

PROJECT STATUS REPORT

JULY 2010 - DECEMBER 2010

SECTION 1: PROJECT SUMMARY

PROJECT NAME: Strengthening Airport Security in Countries of OECS

Project Number: TC0301047 - Operation Number: ATN/MT-9723-RG

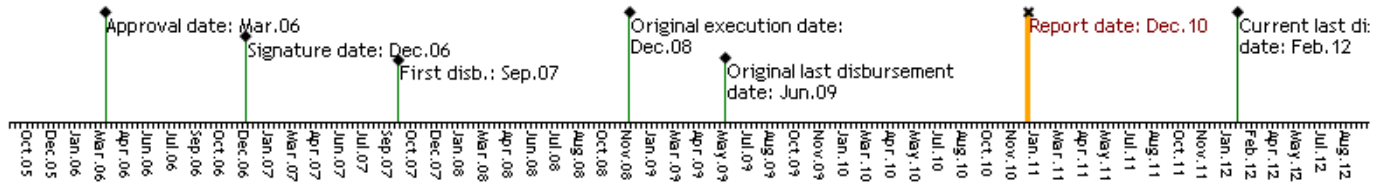
Purpose: Enhance and strengthen airport security in the OECS country airports to meet new international aviation security standards and recommended practices.

Country Administrator BARBADOS	Beneficiary Country BARBADOS	Group INF - Infrastructure and Public Services	Subgroup ASEC - Airport Security
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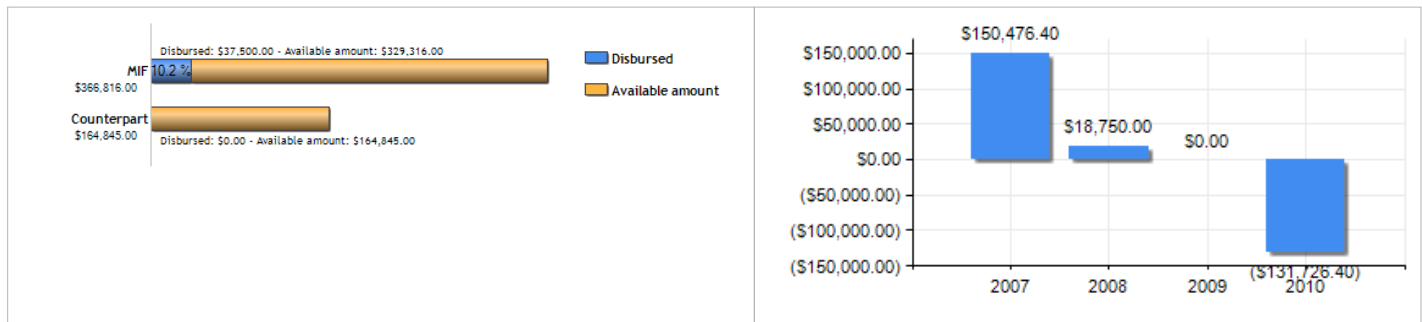
Executing Agency: CARIBBEAN DEVELOPMENT BANK

