N/A	Modify Output	Modify Financial EOP P(a) value - caused by a change in the Financial P(a).		3/18/2018	

FINDING AND RECOMMENDATIONS

Stage	Category	Dimensions	Findings	Recommendations	Last Update
Post Eligibility/Execution	Project Management Capacity	Organizational and Managerial Dimesions	The last consultancy under the operation was delayed and not completed by the end of 2017.	PEU complete the final payments within the 90 days period after the close of the operation as per the Bank's fiduciary policy.	3/18/2018

Has the Issue caused a Delay in the Operation?: No

RISKS AND PLANNED RESPONSES

No Information available for this section.

MATERIALIZED RISKS

EVALUATION TRACKING

Please specify Evaluation Name

Evaluation	
Evaluation Methodology as per DEM:	Before & After
Evaluation Methodology as per DEM:	Cost Effectiveness Analysis Ex Post
Current Evaluation Methodology:	Before & After
Current Evaluation Methodology:	Cost Effectiveness Analysis Ex Post
Stage:	Design
Stage:	Pre-Internvention (Ex Ante)
Main Topic of the Intervention:	TRANSPORT
Main Topic of the Intervention:	WATER AND SANITATION
Other Topics of the Intervention:	
Main Topic of the Evaluation:	TRANSPORT
Main Topic of the Evaluation:	WATER AND SANITATION
Other Topics of the Evaluation:	
Funding	
Source of funding:	
Source of funding:	
Amount in USD (Thousands):	
Amount in USD (Thousands):	
Code:	
Code:	
Total amount in USD (Thousands) spent to date in data collection:	0
Total amount in USD (Thousands) spent to date in data collection:	0

Status of the evaluation:	Active
Expected Date of Final Evaluation Report:	6/30/2017
Responsible:	Project Team
Information on Responsible:	

