TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	REGIONAL/CCB - Caribbean Group
▪ TC Name:	Coordinated Border Management for Regional Connectivity and Resilience
▪ TC Number:	RG-T5122
▪ Team Leader/Members:	LUCENTI, KRISTA (PTI/TIN) Team Leader; GUERRERO, PABLO (INE/TSP) Alternate Team Leader; DORANTES GOMEZ, ANGELA CARMELIA (PTI/TIN); NUNEZ TORREALVA, JOSE GIACOMO ANDRE (PTI/TIN); MARQUEZ, CHRISTIAN JOHN (PTI/TIN); STELLO, LUIS FRANCISCO (LEG/SGO); HOFWIJKS, STEVEN ROMEO (CCB/CCB); RUDDOCK, SHERIES ALETHEA (CCB/OCC)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	01 Oct 2026
▪ Beneficiary:	Bahamas, Barbados, Guyana, Jamaica, Suriname, Trinidad and Tobago.
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US$500,000.00
▪ Local counterpart funding:	US$0.00
▪ Disbursement period:	36 months
▪ Types of consultants:	Individuals; Firms
▪ Prepared by Unit:	PTI/TIN - Trade and Investment Division
▪ Unit of Disbursement Responsibility:	PTI/TIN - Trade and Investment Division
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	No
▪ Alignment to IDBStrategy+ 2024-2030:	Productive development and innovation through the private sector; Regional integration; Supports sustainable economic growth; Supports digital transformation; Institutional capacity, rule of law, and citizen security; Digital government; Private sector development

II. Objective and Justification

2.1 The objective of this Technical Cooperation is to improve the efficiency, predictability, and resilience of cross-border and maritime trade processes in participating Caribbean countries through strengthened coordinated border management (CBM), digital trade facilitation, and enhanced regional collaboration and knowledge exchange under the ONE Caribbean framework.

2.2 Recent IDB analysis shows that the Caribbean consistently faces higher trade costs than most subregions in Latin America and the Caribbean, reflecting maritime transport inefficiencies, regulatory barriers, and fragmented border management. These constraints are particularly significant given the region's dependence on international trade and tourism, the small size of domestic markets, and the central role of maritime transport in connecting Caribbean economies to regional and global markets. High trade costs also affect the movement of food and other essential goods, undermining competitiveness and regional integration. A key factor contributing to these challenges is the persistence of friction at the border. Trade processes involve customs administrations, port authorities, immigration and health agencies, sanitary and phytosanitary authorities, standards bureaus, and other border-control institutions that often operate through separate procedures and systems. Differences in institutional capacity, regulatory practices, and levels of digital maturity can result in duplicative

processes, inconsistent requirements, limited information sharing, and insufficient interoperability among customs, maritime single windows, and other border-management platforms. International evidence identifies coordinated border management, stronger inter-agency cooperation, and digital trade facilitation as effective mechanisms for reducing trade costs and improving the efficiency and predictability of cross-border processes. These institutional and operational weaknesses also have implications for resilience. The Caribbean is among the world's most disaster-prone regions, with hurricanes and other climate-related shocks frequently disrupting transport networks and supply chains. During emergencies, delays in the movement of food, medical supplies, emergency equipment, and reconstruction materials can increase economic losses and hinder response and recovery efforts. Efficient border procedures and clear coordination mechanisms are therefore essential not only for trade facilitation but also for maintaining access to critical goods during crises. To address these challenges, the TC will support participating countries through a combination of country diagnostics, institutional strengthening, digital interoperability, and regional cooperation. Diagnostics will identify country-specific institutional, procedural, and technological gaps and inform tailored implementation pathways. The operation will support the development of CBM frameworks, strengthen collaboration among border agencies, promote interoperability among relevant trade and border-management systems, and develop contingency plans and standard operating procedures for emergency situations. The TC will also facilitate regional collaboration and knowledge exchange among participating countries and relevant regional and international organizations. Improved coordination, greater interoperability, and stronger emergency preparedness will help facilitate the movement of goods, support food security objectives, and strengthen the capacity of Caribbean economies to respond to and recover from disruptions. The operation builds on lessons from the Regional Public Good on Coordinated Border Management during Natural Disasters and Emergencies (RG-T3765) and advances the objectives of the ONE Caribbean framework through a regional approach to trade facilitation and resilience.

