

**DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK  
MULTILATERAL INVESTMENT FUND**

**PERU**

**STRENGTHENING OF AIRPORT SECURITY**

**(PE-M1012)**

**LINE OF ACTIVITY MEMORANDUM**

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## **BASIC SOCIOECONOMIC DATA**

<http://www.iadb.org/RES/index.cfm?fuseaction=externallinks.countrydata>

## **ABBREVIATIONS**

CORPAC	Corporación Peruana de Aeropuertos y Aviación Civil [Peruvian Airports and Civil Aviation Corporation]
DGAC	Dirección General de Aviación Civil [National Civil Aviation Administration]
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
LAP	Lima Airport Partners

**LINE OF ACTIVITY MEMORANDUM**

**MIF TECHNICAL COOPERATION FOR  
THE STRENGTHENING OF AIRPORT SECURITY**

**(PE-M1012)**

**I. EXECUTIVE SUMMARY**

<b>Beneficiary:</b>	The Republic of Peru	
<b>Executing agency:</b>	National Civil Aviation Administration (DGAC)	
<b>Direct beneficiaries:</b>	The direct beneficiaries are the DGAC, businesses directly related to the sector or dependent on aviation, airport operators, airlines, and firms providing airport services.	
<b>Financing:</b>	MIF (Facility 1, Line of activity)	US\$265,700
	Local counterpart:	<u>US\$177,860</u>
	Total:	US\$443,560
<b>Objectives:</b>	The program's general objective is to strengthen airport security in Peru, develop a plan to prepare instructors, and train staff in airport security.	
<b>Description:</b>	The project consists of a single component: training of airport security staff.	
<b>Execution timetable:</b>	Execution period:	18 months
	Disbursement period:	24 months
<b>Special contractual clauses:</b>	Evidence that a project coordinator has been appointed is a condition precedent to the first disbursement.	
	Prior to participation in the training program, each organization, entity or participating firm will be required to sign a memorandum of agreement with the DGAC, indicating its role and obligations within the program and giving details of the counterpart contribution to be made.	
<b>Exceptions to Bank policy:</b>	None.	

<b>Environmental and social review:</b>	Given the nature of the project, no environmental or social risks are envisaged.
<b>Coordination with other banks:</b>	Not applicable.

## **II. PROJECT ELIGIBILITY**

- 2.1 The program is considered eligible for MIF financing under the Technical Cooperation Facility for the Line of Activity for the Strengthening of Airport Security, approved by the Donors Committee in November 2001. The proposed program highlights the importance of the Line of Activity as an instrument to strengthen airport security in the region, and it is expected to generate the following benefits: (i) consolidation of the country's institutional and regulatory reforms in line with the international standards on airport security issued by the International Civil Aviation Organization (ICAO); (ii) minimization of the economic impact on the country which could otherwise be severely affected by interruptions to critical activities such as trade, tourism, and regional integration; (iii) expeditious implementation of the regulatory framework needed for large-scale investments and improvements, including cutting-edge airport security technologies; and (iv) improvements in airport security resulting from staff training.

## **III. BACKGROUND**

### **A. Civil aviation security**

- 3.1 With the advent of globalization, air transportation of cargo and passengers has acquired new significance, and both passenger and cargo flows are constantly on the rise. In Latin America, privatization and consolidation of the aviation industry has led to an increase in services between various countries. However, passenger and cargo flows in the region are still low compared to air transportation in the rest of the world. Although there are some capacity and relative cost problems that prevent greater use of air transportation, lack of reliability and security also hinder its further development.
- 3.2 Air transportation security is a critical issue for the aviation industry; and several countries have been working on this since the International Civil Aviation Convention (the Chicago Convention) was signed in 1944. This agreement established an operating framework for international civil aviation and created the International Civil Aviation Organization (ICAO), the body responsible for

developing the principles and techniques of international air traffic, later to become a United Nations specialized agency.

- 3.3 The tragic events of September 11, 2001 demonstrated the importance of air transportation security. Improvements in airport security have become a worldwide priority to restore the confidence of passengers and freight carriers in the safety and security of the air transport system. To this end, ICAO has decided to adopt new airport security standards and reinforce existing ones, in addition to performing an audit of standards in each ICAO member country. As part of the new standards, ICAO member countries are required to develop a national airport security program; a compendium of regulations, procedures and guidelines for implementing the international standards; to maintain a team of experienced, trained advisors to monitor the operators; and to put in place the equipment required for preventing illicit and criminal acts being perpetrated against civil aviation. These standards apply to airlines, airports, the air traffic system, accredited agents, and all personnel involved in providing aviation services.