Comments	
4/29/2016	
caterinav	

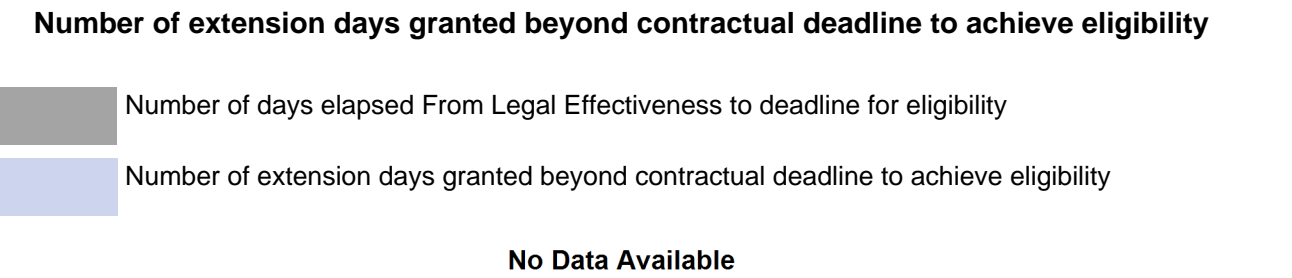
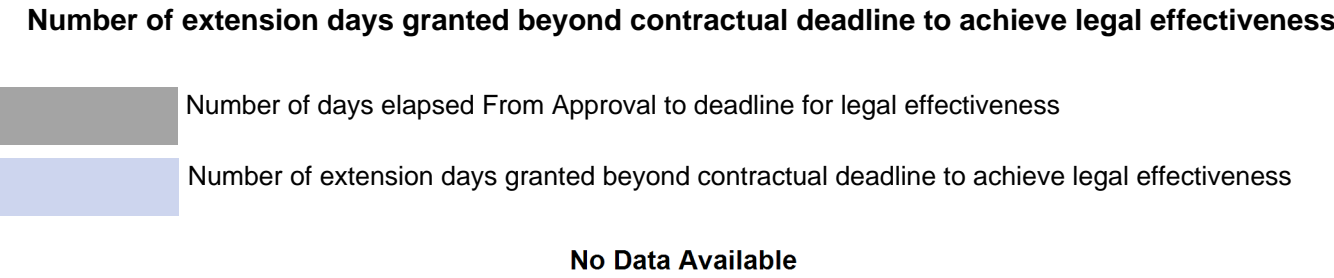
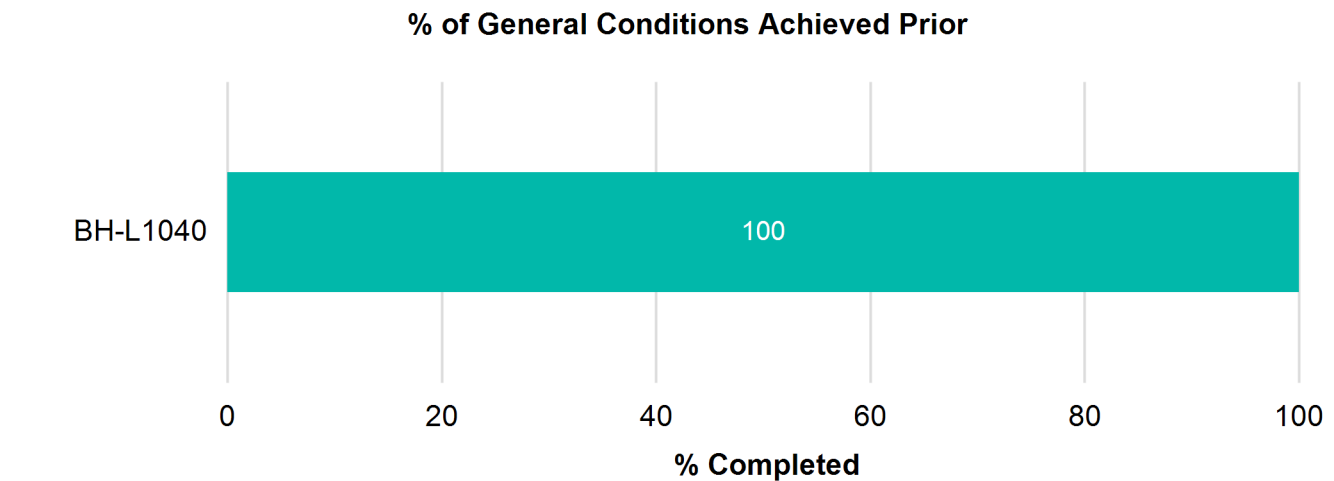
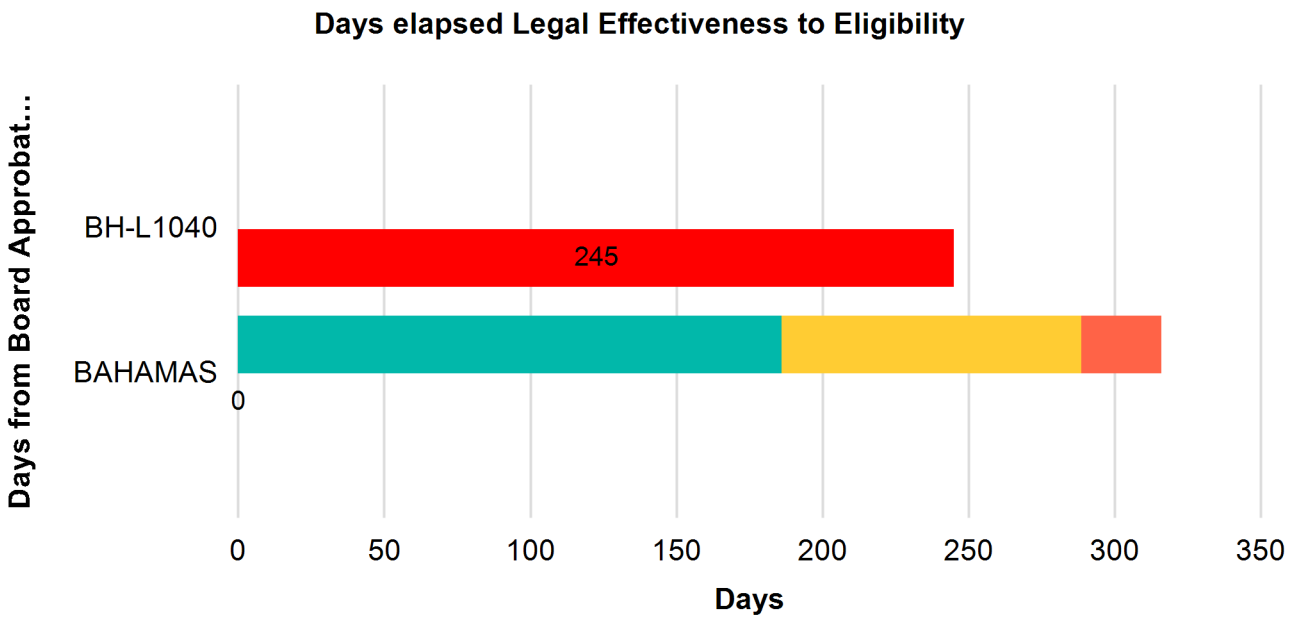
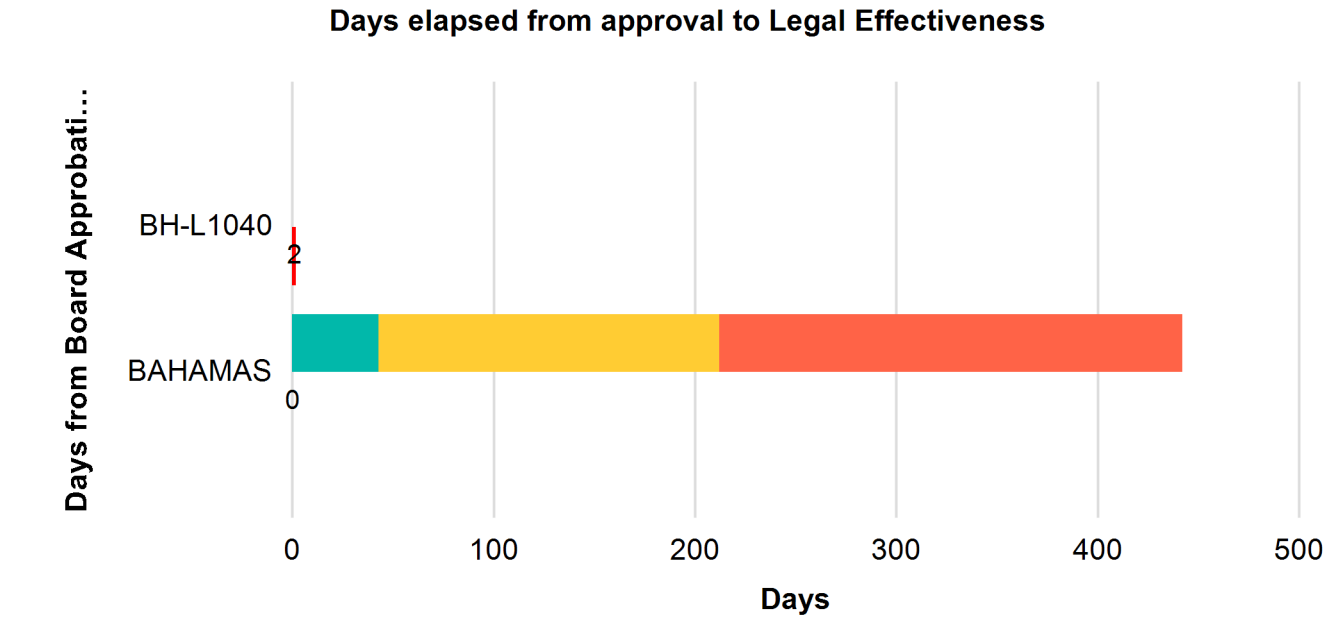
Documents							
Stage	Type of document	Name	Document Description	Document Date	Document Number	Document Permissions	Document User

