TC Document

I. Basic Information for TC

▪ Country/Region:	BAHAMAS
▪ TC Name:	Support for the Design, Preparation, and Execution of Climate Resilient and Inclusive Transport Programs in The Bahamas
▪ TC Number:	BH-T1113
▪ Team Leader/Members:	Scholl, Patricia Lynn (INE/TSP) Team Leader; Jose Mesejo (INE/TSP); Centeno Lappas, Monica Clara Angelica (LEG/SGO); Persaud, Christopher (INE/TSP); Davis, Timyka (CCB/CBH); Bethel, Natalie Ariel (CCB/CBH); Montes Calero, Laureen Elieth (INE/TSP); Indo Lazaro (INE/TSP); Ramirez Pimiento German Daniel (INE/TSP); Pedraza Sanchez, Lauramaria (INE/TSP)
▪ Taxonomy:	Operational Support
▪ Operation Supported by the TC:	BH-L1060.
▪ Date of TC Abstract authorization:	11 Apr 2024.
▪ Beneficiary:	The Commonwealth of The Bahamas
▪ Executing Agency and contact name:	Inter-American Development Bank
▪ Donors providing funding:	OC SDP Window 2 - Infrastructure(W2B)
▪ IDB Funding Requested:	US$200,000.00
▪ Local counterpart funding, if any:	US$0
▪ Disbursement period (which includes Execution period):	36 months
▪ Required start date:	July 2024
▪ Types of consultants:	Firms; Individuals
▪ Prepared by Unit:	INE/TSP-Transport
▪ Unit of Disbursement Responsibility:	CCB/CBH-Country Office Bahamas
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	Yes
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Diversity; Gender equality; Persons with Disabilities

II. Description of the Associated Loan

2.1 The Bank is preparing The Bahamas Program for Climate Resilient and Inclusive Mobility (BH-L1060/BH-0013), which aims to support resilient and inclusive mobility in The Bahamas by investing in climate resilient transportation infrastructure and services. It integrates climate resilience, targeting challenges in mobility and accessibility due to chronic and acute flooding and storm surge in The Bahamas while supporting technologies and infrastructure planning for more climate resilient transport infrastructure. Additionally, it seeks to support institutional strengthening and technology deployment to manage climate change impacts, on the sector, such as those generated by flooding, storm surge, and extreme heat.

III. Objectives and Justification of the TC

3.1 **Objective.** The objective of this TC is to support the preparation and implementation of Bahamas transport projects and programs through the financing of: (i) technical, socioeconomic, and other studies necessary to strengthen the preparation and execution of the operation BH-L1060; (ii) pre-investment studies and for the

strengthening of sustainable and inclusive transportation and urban mobility projects; and (iii) institutional capacity building for sustainable urban mobility.

3.2 **Justification.** While the world is increasingly witnessing the negative consequences of Climate Change CC[1], there is an urgent need to diminish its determinants, prepare cities and critical infrastructure for more recurrent and damaging extreme weather events, and adopt effective mitigation strategies[2]. Of particular interest is how CC externalities are distributed among the population and the differentiated effects on low-income individuals and other vulnerable social groups. In line with this, climate resilient, socially inclusive, mobilities must be at the front of planning and policy[3]. Cities with resilient infrastructure are better prepared to resist CC and are better positioned to recover from the adverse consequences[4]. Recent technology innovations such as the incorporation of digital systems and live tracking systems, are strategies to improve flood risk mitigation.

3.3 **Transport and social inclusion.** In addition to this, the degree of climate resilience of transportation systems and transport infrastructure are significantly influencing the degree of accessibility to opportunities for urban and rural dwellers alike[5]. Accessible, climate resilient transport systems are instrumental to enabling individuals to independently access to jobs, education, health care, tourist destinations, and other opportunities in The Bahamas.

3.4 **Climate Change and Urban mobility in The Bahamas.** The current conditions in The Bahamas contrasts with the multiple risks of CC and with the goal of promoting social inclusion through transportation. Given its location and geography, The Bahamas is exposed to hurricanes and heavy rains that result in floods that affect urban mobility and the normal development of the economy and daily life activities. For example, floods limit the mobility of children and adolescents walking to schools, interrupt tourism, and increase freight logistic costs. Public transit is based on buses or vans (also called jitneys). Residents and tourist who must walk to bus stops or other destinations, are adversely affected during heavy rain events, when flooding frequently impedes the ability of pedestrians to access desired destinations.