**B. Institutional strategy and Peru's strategy in the sector**

- 3.4 Air transport is a basic and strategic component of the transport of passengers and cargo in Peru. In fact, it is the only means of transport in many isolated regions, particularly in the Amazon region.
- 3.5 In 2001, roughly 4 million passengers and 30,000 tons of freight were transported by air. At the present time, there are 53 public airports in Peru, nine of which are international, under the jurisdiction of the Peruvian Airports and Civil Aviation Corporation (CORPAC). There are also some 180 small private airports or airports under local management. The Lima International Airport has been operated under concession by Lima Airport Partners (LAP) since 2001.
- 3.6 Airport security is thus a critical issue on which Peru has been working to ensure compliance with Annex 17 of the Chicago Convention. As a signatory to this agreement, Peru is committed to devising a national airport security plan; establishing regulations and procedures to be followed by all sector stakeholders; and monitoring and enforcing compliance with those standards by all airlines, airports, accredited agents, and other State agencies.
- 3.7 The country's airport policy is formulated and implemented by the National Civil Aviation Administration (DGAC) which is a line agency of the Ministry of Transport. The Civil Aviation Act (Law 27261) gave the DGAC jurisdiction over all aviation security issues with responsibility for formulating the National Aviation Security Plan. The country's airport security development plan included strategies for regulations, human resources, infrastructure, technology, and supervision and self-control. The Aviation Security Department was also incorporated into the organizational structure of the DGAC.

- 3.8 The regulatory strategy was introduced in January 2002 with the Aviation Regulations of Peru, the Airport Security Program (RAP-107), the Air Transport Operator Security Program (RAP-108), the Accredited Agents Security Program (RAP-109), the Hazardous Goods and Transport of Live Animals Program (RAP-110), the Specialized Airport Services Security Program (RAP-111), and the Foreign Air Transport Operator Security Program (RAP-129). The first National Airport Security Program came into force under Ministerial Resolution 509-2003-MTC on 27 June 2003. Currently, the government of Peru is reviewing those regulations and developing the National Quality Control Program within the National Aviation Security Program.

**C. The Bank's strategy in the sector**

- 3.9 The Bank has been supporting the institutional and regulatory reforms needed to adopt the new airport security standards in the region, through projects similar to this one being proposed under the Line of Activity for Strengthening Airport Security. It is thus helping to increase air transport security in the region's countries and improve comparative advantages.
- 3.10 This project seeks to adopt and implement security regulations based on the standards issued by ICAO, which itself will perform audits in all States parties to the Chicago Convention to verify compliance with the regulations of Annex 17 to that Convention. For that purpose DGAC will use this project to train aviation security staff in both the State and private sectors. The Project will strengthen the aviation security authority, enabling it to provide better facilities for both passengers and freight and thus make it possible to increase air transport flows.

#### **IV. BASIC OBJECTIVES AND COMPONENTS**

**A. Objectives**

- 4.1 The general objective of this line of activity is to strengthen civil aviation security in the country. Its specific objective is to achieve this through staff training, to guarantee efficient operation and application of airport security standards, by training instructors and by implementing and coordinating training activities in the government and private organizations involved in airport security.

**B. Basic components of the program**

- 4.2 The program will finance part of the staff training component, for which draft terms of reference have been prepared and agreed upon with the Bank.
- 4.3 **Sole component:** *Staff training* (MIF US\$232,700; Counterpart US\$81,000) The main objective of this component is to design and implement a program to train instructors from the public and private sectors, and to disseminate knowledge



acquired by those instructors to other firms in the aviation sector, in light of current regulations and those contained in the National Airport Security Program.

- 4.4 This component will finance the organization and implementation of a training program to prepare 25 instructors, involving civil aviation staff working in airport security functions in both the public and private sectors. The following AVSEC (ICAO Aviation Security Training Program) programs will be run: AVSEC supervisors, AVSEC instructors, AVSEC crisis management, AVSEC managers, and AVSEC airlines. The component also includes training and awareness-raising activities for personnel involved in implementing the National Airport Security Program and in aircraft operator airport security programs.
- 4.5 The dissemination and publication program includes conferences and talks programmed for the various segments of the aviation sector for the purpose of disseminating current regulations, preparing material (posters, fliers, brochures, etc.) to train passengers and airport users, and creating a mobile laboratory to disseminate information throughout the country.

