DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

BAHAMAS

SUPPORT FOR EXECUTION OF TRANSPORT SECTOR PROJECTS IN THE BAHAMAS

(BH-T1134)

PROJECT DOCUMENT

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BAHAMAS **SUPPORT FOR EXECUTION OF TRANSPORT SECTOR PROJECTS IN THE BAHAMAS** **BH-T1134**		
PROJECT SUMMARY		
Operation Type:	Technical Cooperation	
Sector:	TRANSPORT	
Subsector:	TRANSPORT NETWORKS CONNECTIVITY	
TC Taxonomy:	Operational Support	
Project Number under the Operational Support Taxonomy:	BH-L1041, BH-L1063	
Technical Responsible Unit:	INE/TSP-Transport	
Unit with Disbursement Responsibility (UDR):	CCB/CBH-Country Office Bahamas	
Executing Agency:	Inter-American Development Bank	
PROJECT OBJECTIVE		
The objective of this Technical Cooperation is to provide comprehensive support to the Ministry of Tourism, Investments and Aviation (MoTIA) and the Ministry of Works and Family Island Affairs (MoWFIA) in developing and implementing strong project management and technical oversight of the portfolio (BH-L1041 and BH-L1063).		
FINANCIAL INFORMATION		
Financing Type	**Fund**	**Amount in US$**
TCN - Nonreimbursable	P3D - OC SDP Pillar 3 - Sustainable, Resilient, and Inclusive Infrastructure	250,000
	Total IDB Financing	**250,000**
	Counterpart Financing	**0**
	Total Project Budget	**250,000**
Donors:	N/A	
Disbursement Period:	36 months	
Execution Period:	36 months	
ADDITIONAL FINANCIAL INFORMATION		
N/A		

I. JUSTIFICATION AND OBJECTIVE

I.1 **Diagnostic.** Recent evidence shows that climate-related disasters impose disproportionate socioeconomic costs on Small Island Developing States (SIDS). Concentrated coastal populations and infrastructure increase exposure to storm surge and flooding, while reliance on sectors such as tourism heightens vulnerability to macroeconomic shocks. As a result, SIDS face persistent economic and social risks linked to high exposure and limited preparedness. According to the IMF, small states in Latin America and the Caribbean experience average annual GDP losses of about 16% from disasters and climate change, with roughly 11% of their population affected — far higher than in larger countries. Historical estimates show that tropical cyclones have caused damages averaging 82% of GDP in Caribbean islands, underscoring the vulnerability of coastal transport and power infrastructure. [1,2]

I.2 **Gender and diversity.** Gender and social inclusion factors further shape vulnerability and access to infrastructure benefits. Although The Bahamas has a female labour force participation rate of about 69.1%, women remain underrepresented in transport and construction. Data from the United Nations show women account for 39% of employment in transport-related sectors and only 9% in construction.[3] Research by the IDB also finds that most caregivers perceive inadequate flood protection along school routes, with weather disruptions affecting attendance and health. Children, older adults, and people with disabilities — who often face mobility constraints — are frequently overlooked in infrastructure planning despite benefiting disproportionately from inclusive, resilient design.

I.3 **Request.** Considering this situation, the Government of The Bahamas, through the Ministry of Finance, has requested the support of the Bank to support the execution of transport projects and related technical studies to diagnose and design solutions to flood risk (see request letter in Annex I).

I.4 **Objective.** The objective of this Technical Cooperation is to provide comprehensive support to the Ministry of Tourism, Investments and Aviation (MoTIA) and the Ministry of Works and Family Island Affairs (MoWFIA) in developing and implementing strong project management and technical oversight of the portfolio (BH-L1041 and BH-L1063).