3.5 **Tourism and visitors.** The Bahamian economy heavily depends on international tourism. Climate resilient, safe, and inclusive, transport infrastructure enhances visitors' overall experience, encouraging them to spend more on products and services, and increasing the likelihood of future visits. Despite efforts to improve flood resilience, around hotels and key tourist areas, access remains challenging during the rainy season and severe weather events. This makes it difficult for businesses and

---

1 Chapman, L. (2007). Transport and climate change: a review. *Journal of Transport Geography*, *15*(5), 354–367. https://doi.org/10.1016/j.jtrangeo.2006.11.008

2 Schwanen, T., Banister, D., & Anable, J. (2011). Scientific research about climate change mitigation in transport: A critical review. *Transportation Research Part A: Policy and Practice*, *45*(10), 993–1006. https://doi.org/10.1016/j.tra.2011.09.005

3 Buehler, R., Pucher, J., Gerike, R., & Götschi, T. (2017). Reducing car dependence in the heart of Europe: lessons from Germany, Austria, and Switzerland. *Transport Reviews*, *37*(1), 4–28. https://doi.org/10.1080/01441647.2016.1177799

4 Marsden, G., & Rye, T. (2010). The governance of transport and climate change. *Journal of Transport Geography*, *18*(6), 669–678. https://doi.org/10.1016/j.jtrangeo.2009.09.014

5 Lucas, K. (2012). Transport and social exclusion: Where are we now? *Transport Policy*, *20*(March 2012), 105–113. https://doi.org/10.1016/j.tranpol.2012.01.013

entrepreneurs to connect with international visitors and generate revenue. Therefore, investments in address climate change adaptation on roads and in tourist areas can also stimulate the economy.

3.6 **Gender.** Climate resilient transportation infrastructure could facilitate mobility conditions and access to employment of women and other social groups.[6] As in other countries in the Latin American and the Caribbean region, The Bahamas faces challenges of crime and personal security, which disproportionally affect women.[7] When compared to men, women are more exposed to gender-based violence and sexual harassment when traveling. Integrating Information and Communication Technologies (ICTs) into transportation systems can improve quality and enhance perceptions of personal security.[8]

3.7 **Diversity.** Vulnerable social groups are often overlooked by car-based development models and public policy and can greatly benefit from investments in resilient and sustainable infrastructure. Children and People with Disabilities (PwD) are at a higher risk of the impacts of climate change such as severe flooding, extreme heat, and traffic accidents. The lack of resilient, flood proof, safe, and accessible, transport infrastructure imposes additional burdens on those who cannot move independently, and those who cannot drive due age, ability, or income. Not owning a car or lacking the ability to drive increases the risk of social exclusion.

3.8 **Institutional challenges.** Transforming the resilient of the mobility landscape of The Bahamas is requires the identification and prioritization of where and how to build climate resilient infrastructure oriented to improve access by mitigating the effects of CC. Moreover, such transformation requires a complementary approach of strengthening the capacity of current and new transport agencies and authorities, as well as of other governmental institutions and relevant stakeholders in the transport sector. Additionally, regulations concerning the mitigation of flood and other climate risks are subject to improvement and updating. This includes not only the conditions of the transport infrastructure, but also, mechanisms to implement digital technologies to monitor and evaluate the effectiveness of infrastructure investments aimed at reducing climate risks. For example, predicting flooding events and continually monitoring the need for improvements to drainage and nature-based solutions to flood and other climate hazards that can impede access.

3.9 **Strategic alignment.** The TC is consistent with the IDB Group Institutional Strategy: Transforming for Scale and Impact (CA-631) and is aligned with the objectives of: (i) reduce poverty and inequality; by promoting better access to services and opportunities for low-income populations and vulnerable groups; and (ii) address CC; by fostering sustainable transport and climate-resilient infrastructure. It is also aligned with the operational focus areas of: (i) biodiversity, natural capital, and climate action (through the use of nature-based solutions to climate change); (ii) gender equality and

---

6 de Madariaga, I. S., & Neuman, M. (2016). Mainstreaming gender in the city. *Town Planning Review*, *87*(5), 493–504. https://doi.org/10.3828/tpr.2016.33

7 Dunckel-Graglia, A. (2013). “Pink transportation” in Mexico City: reclaiming urban space through collective action against gender-based violence. *Gender and Development*, *21*(2), 265–276. https://doi.org/10.1080/13552074.2013.802131

8 Scholl, L., Oviedo, D., & Sabogal-Cardona, O. (2021). *Disrupting Personal (In)Security? The Role of Ride-Hailing Service Features, Commute Strategies, and Gender in Mexico City* (IDB-TN-02361; IDB Technical Notes). https://doi.org/10.18235/0003812

inclusion of diverse population groups; (iii) institutional capacity, rule of law, and citizen security; and (iv) sustainable, resilient, and inclusive infrastructure. The TC is also aligned with One Caribbean (Partnering for Caribbean Development Framework) (GN-3201-5), contributing to the first priority area “climate adaptation, disaster risk management and resilience.” Moreover, it is consistent with: (i) the IDB Infrastructure Strategy: Sustainable Infrastructure for Competitiveness and Inclusive Growth (GN-2710-5), as it promotes infrastructure that supports economic growth and provides access to services; (ii) the IDB Group Country Strategy with The Bahamas 2024-2028 (GN-3198-1), by contributing to the strategic objectives “strengthen the country’s resilience to disasters and climate change” and “promote investments in sustainable infrastructure”; and (iii) the Sector Frameworks of: (a) Transportation (GN-2740-12), by promoting efficient, inclusive, sustainable and quality urban mobility; (b) Gender and Diversity (GN-2800-13), by addressing gender and diversity gaps, and promoting universal access for PwD; (c) CC (GN-2835-13), by integrating and aligning CC considerations and ambitions in transportation; and (d) Energy (GN-2830-8), by promoting decarbonization in transportation and the use of electric vehicles.