Validation Process						
Date	User	Role	Action	Comment	Classification	Workflow
03/18/2018	chrisp	Team Leader	Completed by Team Leader		N/A	Progress Monitoring Report March Validation Workflow
04/05/2018	michaeln	Chief of Operations	Validated by Chief of Operations		N/A	Progress Monitoring Report March Validation Workflow
04/17/2018	mariaro	Division Chief	Validated by Division Chief		N/A	Progress Monitoring Report March Validation Workflow
04/18/2018	FlorenciaA	Representative	Validated by Representative		N/A	Progress Monitoring Report March Validation Workflow

MONITORING INDICATORS

Stage 1: From Approval to Eligibility

		Benchmark Indicator Value			
Indicator (I)	Project Indicator Value	Satisfactory	Alert	Problem	Traffic Light
Days elapsed from approval to Legal Effectiveness	2	0 <= I <= 43 days	43 days <= I <= 212 days	> 212	SATISFACTORY
Days elapsed Legal Effectiveness to Eligibility	245	0 <= I <= 186 days	186 days <= I <= 288.5 days	> 288.5	ALERT
% of General conditions prior achieved	100 %	N/A	N/A	212	For tracking purpose only
% of Special conditions prior achieved	0 %	N/A	N/A	212	For tracking purpose only