I.5 **Description of the associated Loans (BH-L1041 and BH-L1063).** This TC support two loans: (i) BH-L1041, "Airport Infrastructure Program" a LON-GOM of US$35 Million from OC plus US$18 Million from the counterpart, currently disbursing until December 2027; and (ii) BH-L1063, "Climate Resilient Transport

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[1] Auwalin, I., Rumayya, R., & Sukartini, N. M. (2024). Environmental Impacts of Green Open Space in Urban Indonesia: A Difference-in-Differences Analysis.

[2] Azadeh Akhavan Bloorchian, Laurent Ahiablame, Abdolreza Osouli, Jianpeng Zhou, Modeling BMP and Vegetative Cover Performance for Highway Stormwater Runoff Reduction, Procedia Engineering

[3] Preliminary Results Labour Force Survey Second Quarter 2024. The Government of Bahamas – Department of Statistics, 2024

Infrastructure in New Providence", a LON-GOM of US$80 Million with no counterpart financing that was approved in December 2025 and waiting for legislative approval. This TC is directly related to BH-L1063 as it will provide technical support through data collection and analysis relevant diagnosing and developing plans and solutions to mitigate flood risk on New Providence Island in keeping with the loan objectives. With respect to the Airport Infrastructure Program (BH-L1041), it will support execution through reviews, analysis, and technical guidance on procurement, financial, and environmental and safeguards matters.

I.6 **Complementarity.** The proposed TC complements the Bank's transport sector portfolio in The Bahamas by providing the technical studies, planning tools, and execution support necessary to maximize the impact of the associated operations Airport Infrastructure Program (BH-L1041) and Climate Resilient Transport Infrastructure in New Providence (BH-L1063). The operation contributes to the sector's strategic vision by combining flood risk analysis, climate-resilient and inclusive infrastructure design, and implementation support, thereby strengthening the Government's capacity to plan, prioritize, and execute sustainable transport investments. Through the development of flood hazard assessments, resilient road and public space designs, Nature-based Solutions (NbS), Sustainable Urban Drainage Systems (SuDS), and institutional support for procurement, project management, and asset management, the TC supports mainstreaming climate adaptation, disaster risk management, accessibility, and inclusion into transport sector investments. As such, it reinforces the objectives of the Bank's transport portfolio by generating knowledge, improving project readiness and execution, and promoting more sustainable, resilient, and inclusive transport infrastructure in The Bahamas.

I.7 **Strategic Alignment.** The TC is consistent with the IDB Group Institutional Strategy 2024-2030: Transforming for Scale and Impact (CA-631) and is aligned with the three strategic objectives: (i) reducing poverty and inequality; (ii) addressing climate change; and (iii) bolstering sustainable growth. It is also aligned with the operational focus areas of: (i) Biodiversity, Natural Capital and Climate Action; (ii) Gender Equality and Inclusion of Diverse Population Groups; (iii) Institutional Capacity, Rule of Law and Citizen Security; and (iv) Sustainable, Resilient and Inclusive Infrastructure. Moreover, it is consistent with the IDB Group Country Strategy with The Bahamas 2024-2028 (GN-3198-1), by contributing to the strategic objective 1.1., "Strengthen the country's resilience to disasters and climate change" and its result, "improved governance for disaster risk management". It also aligns with the Strategic Program for Development financed with Ordinary Capital (OC SDP) – Pillar 3 – Sustainable, Resilient, and Inclusive Infrastructure (P3D) (GN-2819-25), as it supports knowledge generation needed to promote the development of sustainable and inclusive transport infrastructure. Finally, it aligns with the Transportation Sector Framework Document (GN-2740-12), specifically with the Line of action 1: Promote efficient, inclusive, sustainable, and quality mobility for urban and interurban passengers; and Line of action 3: Strengthen sector institutions and regulations.

II. COMPONENTS

2.1 **Component 1: Flood hazard analysis and mitigation measures (US$40,000).** It finances: (i) Analysis of existent flood hazard models; (ii) Flood Risk mitigation measures literature review; (iii) Flood Risk reduction measures proposal for The Bahamas; and (iv) Assessment of the effectiveness of implemented flood risk mitigation measures in New Providence, including cost-benefit analysis.