## V. PROGRAM BUDGET

- 5.1 The total cost of the program, as itemized in the following table, is US\$443,560, of which US\$265,700 will be provided by the MIF from Window I funds and US\$177,860 will correspond to the local counterpart.

	<b>MIF (US\$)</b>	<b>Local contribution (US\$)</b>	<b>Total (US\$)</b>
Sole component	232,700	81,000	313,700
Coordination	0	96,860	96,860
Contingencies	4,000	0	4,000
Audits	5,000	0	5,000
Evaluation	24,000	0	24,000
<b>Total</b>	<b>265,700</b>	<b>177,860</b>	<b>443,560</b>

- 5.2 The DGAC maintains a service management agreement, which began in 1995 and is renewable every five years, covering the resources needed for DGAC staff wages and training. Nonetheless, the orientation of training included in the agreement relates mainly to operational security. In force at this time is the PER/01/801 OACI agreement is in force, renewed until 2006, which underpins the operational sustainability of the Civil Aviation Security Program.

## **VI. EXECUTING AGENCY AND EXECUTION MECHANISMS**

### **A. Executing agency**

- 6.1 The National Civil Aviation Administration of Peru will be the executing agency of this project, since it is the organization recognized by ICAO as responsible for compliance with the annexes to the Chicago Convention (specifically Annex 17). This agency, which is responsible for the technical regulation of civil aviation, establishes rules and procedures for maintaining both air transport and airport security in terms of preventing acts of unlawful interference.

### **B. Execution mechanisms**

- 6.2 The National Civil Aviation Administration of Peru will: (i) supervise and monitor fulfillment of the project's targets and objectives; (ii) review and approve the annual project activities plan and budget, including use and allocation of the local counterpart funding; (iii) provide funding to ensure project continuity; (iv) execute program management activities, including the selection and hiring of consultants responsible for training programs and procurement of the goods and services needed for the program, in accordance with IDB procedures and policies; and (v) appoint a Project Coordinator in accordance with Bank procedures and with its no objection. The appointee, whose salary will be considered as part of the local counterpart funding, may be a high-ranking official currently working in the National Civil Aviation Administration.
- 6.3 The DGAC has the capacity to administer and implement the proposed program, for which it will work through the Aviation Security Department created in November 2001. The main activities undertaken by the DGAC include implementation of the first National Aviation Security Program, development of the Aviation Regulations of Peru, and production of the AVSEC Inspectors Manual.

### **C. Execution periods**

- 6.4 Pursuant to the terms of the Line of Activity, the project will be executed in 18 months, with disbursements being made over a maximum of 24 months.

### **D. Accounting and financial audit**

- 6.5 The DGAC will be accountable to the Bank for: (i) opening and maintaining separate and specific bank accounts to administer the MIF contribution and local counterpart; (ii) processing disbursement requests and expense justifications, in accordance with the Bank's disbursement requirements; (iii) establishing and maintaining appropriate internal financial and accounting controls, as well as keeping filing systems up to date so that the source and application of project funds can be identified. The Project's accounting records will be filed so as to make it

possible to identify funds received and their source: project expenses are reported in accordance with a chart of accounts previously approved by the Bank, and show the details of goods procured, services contracted, and the uses to which they were put; and (iv) preparing and presenting project financial requests, along with any other financial information that may be requested by the Bank.

- 6.6 The external audit of the project's financial statements will be performed by an independent auditor acceptable to the Bank, based on terms of reference previously approved by the latter. Audit reports will be presented within 90 days after the date of the final disbursement. The costs of the audit will be included in the project cost and will be financed from the proceeds of the MIF contribution.

