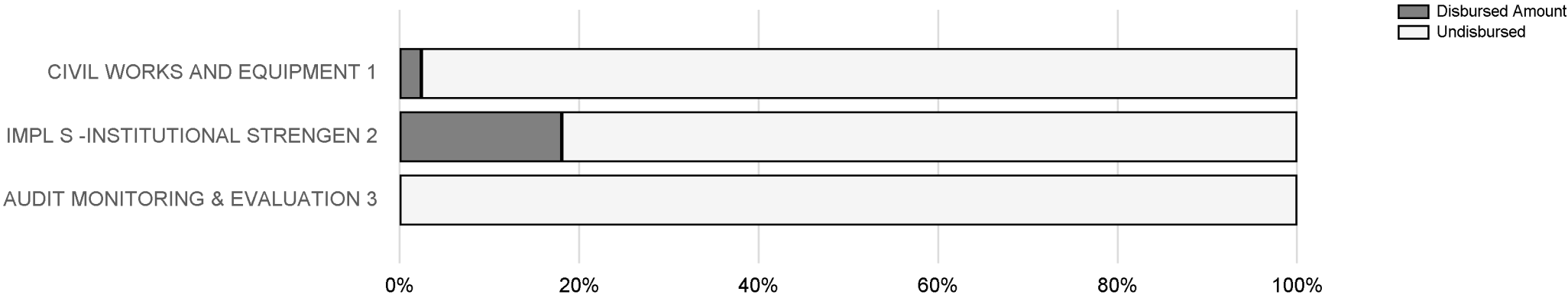


PMR Public Report

| | | | |
|--|--|---|---|
| Operation Number | BH-L1041 | Chief of Operations Validation Date | 10/14/22 |
| Year- PMR Cycle | First period Jan-Jun 2022 | Division Chief Validation Date | |
| Last Update | 10/10/22 | Country Representative Validation Date | |
| PMR Validation Stage | Validated by Chief of Operations | | |
| Basic Data | | | |
| Operation Profile | | | |
| Operation Name | Airport Infrastructure Program | Loan Number | 3907/OC-BH |
| Executing Agency | MINISTRY OF TRANSPORT AND LOCAL GOVERNMENT | Sector/Subsector | TRANSPORT-AIRPORT INFRASTRUCTURE |
| 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 | Convergence related Operation(s) | |
| Borrower | THE COMMONWEALTH OF THE BAHAMAS | | |
| Environmental and Social Safeguards | | | |
| Impacts Category | B | Was/Were the objective(s) of this operation reformulated? | NO |
| Safeguard Performance Rating | Partially Satisfactory | Date of approval | |
| Safeguard Performance Rating - Rationale | No construction works have started yet, only the performance of studies in noise, environmental and social baselines and disaster risk management. The development of these tasks has started by the development of Terms of Reference and are being prepared to plan. The development of these studies has been done in coordination with the executing agency. Proper environmental and social management plans are expected to be implemented when they will start.. From this update we learned that there is a potential involuntary resettlement of one or more farmers and land acquisition of at least one farm adjacent to the airport in North Eleuthera. Therefore, these impacts need to be assessed and a Resettlement, Compensation and/or Livelihood Restoration Plan must be prepared. These potential impacts had not yet been identified as such, but according to the PIU, no displacement has yet taken place. | | |

| | | | | | | | | | |
|----------------|-----------------------|-------------|-------------------|------------------------|---------------------|------------------------|----------------------|-------------|--------------------|
| Financial Data | | | | | | | | | |
| | Total Cost and Source | | | | | Available Funds (US\$) | | | |
| Operations | Original IDB | Current IDB | Local Counterpart | Co-Financing / Country | Total Original Cost | Current IDB | Disb. Amount to Date | % Disbursed | Undisbursed Amount |
| BH-L1041 | 35,000,000 | 35,000,000 | 18,800,000 | 0 | 53,800,000 | 35,000,000 | 3,741,666.62 | 10.69% | 31,258,333.38 |
| Aggregated | 35,000,000 | 35,000,000 | 18,800,000 | 0 | 53,800,000 | 35,000,000 | 3,741,666.62 | 10.69% | 31,258,333.38 |

Expense Categories by Loan Contract (cumulative values)



Please note that inactive indicators and outputs are not displayed; totals in the actual cost table may not match the sum of the cost of the outputs displayed, due to the cost of inactive outputs.

| RESULTS MATRIX |
|--------------------------------|
| General Development Objectives |

RESULTS MATRIX

Specific Development Objectives

Specific Development Objectives Nbr. 0: Travel time savings

Observation:

| Indicator | | Unit of Measure | Baseline | Baseline Year | 2023 | | EOP 2023 |
|-----------|--|-----------------|----------|---------------|------|---|----------|
| 0.0 | Number of passengers traveling through the Marsh Harbour, Exuma, North Eleuthera and Treasure Cay airports | Passengers | 636000 | 2015 | P | - | 767,000 |
| | | | | | A | - | - |

Details

Means of Verification: MTA based on data provided by the operator

Observations:

Evaluation Methodology: -

| | | | | | | | |
|------------|----|---------------|----|---------------|--|--|--|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | |
| | | | | | | | |

| Indicator | | Unit of Measure | Baseline | Baseline Year | 2023 | | EOP 2023 |
|-----------|---|-----------------|----------|---------------|------|---|----------|
| 0.1 | Number of commercial international passengers traveling through the Marsh Harbour, Exuma, North Eleuthera and Treasure Cay airports | Passengers | 252000 | 2017 | P | - | 342,000 |
| | | | | | A | - | - |

Details

Means of Verification: MTA based on data provided by the operator

Observations:

Evaluation Methodology: -

| | | | | | | | |
|------------|----|---------------|----|---------------|--|--|--|
| Pro-Gender | No | Pro-Ethnicity | No | CRF indicator | | | |
| | | | | | | | |

RESULTS MATRIX

OUTPUTS: ANNUAL PHYSICAL AND FINANCIAL PROGRESS

Component Nbr. 1 Civil Works

| | | | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|------|--|-----------------|-------|-------------------|----------|--------------------|------------|
| | Output | Unit of Measure | | 2022 | EOP 2023 | 2022 | EOP 2023 |
| 1.01 | North Eleuthera airport upgraded and operating in compliance with ICAO standards and including climate change adaptation designs | Airports (#) | P | - | 1 | 10,000,000 | 29,000,000 |
| | | | P (a) | - | 1 | - | 29,000,000 |
| | | | A | - | - | - | - |
| 1.02 | Exuma airport upgraded and operating in compliance with ICAO standards which includes climate change adaptation designs | Airports (#) | P | - | 1 | 5,740,000 | 20,400,000 |
| | | | P (a) | - | 1 | 5,000,000 | 20,400,000 |
| | | | A | - | - | - | 3,106,610 |
| 1.03 | Marsh Harbour airport upgraded and operating in compliance with ICAO standards which includes climate change adaptation designs | Airports (#) | P | - | 1 | 100,000 | 200,000 |
| | | | P (a) | - | 1 | - | 200,000 |
| | | | A | - | - | - | - |
| 1.04 | Treasure Cay airport upgraded and operating in compliance with ICAO standards which includes climate change adaptation designs | Airports (#) | P | - | 1 | 1,000,000 | 2,200,000 |
| | | | P (a) | - | 1 | 200,000 | 2,200,000 |
| | | | A | - | - | 39,000 | 39,000 |

Component Nbr. 2 Implementation support and institutional strengthening

| | | | | PHYSICAL PROGRESS | | FINANCIAL PROGRESS | |
|------|--|-----------------|-------|-------------------|----------|--------------------|----------|
| | Output | Unit of Measure | | 2022 | EOP 2023 | 2022 | EOP 2023 |
| 2.01 | Trainings of GoBH staff | No. | P | - | 6 | - | 300,000 |
| | | | P (a) | 3 | 44 | 50,000 | 300,000 |
| | | | A | 20 | 61 | 20,000 | 41,922 |
| 2.02 | Management contract drafted | No. | P | - | 4 | 280,000 | 430,000 |
| | | | P (a) | - | 4 | 100,000 | 430,000 |
| | | | A | - | - | - | - |
| 2.03 | PEU created and operating | No. | P | - | 1 | 120,000 | 570,000 |
| | | | P (a) | - | 1 | 150,275 | 570,000 |
| | | | A | - | 1 | 15,833 | 160,558 |
| 2.04 | Audits performed to evaluate the compliance of each airport with the Standards and recommended Practices of ICAO | No. | P | - | 4 | - | 200,000 |
| | | | P (a) | - | 4 | - | 200,000 |
| | | | A | - | - | - | - |

| Other Cost | | | | |
|------------|-----------------------------------|-------|------------|------------|
| | Audit and Monitoring & Evaluation | P | 190,000 | 500,000 |
| | | P (a) | 100,000 | 500,000 |
| | | A | 7,840 | 12,320 |
| Total Cost | | | | |
| | Total Cost | P | 17,430,000 | 53,800,000 |
| | | P (a) | 5,600,275 | 53,800,000 |
| | | A | 82,673 | 3,360,410 |

No information available for this section

RISKS AND PLANNED RESPONSES

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|------------------------------------|
| 3 | Inactive | | Economic and Financial Environment |
| | | | |
| | Response Actions | | |
| | 3.1 | Management Strategy | Status |
| | | MITIGATE | COMPLETE |
| | | | |

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|--------------------|
| 6 | Active | | Internal Processes |
| | | | |
| | Response Actions | | |
| | 6.1 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|---------------------------|
| 9 | Active | | Institutional Environment |
| | | | |
| | Response Actions | | |
| | 9.1 | Management Strategy | Status |
| | | MITIGATE | ACTIVE |
| | | | |

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|---------------------------|
| 12 | Active | | Institutional Environment |
| | | | |
| | Response Actions | | |
| | 12.1 | Management Strategy | Status |
| | | AVOID | ACTIVE |
| | | | |

| Risk ID | Risk Status | | Risk Taxonomy |
|---------|------------------|---------------------|--------------------|
| 15 | Inactive | | Internal Processes |
| | | | |
| | Response Actions | | |
| | 15.1 | Management Strategy | Status |
| | | MITIGATE | COMPLETE |
| | | | |

IMPLEMENTATION STATUS AND LEARNING

| Lesson Learned - Categories |
|-----------------------------|
| |