Design Team Leader:
Supervision Team Leader: Dookiesingh, Vashlie

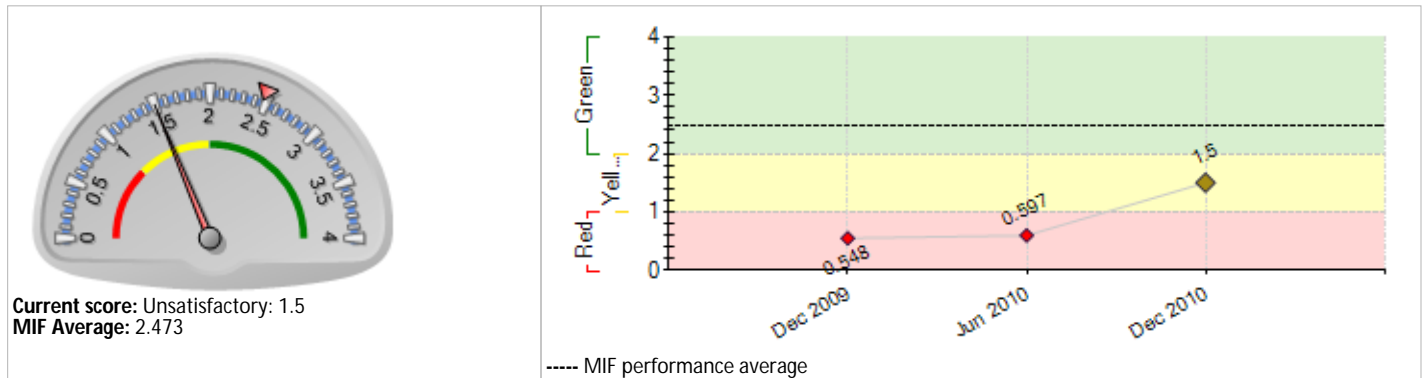
TIMELINE



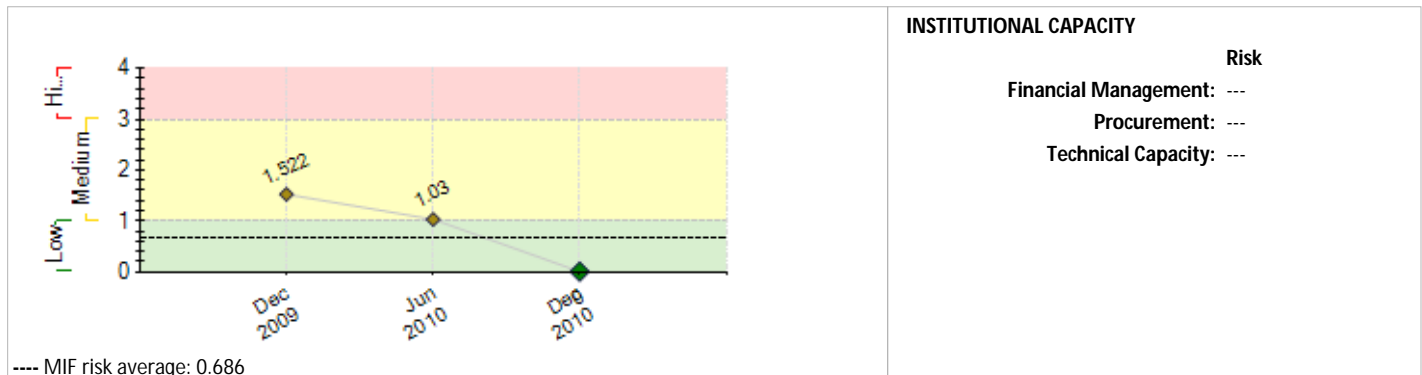
FUNDS



PERFORMANCE SCORE



EXTERNAL RISKS



SECTION 2: PERFORMANCE

Summary of project performance since inception

The project performance to date has been satisfactory:

Results since inception:

1. Completion of majority of training activities under Component 3;
2. Review of National Civil Aviation Security Programmes;
3. Submission of Certification Programme and Long Term Financial Sustainability Study;
4. Review of majority of airport security programmes.

Difficulties were encountered in the rescheduling of three course namely the Public Relations/Customer Service course, the Airport Security Procedures and Preventative Measures course and the Crash Fire Rescue course. This was due to severe illness on the part of the instructor. The Public Relations course was completed in June and Airport Security Procedures will be completed in September. All training will be completed by October.

Critical actions to complete project objectives:

1. Passage of Aviation Security Regulations;
2. Approval of security programmes;
3. Implementation of Certification Programme;
4. Acquisition of Security Equipment;
5. Completion of Crash, Fire Rescue Training.

