

SAINT LUCIA'S NATIONAL OCEAN POLICY AND STRATEGIC ACTION PLAN 2020–2035

Organisation des États de la Caraïbe orientale

HOWELL MARINE CONSULTING

Saint Lucia's National Ocean Policy and Strategic Action Plan (NOP SAP) 2020–2035

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Executive summary

Saint Lucia has jurisdiction over an extensive marine area along with the associated living and non-living resources. It is an acknowledged fact that the oceans contribute to the overall well-being of Saint Lucians that they offer tremendous potential for creating employment, generating incomes and contributing to overall social and economic development. The marine area of Saint Lucia is also home to important biodiversity that provides the natural capital to underpin the Blue Economy and which must be conserved and where necessary improved.

While a number of existing sectors undoubtedly contribute to the social and economic wellbeing of Saint Lucia, the benefits to be derived from the oceans are not fully explored, and neither is there an indication of the precise economic worth of the contribution of the oceans.

Sectoral and species-based approaches are not sufficient to effectively deliver sustainable development and protection of our fragile marine environment. An approach is needed that coordinates management across sectors and resources and integrates environmental management directly with economic development, fiscal policy and social goals. Such an approach requires a change in how we view, manage, govern and use the ocean.

This National Ocean Policy (NOP) establishes a framework for integrated marine planning and management of Saint Lucia's marine space and the activities that occur within it from 2020 until 2035. All relevant planning, authorisation or enforcement decisions, or development of government policy, will take account of this NOP and the supporting Strategic Action Plan (SAP).

1 Introduction

1.1 Context

Located north/northeast of the island of Saint Vincent, northwest of Barbados and south of Martinique, Saint Lucia forms part of the Lesser Antilles. It covers a land area of 616 km^2, has an Exclusive Economic Zone (EEZ) of 16,000 km^2 and has an estimated population of 177,301[1]. Saint Lucia's economy focuses on tourism, financial services, agriculture and small-scale manufacturing, the former providing our main source of jobs and income. Our marine and coastal environment is very important, and the Pitons Management Area was designated as a UNESCO World Heritage Site in 2009.

Saint Lucia has jurisdiction over an extensive maritime area along with the associated living and non-living resources therein. These resources make a significant contribution to our economy and are fundamental to the well-being of our citizens. **Figure 1** shows the EEZ of Saint Lucia, subject to delimitation of maritime boundaries in accordance with international law.

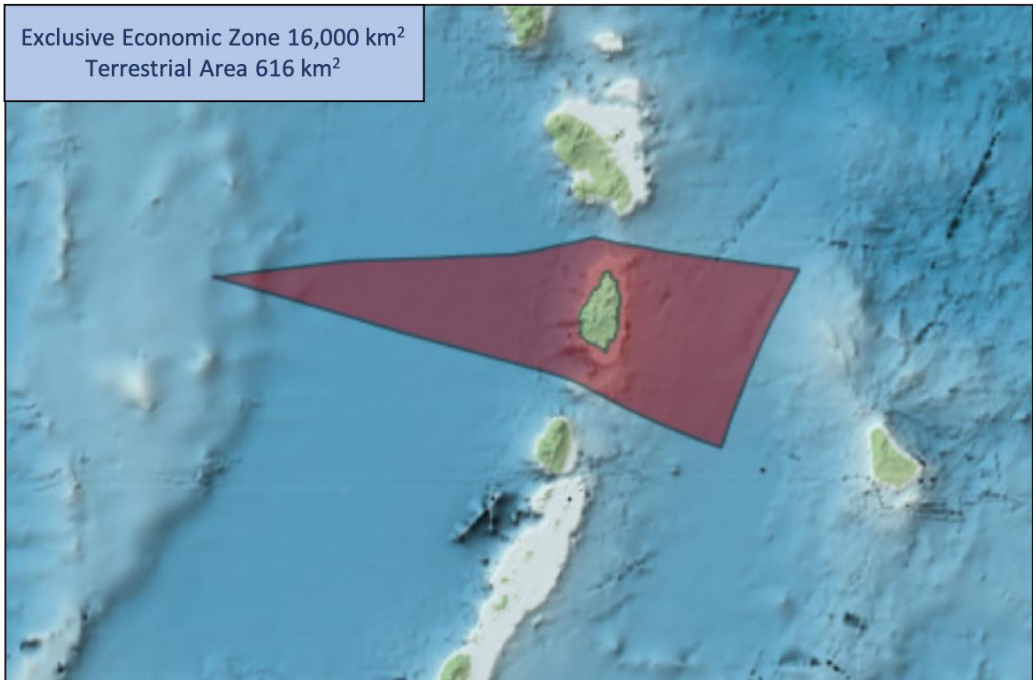


Figure 1 The exclusive economic zone of Saint Lucia (www.marineregions.org)

In addition to climate change which is seen as a significant threat to our future development, local environmental issues include marine pollution, overfishing and the pressures created by increased tourism. Drivers of environmental degradation include land clearing, poor construction practices, the release of toxic and hazardous wastes from industrial, commercial and domestic sources, clearing of mangrove systems, near shore development, reduce and polluted river flows, smothering of coral reefs, inappropriate disposal of solid waste and extreme weather events[2].

