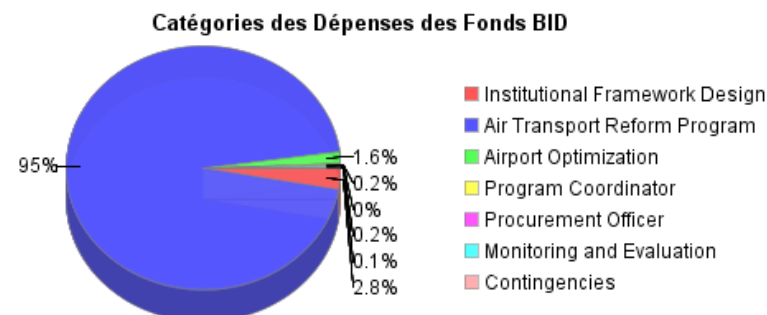
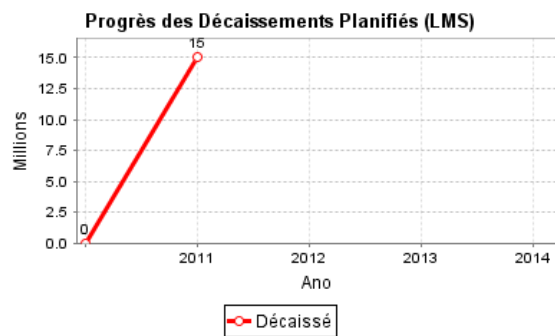
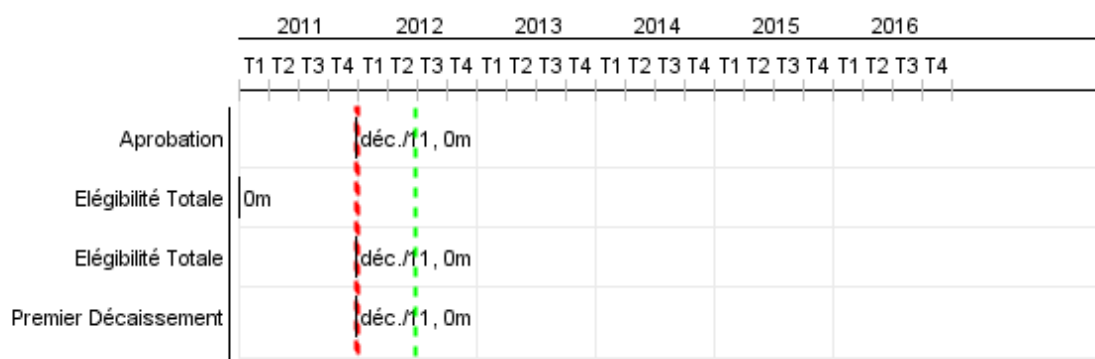


Rapport Résumé

Données Générales		Fonds Disponibles (US\$)	Coût Total et Source de Financement
Agence d' Exécution (EA):	Ministerio de Transporte y Aviación		
Secteur:	TRANSPORT		
Numéro(s) de Prêt(s):	2682/OC-BH;2683/OC-BH	Montant Courant Approuvé:	50.000.000,00
Étape:	Approved	Montant Décaissé à ce Jour:	15.000.000,00
Type d' Opération:	HIB - Hybrid Operation	% Décaissé:	30,00
Opération(s) Connexe(s):	RG-P1400, RG-P1442	Solde:	35.000.000,00
Sous-Type de l'Opération:	HIB - Hybrid Operation		
		Initial BID:	50.000.000,00
		Courant BID:	50.000.000,00
		Pari Passu:	100,00
		Cofinancement/Pays:	
		Estimation Initiale:	50.000.000,00
		Période d'Amortissement (mois):	174