2.2 This component will include a consultancy to review available hydrological, hydraulic, topographic, meteorological, land use, and drainage information, identify data gaps, and update or develop flood hazard and risk models as required. Based on these analyses, the consultancy firm will evaluate current flood mitigation practices, identify structural and non-structural measures suitable for The Bahamas, and prepare prioritized recommendations considering technical feasibility, environmental sustainability, climate resilience, and cost-effectiveness. The assignment will also include stakeholder consultations with relevant government agencies to validate findings and ensure that the proposed measures support national disaster risk management and climate adaptation objectives.

2.3 **Component 2: Safe, inclusive, and resilient infrastructure designs (US$70,000).** It finances: (i) Safe, inclusive, and resilient road and public space design, including green infrastructure NbS, SuDS, etc., to mitigate flood risk; and (ii) Sustainable urban planning to prevent flood risk.

2.4 The consultancy will prepare conceptual and preliminary engineering designs and technical guidelines for resilient transport infrastructure and public spaces that integrate flood risk reduction and climate adaptation measures. This will include the incorporation of NbS, SuDS, green infrastructure, universal accessibility principles into road and urban design and additional considerations for mobility of care, including resting, shading, and others. In addition, the consultant will develop planning recommendations and decision-support tools to promote risk-informed urban development, strengthen land use planning practices, and reduce future exposure of infrastructure and communities to flooding.

2.5 **Component 3: Execution support of BH-L1063 and BH-L1041 (US$140,000).** It finances: (i) Support for execution of BH-L1063 and BH-L1041; (ii) Support for development of sustainable road maintenance and asset management system; (iii) Consultancies to support project execution for both BH-L1041 and BH-L1063, including procurement, financial, and environmental and safeguards monitoring and implementation.

2.6 This component will finance two individual consultancies to strengthen the execution capacity of BH-L1063 and BH-L1041. A Procurement Consultant will provide technical support for the planning, preparation, and implementation of procurement processes, ensuring compliance with IDB policies and procedures, facilitating timely acquisition of goods, works, and consulting services, and supporting contract administration. A General Support Consultant will assist with overall project implementation, including coordination among stakeholders, monitoring project progress, support for the development of the sustainable road maintenance and asset management system, review of technical deliverables, financial and administrative coordination, and follow-up on environmental and social safeguards implementation, contributing to the efficient and timely delivery of project activities.

2.7 While both BH-L1063 and BH-L1041 included resources for implementation support, the execution environment in The Bahamas presents institutional and operational capacity challenges that can affect the pace of project implementation. In this context, the proposed TC is designed to provide targeted, complementary support that is not intended to substitute or duplicate activities financed under the loans. Specifically, this component will support the preparation of draft procurement and technical documentation, including terms of reference, technical specifications, and other implementation-ready inputs required to advance project execution in a timely manner. This upstream technical assistance will help accelerate procurement and implementation processes, reduce bottlenecks, and strengthen execution capacity during the critical early stages of implementation. The proposed support is therefore complementary to the resources already available under the loan operations and follows a common IDB approach of providing targeted technical cooperation assistance to enhance implementation readiness and facilitate the effective execution of investment projects in capacity-constrained environments.

2.8 **Expected Results**. The TC is expected to produce updated flood hazard and risk analyses, a prioritized set of flood risk reduction measures for The Bahamas, and an assessment of the effectiveness and cost-benefit of implemented mitigation measures in New Providence. It will also deliver technical guidelines and conceptual designs for safe, inclusive, and climate-resilient roads and public spaces that incorporate NbS, SuDS, and sustainable urban planning principles. In addition, the operation will strengthen the execution of BH-L1063 and BH-L1041 through enhanced procurement support, improved project coordination, and the development of a sustainable road maintenance and asset management system, enabling more efficient implementation of transport infrastructure investments.