Comments from the Supervision Team Leader

Agree with the Executing Agency comments

There were significant delays in mobilising the project as well as in securing services of a suitable technical consultant to support implementation of key activities. Procurement via International Competitive Bidding was completed late in 2009 and implementation of key activities are well underway and are likely to be completed in 2011. Additional factors which negatively impacted the pace of implementation were the Executing Agency's (EA) lack of familiarity with IDB procedures, loss of key EA staffing in the Haiti earthquake of 2009 and difficulty in co-ordinating the various project stakeholders/beneficiaries, specifically various national civil aviation associations across the Eastern Caribbean

Summary of project performance in the last six months

The project's performance during the reporting period has been satisfactory. The main achievements were:

1. Completion of training programmes in Cargo Security, Airport Security Train-the-Trainer, Aviation Security Management and Public Relations/Customer Service for Aviation Security in June 2011;
2. Delivery of first drafts of Airport Security Certification Program and Long Term Financial Sustainability study;
3. First disbursement of MIF resources in March 2011;

In the next six months the Executing Agency's efforts will be focused on:

1. Delivery of the Airport Security Procedures Course- to be completed by 4th October 2011 ;
2. Delivery of the Crash Fire Rescue Course and Exercise-10th to 21st October 2011

2. Finalization of the remaining Airport Security Programmes;

Comments from the Supervision Team Leader

Agree with the Executing Agency comments

SECTION 3: INDICATORS AND MILESTONES

Indicators		Baseline	Intermediate 1	Intermediate 2	Intermediate 3	Planned	Achieved	Status
Purpose: Enhance and strengthen airport security in the OECS country airports to meet new international aviation security standards and recommended practices.	P.11 The major airports within the OECS member states are approved by ICAO audits.	0 Dec 2006				1 Dec 2008	1 Jul 2011	
	P.12 OECS member states receive positive results from TSA Assessments.	0 Dec 2006				1 Dec 2008	1 Jun 2011	
	P.13 ECCAA/OECS countries airport security systems are operationally and financially self-sustainable	0 Dec 2006				1 Dec 2008	0 Dec 2009	
	C1.11 Each OECS member state has adopted the updated NCASP and undertaken efforts within its major airports to comply with the NCASP and the procedures set in the Security Manual for safeguarding Civil Aviation Against Acts of Unlawful Interference	0 Dec 2006				1 Feb 2010	0.5 Dec 2010	Delayed
	C1.12 ECCAA has implemented and initiated the region's airport security certification program	0 Dec 2006				1 Dec 2010	0 Dec 2010	On Course
	C1.13 ECCAA has initiated the implementation of the financial and operational sustainability strategy for OECS countries' airport security systems	0 Dec 2006				1 Dec 2010	0 Dec 2010	On Course
Component 1: Regulatory Strengthening Weight: 36% Classification: Unsatisfactory	C1.14 OECS major airports are certified by ECCAA	0 Dec 2006				100 Dec 2008	0 Dec 2010	Delayed
	C1.15 Each OECS member state has its major airports in compliance with the updated NCASP and the procedures set in the SMSCA (document 8973).	0				1 Dec 2010	0 Dec 2010	Delayed
	C1.16 OECS major airports are certified by ECCAA	0				1 Dec 2010	0 Dec 2010	Delayed
	C1.17 Strategy for financial and operational sustainability of ECCAA / OECS countries' airport security systems implemented.	0				1 Dec 2010	0 Mar 2010	On Course
	C2.11 A fully equipped training room is established and new administrative services are implemented within ECCAA.	0				1 Oct 2010	0 Dec 2010	Delayed
	C2.12 ECCAA training center perceived as useful and regularly utilized by OECS member states.	0				1 Oct 2010	0 Dec 2010	Delayed
Component 2: New Administrative Services Weight: 8% Classification: Unsatisfactory	C3.11 ECCAA personnel trained in basic AVSEC and emergency management.	0				6 Oct 2010	0 Mar 2010	Finished
	C3.12 At the end of project's completion, approximately 308 officers trained in security areas.	0				308 Oct 2010	0 Mar 2010	Delayed
	C3.13 Officers from ECCAA / OECS major airports trained in air cargo and mail security systems.	0				30 Oct 2010	0 Mar 2010	Finished
	C3.14 Officers from ECCAA / OECS airports / government agencies trained in identification and detection of bombs and other incendiary devices.	0				20 Oct 2010	20 Oct 2010	Finished
	C3.15 ECCAA staff individuals trained in Airport Security Training Development and Monitoring.	0				20 Oct 2010	0 Mar 2010	Finished
	C3.16 Officers trained in incident/hostage negotiation.	0				20 Oct 2010	20 Oct 2010	Finished
Component 3: Training in Airport Security Weight: 56% Classification: Unsatisfactory	C3.17 Officers trained in fire fighting and rescue drills.	0				20 Oct 2010	0 Mar 2010	Delayed
	C3.18 Officers trained in emergency exercise for incident/hostage situations.	0				20 Oct 2010	20 Oct 2010	Finished
	C3.19 Officers from member states trained in public relations/customer service.	0				20 Oct 2010	0 Mar 2010	Finished
	C3.110 OECS / other government agencies' officers trained in basic AVSEC and emergency management.	0				152 Oct 2010	0 Mar 2010	Finished

