

## TC ABSTRACT

### I. Basic Project Data

▪ Country/Region:	BARBADOS/CCB - Caribbean Group
▪ TC Name:	Improving: Institutional Frameworks for Integrated Coastal Zone Management, National Risk Information Planning Systems and Sustainable Climate-Resilient Coastal Infrastructure
▪ TC Number:	BA-T1068
▪ Team Leader/Members:	CHAKALALL, YURI (CSD/RND) Team Leader; HORI, TSUNEKI (CSD/RND) Alternate Team Leader; FRANKLIN, ROCHELLE (CCB/CBA); PADILLA, MARIA CAMILA (VPC/FMP); RODRIGUEZ PINEDA, MARIO VINICIO (VPC/FMP); RESTREPO, LISA SOFIA (CSD/RND); GILES ALVAREZ, LAURA (CCB/CBA); ALLENG, GERARD P. (CSD/CCS); BANERJEE, ONIL (CSD/RND); RAJACK, ROBIN MICHAEL (CSD/HUD)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	20 May 2020
▪ Beneficiary:	Coastal Zone Management Unit (CZMU) within Ministry of Maritime Affairs & Blue Economy (MMABE)
▪ Executing Agency:	COASTAL CONSERVATION PROJECT UNIT
▪ IDB funding requested:	US\$500,000
▪ Local counterpart funding:	US\$60,000 (In Kind)
▪ Disbursement period:	24 months
▪ Types of consultants:	Firms
▪ Prepared by Unit:	CSD/RND - Env, Rural Dev & Disaster Risk
▪ Unit of Disbursement Responsibility:	CCB/CBA - Country Office Barbados
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	No
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Social inclusion and equality; Productivity and innovation

### II. Objective and Justification

- 2.1 The objective of this TC is to provide support to the Government of Barbados (GoBA) for the completion of technical studies to develop the design of an Advanced, Integrated Coastal Zone Management (ICZM) Institutional, Coastal Risk Assessment, and Sustainable Climate Resilient Coastal Infrastructure Program.
- 2.2 The coastal zone of Barbados is the country's main economic asset. In 2018, contribution of travel and tourism to GDP for Barbados was 34.9 % (World Data Atlas, 2020). More than half the population reside within 2km of the coast and more than 95% of the tourism related physical plant is located at or near the coast. However, modeling suggests that coastal storm surge induced from a 100-year cyclone predicts that 6,000 residences along the south and west coasts and 70% of west coast hotels would be affected (The Government of Barbados, 2020).
- 2.3 Barbados has been facing severe macroeconomic challenges and in 2018, The Government of Barbados (GoBA) signed a US\$290 million four-year International Monetary Fund (IMF) Extended Fund Facility (EFF) program. The COVID-19 pandemic poses a significant threat to the continued achievement of the structural performance

benchmarks under the EFF, particularly if there is an extended downturn in the tourism sector.

- 2.4 The country continues to be faced with traditional challenges related to its limited economic diversification, fiscal fragility and susceptibility to the impacts of climate change including sea level rise. In 2018, the Government created a Ministry of Maritime Affairs and the Blue Economy (MMABE) on the premise that despite its small land space Barbados' maritime space is over 400 times bigger, covering 183,436km<sup>2</sup> representing an underdeveloped and underexplored opportunity that should be sustainably utilized to advance the economic interest of the country. The importance of risk-based coastal planning, long-term shoreline stability planning and beach enhancement, including the promotion of hazard-resilient coastal infrastructure, coral reef restocking/rehabilitation under the Public-Private Partnership in this context was underscored and reinforced in the International Monetary Fund's Extended Fund Facility (IMF-EFF) October 2018 report. Such measures will also support the country's post COVID19 reopening business strategy and reinforce its destination competitiveness in the mid to longer term.
- 2.5 The proposed TC will help the MMABE to identify and specify the scope, dimension, and scale of modernized/updated institutional public policy, institutional, legislative, budgetary reforms and adjustments that are required to meet contemporary emergent ICZM challenges and strengthen the transition to Blue Economy, in a post COVID19 reopening and recovery context.
- 2.6 The Government has already approved budgetary resources in its financial estimates for the continuation of the concluding Coastal Risk Assessment and Management Program Loan (BA-L1014) operation, from February 2020 through to February 2022, signaling its strong commitment to the continuance of the ICZM agenda.
- 2.7 This TC will complement and enhance the knowledge products developed through the several cooperation projects in Barbados provided by the Japan International Cooperation Agency (JICA), including the Caribbean Disaster Management Project Phase I (2002-2006) and II (2009-2012), as well as from several individual experts from Japan to provide technical advice for disaster risk reduction planning to Barbados. The knowledge products developed through these supports from JICA, including the hydrological databases and the flood hazard maps will be taken into advantage as inputs for this proposed TC.