IV. Description of components and budget

4.1 **Component I: Resilient and inclusive transport infrastructure.** It will finance: (i) studies to support the design and implementation of climate-resilient and inclusive transport infrastructure, such as drainage, nature-based solutions to flooding, storm surge, and extreme heat that adversely affect mobility and accessibility to opportunities, with gender and diversity perspective; and (ii) studies to diagnose and address transport challenges faced by vulnerable populations due climate events such as flooding and storm surge as well as evaluate implemented projects and solutions.

4.2 **Component II: Institutional strengthening and digitalization.** It will finance, among others: (i) activities to strengthen institutional capacity within the Ministry of works and Family Island Affairs; and (ii) studies to support the digital tools and systems to monitor, evaluate and plan for measures to mitigate climate change impacts (flooding), transport sector, and studies to design and implement innovative execution mechanisms.

4.3 **Budget.** The indicative budget of the TC is US$200,000.00, which will be financed by the Window 2 of the Strategic Development Program financed with the Bank's Ordinary Capital OC-SDP-W2B (GN-2819-14).

Indicative Budget

Component	Description	IDB/Fund Funding (US$)	Counterpart Funding (US$)	Total (US$)
Component I. Resilient and inclusive transport infrastructure.	Studies and designs for climate resilient and inclusive streets, Drainage and flood hazard map studies and impact evaluation of measures implemented in the loan.	160,000.00	0.00	160,000.00
Component II. Institutional strengthening and digitalization.	Institutional Strengthening for Climate Resilient, Safe, and Complete Streets	20,000.00	0.00	20,000.00
	Climate Resilience Digitalization Plan for The Bahamas	20,000.00	0,00	20,000.00
Total		200,000.00	0.00	200,000.00

V. Executing agency and execution structure

5.1 At the request of the Government of The Bahamas (GoTB), the Executing Agency (EA) of this operation will be the Bank, through the Transport Division of the Department of Infrastructure and Energy (INE/TSP). The Bank's execution is justified by the counterpart's technical and operational limitations to carry out the TC activities within the required time frame, in accordance with policy OP-619-4. In addition, INE/TSP has specialized knowledge in providing technical assistance on topics of interest related to the subject matter of this TC and it is recognized for its leadership in sustainable and inclusive urban mobility. Therefore, the Bank, as the EA, will provide value added to the activities to be developed and will facilitate the mediation and participation of the different organizations and actors involved. The Bank will work in close collaboration with the beneficiary entities of the CT, the Ministry of Works and Family Island Affairs (MOW&FIA), identifying support needs. The execution and disbursement period will be 36 months.

5.2 The Bank will contract the services of individual consultants, consulting firms and non-consulting services following the policies and procedures in force at the Bank. INE/TSP will be in charge of the preparation and publication of requests for expressions of interest, the preparation of shortlists, the preparation and distribution of requests for proposals, and the evaluation and selection of consultants according to the criteria established in the requests for proposals. and the negotiation of the respective contracts.

5.3 All acquisitions to be executed under this TC have been included in the Procurement Plan (Annex IV) and will be contracted in accordance with the Bank's applicable policies and regulations as follows: (i) Hiring of individual consultants, as established in the Complementary Employment Policy (AM-650); and (ii) Hiring of services provided by consulting firms in accordance with the Institutional Procurement Policy (GN-2303-33) and its Guidelines.

VI. Major issues

6.1 The main risk that could affect the execution of the activities planned by this TC is related to coordination challenges among the different parties involved. This could slow down the execution of activities and the overall progress of the TC. To mitigate

this risk, the Bank will be the EA leading the coordination and communication with the hired consultants.

VII. Exceptions to Bank policy

7.1 No exceptions to the Bank policy are considered for this TC.

VIII. Environmental and Social Strategy

8.1 This Technical Cooperation is intended to finance pre-feasibility or feasibility studies of specific investment projects and the environmental and social studies associated with them; therefore, the terms of reference and products of this TC will be consistent with the applicable requirements of the Bank's Environmental and Social Policy Framework (ESPF).

Required Annexes:

Request from the Client_53945.pdf

Results Matrix_75029.pdf

Terms of Reference_95783.pdf

Procurement Plan_67025.pdf