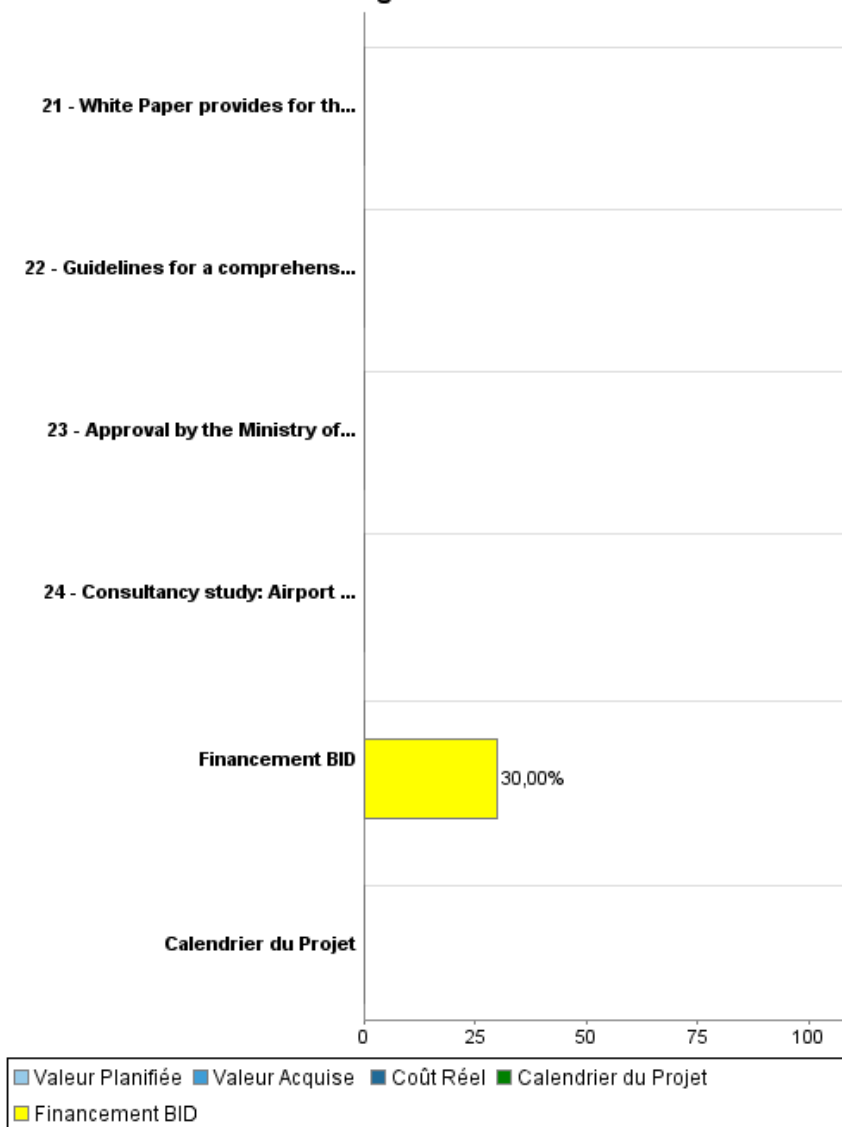
Catégorie d'Impact Environnemental et Social du Projet	Reformulation	Validation
Catégorie d'Impact Environnemental et Social du Projet: B13	() Les objectifs du projet ont-ils été reformulés?	Validé par le Chef de Division: 30-abr-2012 Validé par le Représentant: 30-abr-2012



Progrès Cumulé à 2011



Progrès Cumulé



Résultats

- Aucune information n'est disponible

Produites: Progrès Physique et Financier Annuel 2011

Description	Unité de Mesure	Physique				Financier			
		Planifié	Réel	Unités Cumulées	Unités FDP	Planifié	Réel	Coûts Cumulées	Coûts FDP
Conditions for First Tranche (\$15 million)									
Macroeconomic framework of the borrower and program objectives aligned	framework	1,00	1,00		1,00				
Policy on the Aviation Sector Reform (White Paper), approved by Cabinet, separating policy making, regulatory and operational functions.	Cabinet Approval	1,00	1,00		1,00				1,00
White Paper provides for the creation of an independent and autonomous Civil Aviation Authority, responsible for technical regulation of the aviation sector.	Independent CAA	1,00	1,00		1,00				1,00
White paper provides for the transfer of all responsibilities for airports operaiton and Air Traffic Control operation to the Airport Authority .	Vested Airport Authority	1,00	1,00		1,00				1,00
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	1,00	1,00		1,00				1,00
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	1,00	1,00		1,00				1,00
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	1,00	1,00		1,00				1,00
Environment, Health and Safety and Emergency Preparedness standards and procedures for airports, under preparation	Development of Health, safety and emergency standards	1,00	1,00		1,00				1,00
Hazardous Cargo Management Procedures, under preparation.	Development of Harzrdous Cargo Management Procedures	1,00	1,00		1,00				1,00
Standards for energy and water-use conservation in airports under preparation	Development of conservation measures	1,00	1,00		1,00				1,00

Description	Unité de Mesure	Physique				Financier			
		Planifié	Réel	Unités Cumulées	Unités FDP	Planifié	Réel	Coûts Cumulées	Coûts FDP
Conditions for Second Tranche (\$32.5) million									
The macroeconomic framework of the Borrower and Program objectives are aligned.	Aligned macro economic framework				1,00				1,00
Legislation to implement Policy on the Aviation Sector Reform (included in the White Paper), approved by Parliament, and in implementation.	Legislation approved				1,00				
CAA created by MTA and operational 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 adequate staff to meet its responsibility.	CAA and MTA created.				1,00				
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 financial obligations and adequate staff.	AA assigned responsibility for all government airports				1,00				
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 established				1,00				
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 other airports in the Family Islands.	New financial structure in place				1,00				
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				1,00				
Acquisition, installment and operation of new radar equipment for LPIA (Nassau airport).	Radar Installed				1,00				

RAPPORT DE SUIVI

BH-L1027 - Air Transport Reform Program
2011 2e período con cierre al (31-mars-2012)

Banque Interaméricaine de Développement - BID

Bureau de la planification stratégique et de l'efficacité du développement
Dernière Mise à Jour: 30/04/2012

Description	Unité de Mesure	Physique				Financier			
		Planifié	Réel	Unités Cumulées	Unités FDP	Planifié	Réel	Coûts Cumulées	Coûts FDP
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				7,00				
Seven (7) airports (Nassau, Freeport, Marsh Harbour Abaco, North Eleuthera, San Salvador, comply with the established hazardous cargo management procedures.	Number of airports comply with hazardous cargo management procedures				7,00				
Standards for energy and water use and conservation in airports, approved by MoTA	Conservation standards approved				1,00				
Technical Cooperation component (\$2.5 million)									
Consultancy study: Institutional framework design	number of consultancies				1,00				1.400.000,00
Consultancy study: Airport Optimization	Number of consultants hired				1,00				810.000,00
Program Execution Unit including monitoring and evaluation	cost								290.000,00
TOTAL									2.500.010,00