#### **E. Procurement of goods and services**

- 6.7 The goods procurement of goods and consulting services needed to implement the project will be conducted in accordance with Bank procedures. The procurement and contracting process will be open to all MIF member countries

### **VII. MONITORING AND EVALUATION**

#### **A. Progress reports**

- 7.1 The DGAC will be responsible for monitoring the project and for preparing the corresponding progress reports. All progress reports must be submitted within 30 days after the end of each six-month period, and the final report within 30 days following the final disbursement. These reports, to be submitted in a format previously agreed upon with the Bank, will include the work plan and disbursement timetable for the following six months; and cover all project financing and activities undertaken to date, together with results measured in terms of the verification methods and indicators set out in the project's logical framework. The Bank, acting through its Country Office in Peru, will use these reports to monitor progress in project implementation and to prepare the project completion report within three months following the final disbursement.

#### **B. Evaluations**

- 7.2 The evaluations will be performed by an international consultant specializing in airport security, selected and hired by the Bank. The mid-term review will be carried out once 50% of the total funding has been committed, and will cover at least the following points: (i) institutional capacity of the DGAC; (ii) activities in connection with training courses; and (iii) review of the funds used and allocation of the local counterpart. This report, to be delivered within two months after it has been commissioned, will evaluate whether the DGAC is implementing the project as agreed with the Bank; otherwise, it will specify the actions needed to ensure correct project execution.

- 7.3 The second evaluation will be performed when at least 90% of the project funding has been disbursed, and will analyze at least the following points: (i) the degree to which the project's specific objectives have been achieved; and (ii) the number of people trained and the training programs developed by the agency to ensure that all personnel with important roles in airport security have the necessary expertise. This report is to be presented to the Bank within three months after the date on which it is commissioned.

## **VIII. PROJECT BENEFITS AND RISKS**

### **A. Benefits and rationale**

- 8.1 The project will be financed as a line of activity under the Technical Cooperation Facility, for the strengthening of airport security (documents MIF/GN-71 and MIF/GN-71-1). The following benefits will accrue from this project: (i) the economic impact on the country which could be severely affected by interruptions to critical activities such as trade, tourism, and regional integration will be minimized; and (ii) it will facilitate the establishment of a regulatory framework for large-scale investments and improvements and the introduction of cutting-edge airport security technologies.

### **B. Beneficiaries**

- 8.2 The direct beneficiaries of the project are the DGAC, sector or aviation-dependent businesses, airport operators, airlines, and airport services companies.

### **C. Risks**

- 8.3 Centralization of training programs. To reduce this risk, the government will be required to confirm the continuity of comprehensive training programs.
- 8.4 Financial sustainability of the program. The DGAC maintains a Service Management Agreement covering the resources needed to guarantee operational sustainability of the Civil Aviation Security Program. The PER/01/801 OACI agreement now in effect has been renewed until 2006.

### **D. Environmental and Social Impact**

- 8.5 Given the nature of this operation, which aims to strengthen airport security, no adverse social or environmental effects are anticipated.

## **IX. SPECIAL CONTRACTUAL CLAUSES**

- 9.1 As a condition precedent to the first disbursement established in the line of activity the executing agency must present evidence that a Project Coordinator has been appointed pursuant to Bank procedures and with the latter's no objection.
- 9.2 Prior to participation in the training program, each participating organization, entity, or enterprise will sign a letter of agreement with the DGAC, setting out its role and obligations in the program, with details of the counterpart contribution to be made.

**STRENGTHENING OF AIRPORT SECURITY  
(PE-M1012)**

**LOGICAL FRAMEWORK**

<b>Narrative Summary</b>	<b>Indicators</b>	<b>Means of verification</b>	<b>Assumptions</b>
<b>GOAL</b>			
To contribute to the security and effective functioning of the air transport sector in Peru, to enable the country to reap the economic benefits arising from access to global markets.	Two years after project completion:  Air transport activity will adhere to the international standards of the ICAO and other regulatory bodies.  Aviation security will be efficient.	<ul style="list-style-type: none"> <li>Statistics on aviation accidents and/or incidents</li> <li>Data on passenger numbers</li> <li>Data on the number of flights</li> <li>Evaluation reports and ICAO and FAA audits</li> </ul>	Economic indicators remain positive.
<b>PURPOSE</b>			
To strengthen airport security in the country by providing staff training.	Within two years after completion of the operation, the results of periodic ICAO audits of the subsector for training and security controls are at least as good as or better than those achieved in the audit prior to the start up of the program.	<ul style="list-style-type: none"> <li>DGAC semiannual reports</li> <li>ICAO audit</li> <li>Consultant's midterm and final evaluation</li> <li>PPMR</li> </ul>	<p>Adequate budget for operational functioning.</p> <p>Trained staff remain in their posts.</p>
<b>COMPONENTS</b>			
Training on airport security	<p>12 months after the first disbursement, at least 25 staff members will be trained in basic airport security issues.</p> <p>By the end of the project, at least 25 staff members will have been trained as instructors in various areas of airport security and will be able to disseminate such information to their firms.</p>	<ul style="list-style-type: none"> <li>Evaluation reports and ICAO and FAA audits</li> <li>Semiannual project reports from the executing agency</li> <li>Project midterm and final evaluation reports.</li> <li>Statistics on aviation accidents and/or incidents.</li> <li>PPMR</li> </ul>	<p>Recently amended ICAO standards are not further amended in the short term.</p> <p>Receptiveness to the new arrangements among sector stakeholders.</p> <p>Availability of equipment.</p> <p>Willingness of staff trained by ICAO to give courses.</p> <p>Trained staff members remain interested in furthering their professional careers.</p>