2.9 **Beneficiaries.** The primary beneficiary of the technical cooperation will be the Government of The Bahamas, particularly the MoWFIA, through strengthened technical capacity for flood risk management, resilient infrastructure planning, and project execution. Indirect beneficiaries include road users and communities in flood-prone areas, who will benefit from more resilient and sustainable transport infrastructure investments.

III. BUDGET

3.1 **Budget.** The indicative budget of the TC will be US$250,000.00, which will be entirely financed by the OC SDP Pillar 3 Sustainable, Resilient, and Inclusive Infrastructure (P3D). There will be no counterpart.

Budget in US$		
Components	**P3D**	**Total**
Flood hazard analysis and mitigation measures	US$40,000	US$40,000

Safe, inclusive, and resilient infrastructure designs	US$70,000	US$70,000
Execution support of BH-L1063 and BH-L1041	US$140,000	US$140,000
Total	**US$250,000**	**US$250,000**

IV. EXECUTION STRUCTURE

4.1 **The IDB as Executing Agency**. The TC will be executed by the Inter-American Development Bank (IDB), based on a request by the beneficiaries, 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), through the Transport Division (INE/TSP).

4.2 The Bank will work in close collaboration with the main beneficiaries of the TC, the GoTH, in the execution of the TC and in identifying support needs. INE/TSP will oversee the preparation and publication of requests for expressions of interest, the preparation of shortlists, the preparation and distribution of requests for proposals, the evaluation and selection of consultants according to the criteria established in the requests for proposals, and the negotiation of the respective contracts.

4.3 **Institutional Capacity.** The execution of the Technical Cooperation (TC) by the Transport Division of the Infrastructure and Energy Department (INE/TSP) is justified for the following reasons: (i) INE/TSP has the specialized knowledge to provide assistance on matters of interest related to this TC, with the capacity to bring experience and lessons learned from across the region for the development of the products to be prepared; and (ii) as an external agent, the Bank plays a role that facilitates mediation and the participation of different organizations and stakeholders involved.

4.4 The Bank's execution is justified by the counterparts' technical and operational limitations to carry out the TC activities within the required timeframe. 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, climate resilient, and inclusive transport.

4.5 **Procurement.** All procurement to be executed under this Technical Cooperation have been included in the Procurement Plan (Annex IV) and will be hired in compliance with the applicable Bank policies and regulations as follows: (a) Hiring of individual consultants, as established in the regulation on Complementary Workforce (AM-650) and (b) Contracting of services provided by consulting firms in accordance with the Corporate procurement Policy (GN-2303-33) and its Guidelines.

4.6 **Execution and Disbursement Period.** The execution and disbursement period is 36 months.

4.7 **Monitoring, Reporting, and Supervision.** There will be monthly meetings with each individual or corporate consultant (as outlined in the procurement plan) to assess the evolution of each consultancy, identify problems or potential risks, provide feedback, and ensure alignment with the broader goals of the TC.

V. POTENTIAL RISKS

5.1 No major risks have been identified for the execution of this TC.

5.2 **Intellectual Property.** Any knowledge products generated within the framework of this technical cooperation will be the property of the Bank and may be made available to the public under a creative commons license. However, upon request of the beneficiary, the intellectual property of said products may also be licensed and/or transferred to the beneficiary through specific agreements.

VI. EXCEPTIONS TO BANK POLICIES

6.1 No exceptions to any Bank policy have been identified.

VII. ENVIRONMENTAL AND SOCIAL ASPECTS

7.1 This Technical Cooperation is not intended to finance pre-feasibility or feasibility studies of specific investment projects or environmental and social studies associated with them; therefore, this TC does not have applicable requirements of the Bank's Environmental and Social Policy Framework (ESPF).

REQUIRED ANNEXES:

- Annex I: Request from Client
- Annex II: Results Matrix
- Annex III: Terms of Reference
- Annex IV: Procurement Plan