III. Description of Activities and Outputs

3.1 **Component I: Country-Level Coordinated Border Management, Digital Trade Facilitation and Resilient Border Operations.** This component will support CBM, digital trade facilitation, and operational resilience. Country diagnostics will identify institutional, procedural, and interoperability gaps and inform differentiated implementation pathways. Activities may include CBM roadmaps, inter-agency coordination arrangements, adaptation of the IDB emergency CBM toolkit, contingency plans, SOPs, capacity building and simulation exercises, and interoperability assessments and recommendations.

3.2 **Component II: Regional Frameworks, Knowledge Exchange, and Implementation Support.** This component will strengthen regional cooperation and support implementation of CBM and digital trade-facilitation reforms. Activities may include coordination with Caribbean and international institutions; development of regional CBM principles, interoperability guidance, and benchmarking tools; technical exchanges and peer learning; dissemination of lessons and good practices; and program coordination and monitoring. It will leverage existing regional arrangements and avoid duplication.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Total Funding
Country-Level Coordinated Border Management, Digital Trade Facilitation and Resilient Border Operations	US$400,000.00	US$400,000.00

Activity/Component	IDB/Fund Funding	Total Funding
Regional Frameworks, Knowledge Exchange, and Implementation Support	US$100,000.00	US$100,000.00
Total	**US$500,000.00**	**US$500,000.00**

V. Executing Agency and Execution Structure

5.1 The TC will be executed by the Inter-American Development Bank, through PTI/TIN, with INE/TSP providing technical inputs on maritime systems and connectivity, based on the request by participating beneficiary governments articulated through the ONE Caribbean Ministerial Dialogue, in accordance with the Bank's Technical Cooperation Policy (GN-2470-2) and the Procedures for the Processing of Technical Cooperation Operations and Related Matters (OP-619-4).

5.2 Bank execution is justified by the regional, multi-country nature of the operation and the need for a single coordinating entity across participating customs administrations, port authorities, and border agencies, none of which individually has the mandate to execute on behalf of the others.

VI. Project Risks and Issues

6.1 Risk 1: Duplication with parallel regional initiatives Root cause: IMO, CDB/CARICOM IMPACS, CARTAC, and national customs administrations are simultaneously active in the MSW and CBM space. Impact: wasted resources, confusion among beneficiary institutions, and reputational risk to the Bank and to ONE Caribbean. Mitigation: establish structured coordination arrangements with relevant regional and international partners under Component 2, including periodic information exchange, mapping of planned activities, and consultation before finalizing country-level interventions under Component 1. Risk 2: Heterogeneous digital and institutional maturity across participating countries Root cause: the beneficiary countries sit at markedly different points on the customs modernization and digitalization curve. Impact: a uniform activity design risks being too advanced for some countries and redundant for others, slowing results. Mitigation: differentiated, country-specific implementation pathways rather than a single regional template. Risk 3: Limited uptake of regional MSW interoperability standards Root cause: prior regional MSW initiatives in the Caribbean achieved limited uptake. Impact: Component 1 outputs (standards, frameworks) may not be adopted in practice. Mitigation: the TC is deliberately scoped to interoperability of existing systems, not the design or financing of new national platforms, and includes targeted technical assistance rather than a one-size-fits-all rollout. Risk 4: Inter-agency coordination and political-economy resistance Root cause: Ministers themselves identified inter-agency coordination, rather than technology alone, as the more binding constraint on border management reform; agencies with entrenched roles may resist reform. Impact: delays in agreeing joint protocols. Mitigation: a phased approach beginning with countries that confirm their readiness to participate as pilots.

VII. Environmental and Social Aspects

7.1 This TC does not have applicable requirements of the Bank’s Environmental and Social Policy Framework (ESPF).