Narrative Summary	Indicators	Means of verification	Assumptions
<b>ACTIVITIES</b>			
<p>Training in airport security</p>	<p>Preparation of a training plan for 25 instructors from the sector.</p> <p>Program of conferences and talks for different aviation sectors to disseminate existing regulations.</p> <p>Courses abroad:</p> <ul style="list-style-type: none"> <li>- AVSEC Auditor Course - ICAO</li> <li>- Curso Universidad Concordia</li> </ul> <p>Foreign courses in Peru:</p> <ul style="list-style-type: none"> <li>- National Auditors Course</li> <li>- Airline Security</li> <li>- Crisis Management</li> <li>- Hostage Negotiation Course</li> <li>- Hostage Negotiation Course</li> <li>- Trainer Training AVSEC</li> <li>- Security Teams</li> <li>- Hazardous Merchandise</li> <li>- Aviation Security Management</li> </ul> <p>Local courses:</p> <ul style="list-style-type: none"> <li>- Aviation Legislation Courses</li> <li>- Explosives Course</li> <li>- Migration Course</li> <li>- Counter-Terrorism Course</li> <li>- Drug Trafficking Course</li> <li>- Customs Rules and Regulations</li> <li>- Internal Auditors Course</li> <li>- Lead Auditor Course</li> <li>- OSAS Course</li> <li>- Course on Hazardous Merchandise Emergency Response</li> </ul> <p>New DGAC regulatory standards</p>	<ul style="list-style-type: none"> <li>• Evaluation reports and ICAO and FAA audits.</li> <li>• The executing agency's semiannual reports on the project.</li> <li>• Project financial and accounting records.</li> <li>• Final external audit report</li> <li>• Consultant's midterm and final evaluation.</li> <li>• PPMRs.</li> </ul>	<p>The current level of government funding for the DGAC is maintained.</p> <p>Equipment is delivered on schedule.</p> <p>Training facilities are adequate to accommodate instructors and staff.</p> <p>Availability of consultants for timely training and contracting.</p>

**STRENGTHENING OF AIRPORT SECURITY  
(PE-M1012)**

Annex II  
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**Itemized budget**