Milestones	Planned	Due Date	Achieved	Date achieved	Status
M0 Previous Conditions	1	May 2007	1	Sep 2007	Achieved late

CRITICAL ISSUES THAT HAVE AFFECTED PERFORMANCE

- [X] Executing agency institutional capacity
- [X] Bank efficiency (response delays)
- [X] Borrower/executing agency commitments
- [X] Design of project/Components
- [X] Purchase difficulties
- [X] Delays in fulfilling the contract terms
- [X] Others, which?: Lack of familiarity with IDB processes particularly in procurement

SECTION 4: RISKS

MOST IMPORTANT RISKS AFFECTING FUTURE PERFORMANCE

Level	Mitigation action	Responsible
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1. The new regulatory framework is not yet fully implemented by all of the OECS countries.	Low	All OECS States have enacted the Civil Aviation Act. Aviation Security Regulations have been developed and have been forwarded to the states for review.	Participating OECS States
2. There is a risk of financial sustainability. Countries may not have the necessary resources to implement the regulations fully and press ahead with the capital investment that the plan calls for. This risk has been exacerbated by the economic crisis that has hit small Caribbean states particularly hard in 2009	Low	The regulatory reform component provides for the design of a financially sustainable long-term airport security plan. Plan to be submitted to ECCAA in March 2011	Project Coordinator
PROJECT RISK LEVEL: Low TOTAL NUMBER OF RISKS: 5 IN EFFECT RISKS: 2 NOT IN EFFECT RISKS: 0 MITIGATED RISKS: 3			

SECTION 5: SUSTAINABILITY

Likelihood of project sustainability after project completion: P - Probable

CRITICAL ISSUES THAT MAY AFFECT PROJECT SUSTAINABILITY

[None reported in this period]

Actions related to sustainability which will be or have been implemented:

The following actions which relate to sustainability have been undertaken during the reporting period:

1. Delivery of the Long Term Financial and Operational Sustainability Study. This document outlines the strategy to be adopted by airports and the ECCAA to ensure the sustainability of current and future aviation security systems.
2. Delivery of Airport Security Certification Programme. This programme will give the ECCAA and the airport authorities the tools to ensure maintenance of standards achieved as specified in the documents delivered under component one;
3. Delivery of Airport Security Train-the Trainer course. This has increased the contingent of trained personnel who capable of delivering further training to airport security.

SECTION 6: PRACTICAL LESSONS

1. Project Coordinators assigned by the Executing Agency to this project were full time employees with other substantive duties. This contributed to some delay in terms of implementation. Further projects of this magnitude should be assigned a short-term dedicated coordinator whose sole responsibility would be implementation and monitoring of the project.	Relative to Design	Author Williams, Rene
2. National Coordinators held positions with substantial workloads within their governments. This has prevented these individuals from devoting optimal time to this project. It is recommended that for future projects that the Executing Agency give guidance to OECS states as to the persons who should be appointed as Coordinators.	Design	Williams, Rene
3. Legislative framework for aviation security should have been in place before commencement of the project. The lack of Civil Aviation Security Regulations hampered progress with the completion of the security documents required as part of Component One.	Implementation	Williams, Rene