### III. Description of Activities and Outputs

- 3.1 **Component I: Institutional Capacity Development for Advanced and Improved Integrated Coastal Zone Management.** This component will develop: (i) Plan & Specification of Institutional Reform for Advanced ICZM; (ii) Pilot Governance and Public-Private Economic Enterprise Models for Marine Management Areas and Beach Management; (iii) Feasibility assessment for the upscaling of the coral aquaculture facility to support a national coral reef restoration/rehabilitation program; and (iv) Ecosystem Services/Natural Capital Valuation to identify cost-effective coastal/marine ecosystem services measures.
- 3.2 **Component II: Improved and Strengthened Utilization of Coastal and National Risk Assessment.** This component will develop: (i) Enhanced National Coastal Risk Information Planning Platform, and (ii) Community Based Disaster Risk Management (CBDRM) plans and their related co-management systems along with the introduction of behavioral change measures (nudges).
- 3.3 **Component III: Sustainable Climate Resilient Coastal Infrastructure.** The focus of this component is to undertake final reviews, adjustments and any additional technical assessments for the construction of shoreline protection measures.

### IV. Budget

**Indicative Budget (US\$)**

<b>Activity/Component</b>	<b>IDB/Fund Funding</b>	<b>Counterpart Funding</b>	<b>Total Funding</b>
Institutional Capacity Development for Advanced and Improved Integrated Coastal Zone Management	224,600	20,000	244,600
Improved and Strengthened Utilization of Coastal and National Risk Assessment	148,700	20,000	168,700
Sustainable Climate Resilient Coastal Infrastructure	126,700	20,000	146,700
<b>Total</b>	<b>500,000</b>	<b>60,000</b>	<b>560,000</b>

**V. Executing Agency and Execution Structure**

- 5.1 The TC will be executed by the Government of Barbados. The Project Execution Team (PET) of the Coastal Zone Management Unit, within the Ministry of Marine Affairs and the Blue Economy (MMABE) will be responsible for the administration of the procurement of the consulting services.
- 5.2 The Coastal Zone Management Unit, has had several successive cycles (well over 20 years) of loan project execution of IDB financed operations. The Project Execution Team of the Coastal Zone Management Unit, most recently served as the executing agency for the Barbados Coastal Risk Management Program Loan (BA-L1014) over the period 2010 to 2020. The Government has already approved budgetary resources in its financial estimates for the continuation of the Project Execution Team (PET) staff resource compliment beyond the life of the concluding Coastal Risk Assessment and Management Program Loan (BA-L1014) operation, from February 2020 through to February 2022, signaling its strong commitment to the continuance of the ICZM agenda.

**VI. Project Risks and Issues**

- 6.1 Inter-institutional coordination, GOBA ownership and commitment to the specification and implementation of public policy modernization and institutional reform actions for advanced ICZM and transition to Blue Economy is a critical aspect for this TC to achieve the objective of its activities. At the same time, this factor may present a potential risk of generating a delay in its execution. This risk will be mitigated with the design of this TC with the experienced Project Execution Team of Coastal Zone Management Unit serving as the executing agency to lead and facilitate coordination. The establishment of a formal intra-governmental inter-institutional coordination mechanism under the authority of the Ministries of: Finance and Economic Affairs, and Maritime Affairs & the Blue Economy would also provide additional support to mitigate this risk

**VII. Environmental and Social Classification**

- 7.1 The ESG classification for this operation is "undefined".