Tasks	Qty.	Unit cost (US\$)	Total cost (US\$)	Expenditure charged to:	
				MIF (US\$)	Local counterpart (US\$)
<b>Single component: Staff training</b>					
<b>Courses</b>					
AVSEC Auditor Course (ICAO)	2	\$2,500	\$5,000	\$5,000	\$0
Curso Univ. Concordia	5	\$6,500	\$32,500	\$32,500	\$0
National Auditors Course	25	\$800	\$20,000	\$20,000	\$0
Airline Security	25	\$1,000	\$25,000	\$25,000	\$0
Crisis Management	25	\$800	\$20,000	\$20,000	\$0
Hostage Negotiation Course	25	\$800	\$20,000	\$20,000	\$0
Cargo and Mail Security	25	\$800	\$20,000	\$20,000	\$0
Trainer Training AVSEC	25	\$800	\$20,000	\$20,000	\$0
Security Equipment	25	\$800	\$20,000	\$17,500	\$2,500
Hazardous Goods	25	\$700	\$17,500	\$0	\$17,500
Hazardous Goods Instructors	25	\$700	\$17,500	\$8,500	\$9,000
Aviation Security Management	25	\$800	\$20,000	\$0	\$20,000
Aviation Legislation Course	25	\$60	\$1,500	\$0	\$1,500
Explosives Course	25	\$60	\$1,500	\$0	\$1,500
Migration Course	25	\$60	\$1,500	\$0	\$1,500
Counter-Terrorism Course	25	\$60	\$1,500	\$0	\$1,500
Drug Trafficking Course	25	\$60	\$1,500	\$0	\$1,500
Customs Rules and Regulations	25	\$60	\$1,500	\$0	\$1,500
Internal Auditors Course	25	\$280	\$7,000	\$7,000	\$0
Lead Auditor Course	5	\$1,800	\$9,000	\$9,000	\$0
OSHAS Course	9	\$500	\$4,500	\$4,500	\$0
Course on Hazardous Goods Emergency Response	9	\$500	\$4,500	\$0	\$4,500
New DGAC Regulatory Standards	25	\$60	\$1,500	\$0	\$1,500
Crisis Management Practices	25	\$60	\$1,500	\$0	\$1,500
<b>Subtotal courses</b>			<b>\$274,500</b>	<b>\$209,000</b>	<b>\$65,500</b>
<b>Equipment</b>					
Multimedia projector	1	\$5,000	\$5,000	\$0	\$5,000
Screen	1	\$500	\$500	\$0	\$500
Overhead projector	1	\$1,000	\$1,000	\$0	\$1,000
VHS/DVD	1	\$250	\$250	\$250	\$0
Laptop computer	4	\$2,500	\$10,000	\$10,000	\$0
Photocopier	1	\$2,100	\$2,100	\$2,100	\$0
Printer	4	\$450	\$1,800	\$1,800	\$0
21-inch TV set	1	\$550	\$550	\$550	\$0
<b>Subtotal equipment</b>			<b>\$21,200</b>	<b>\$14,700</b>	<b>\$6,500</b>
<b>Documentation</b>					
Doc. ICAO	1	\$9,000	\$9,000	\$2,000	\$7,000
Doc. IATA	1	\$3,000	\$3,000	\$3,000	\$0
Films	1	\$2,000	\$2,000	\$2,000	\$0
Instructional material	1	\$2,000	\$2,000	\$0	\$2,000



**STRENGTHENING OF AIRPORT SECURITY  
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Annex II  
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**Itemized budget**

Tasks	Qty.	Unit cost (US\$)	Total cost (US\$)	Expenditure charged to:	
				MIF (US\$)	Local counterpart (US\$)
<b>Subtotal documentation</b>			<b>\$16,000</b>	<b>\$7,000</b>	<b>\$9,000</b>
<b>Dissemination</b>					
Brochures, posters, fliers	1	\$2,000	\$2,000	\$2,000	\$0
<b>Subtotal dissemination</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>
<b>Total component</b>			<b>\$313,700</b>	<b>\$232,700</b>	<b>\$81,000</b>
Project coordinator			\$96,800	\$0	\$96,800
Evaluation			\$24,000	\$24,000	\$0
Audit			\$5,000	\$5,000	\$0
Contingencies			\$4,000	\$4,000	\$0

\$265,700	\$177,800
60%	40%
\$443,500	

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK  
MULTILATERAL INVESTMENT FUND

PROPOSED RESOLUTION MIF/DE-\_\_\_/06

Peru. Nonreimbursable Technical Cooperation ATN/MT-\_\_\_\_-PE  
Strengthening of Airport Security

The Donors Committee of the Multilateral Investment Fund

RESOLVES:

1. That the President of the Inter-American Development Bank or such representative as he shall designate is authorized, in the name and on behalf of the Bank, as Administrator of the Multilateral Investment Fund, to enter into such agreements as may be necessary with the Republic of Peru, and to take such additional measures as may be pertinent, for the execution of the project proposal contained in document MIF/AT-\_\_\_ with respect to technical cooperation program for the strengthening of airport security.

2. That up to the amount of US\$265,700, or its equivalent in other convertible currencies, shall be authorized for the purpose of this resolution, chargeable to the resources of the Line of Activity for the Strengthening of Airport Security of the Technical Cooperation Facility of the Multilateral Investment Fund.

3. That the above-mentioned sum is to be provided on a nonreimbursable basis.

LEGIII/PE-669894-06  
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