MONITORING INDICATORS					
Stage 2: After Eligibility					
		Benchmark Indicator Value			
Indicator (I)	Project Indicator Value	Satisfactory	Alert	Problem	Traffic Light
Synthetic Indicator (SI)	2.10	2.5 <= I	2<=I<2.5	I<2	ALERT
% outputs achieved of the plan at operation start-up plan	1.00	N/A	N/A	N/A	For tracking purpose only
% outputs achieved of the re-planned end of project (EOP)	1.00	N/A	N/A	N/A	For tracking purpose only
Environmental and social safeguards performance rating		N/A	N/A	N/A	For tracking purpose only

Accumulated disbursements as proportion of the total amount

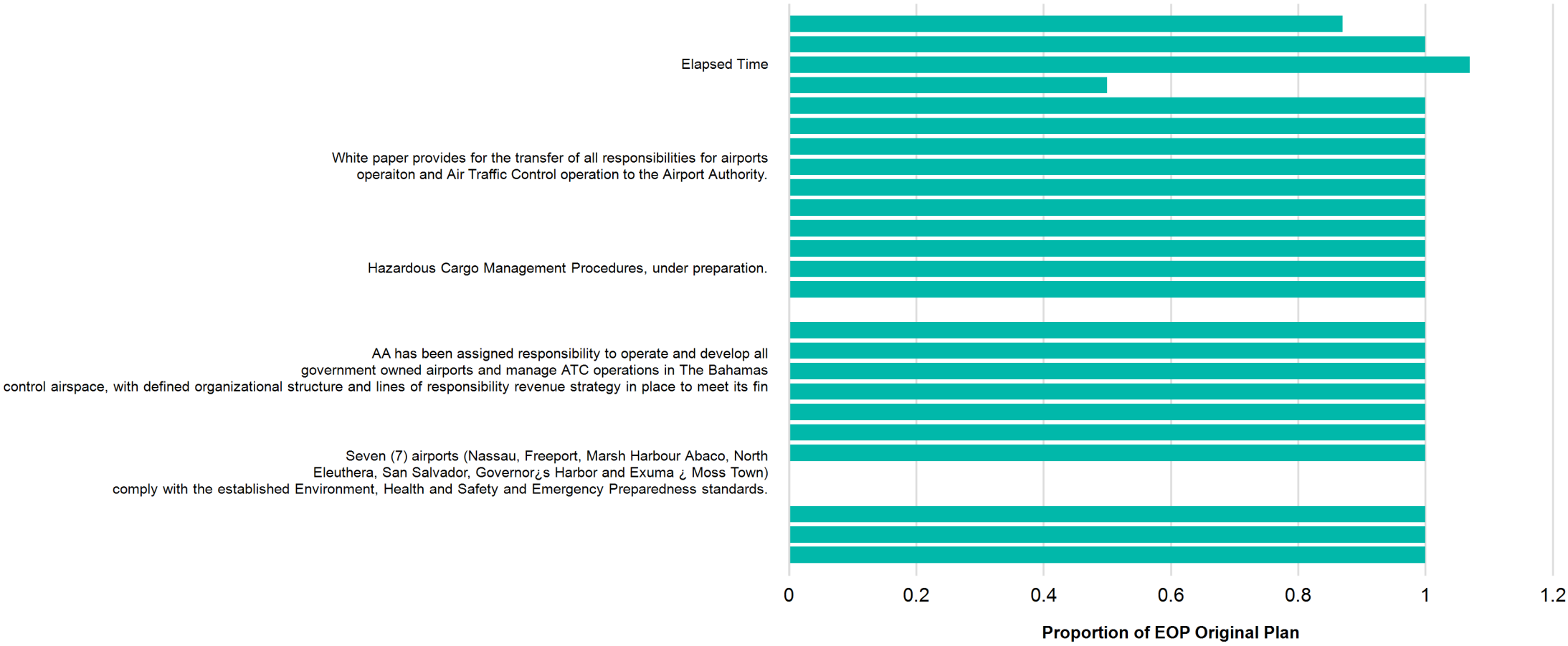
No Data Available

PV, AC, EV, PV(a), EV(a)

No Data Available

No Data Available

% of Outputs Achieved of the plan at the project start up



% of Outputs Achieved of the re-planned End of project (EOP)