1.2 Purpose of the National Ocean Policy

This National Ocean Policy (NOP) establishes a framework for integrated planning and management of our marine space and associated activities occurring within it for the period from 2020 to 2035.

[1] Central Statistical Office of Saint Lucia 2017
[2] Saint Lucia State of the Environment 2015 Dri

Pursuing sustainable development of marine areas requires managing human activity in such a way that ensures the natural marine environment is protected and nurtured for present and future generations. An ecosystem-based approach is essential, along with co-ordination across planning and management of and activities that may impact the marine area, and embedding social and environmental considerations within national policy development. This requires a transition to a more integrated governance approach for our marine space that considers all uses, users and values and integrates environmental management directly with economic development, fiscal policy and social goals.

The purpose of this NOP is to establish a framework that can guide the planning and development of maritime activities in a rational and sustainable manner for the social and economic development of Saint Lucia. It provides a high-level planning document to guide operational decision making in order to pursue a Blue Economy through the effective coordination of all public bodies with responsibility for maritime and ocean affairs. It will achieve this through the inclusion of a vision, set of principles, policy outcomes and goals, sector statements, actions and indicators (see **Figure 2**).

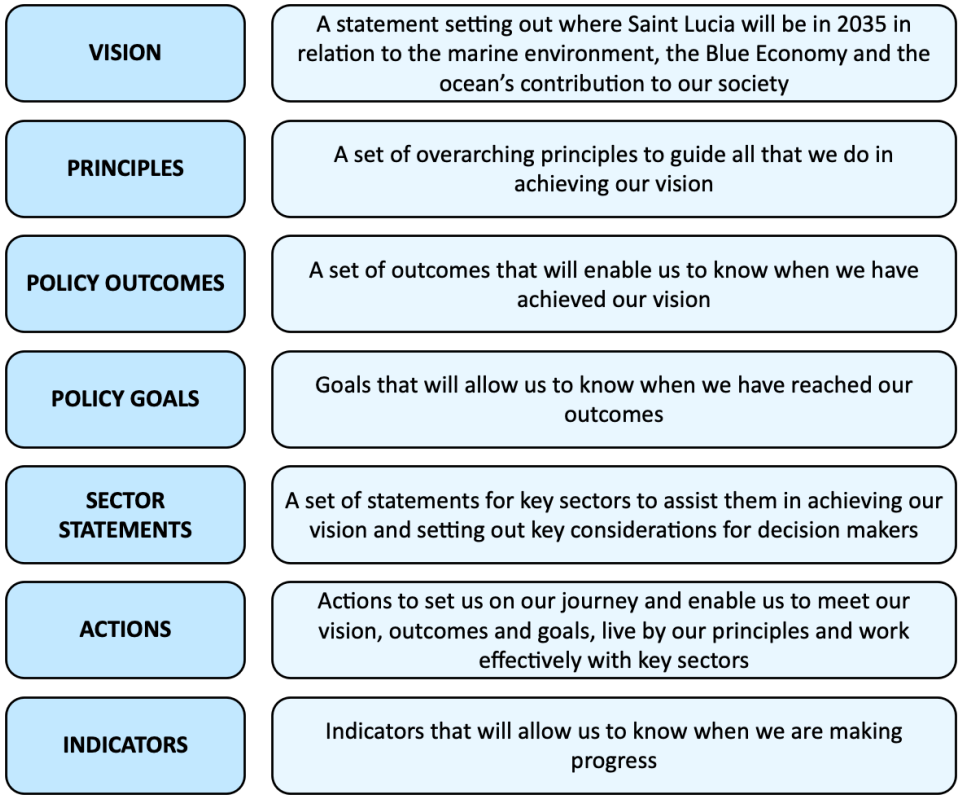


Figure 2 National Ocean Policy structure

The success of this NOP will rely on effective institutional arrangements being put in place, along with the institutional capacity and capability to deliver the policy outcomes. Success is also dependent on a holistic approach to management, including due consideration of other relevant policies and plans.

1.3 Statutory framework

This NOP sets out the policy framework for the management of Saint Lucia's coastal and marine space[3]. All relevant planning, authorisation or enforcement decisions, or development of government policy, will take account of this NOP.

The responsibility for delivering this NOP will sit across all relevant government departments. A National Ocean Governance Committee (NOGC) has been established, and terms of reference are in place. The NOGC will oversee this delivery, monitor progress, and be accountable for ensuring that actions are carried out in accordance with this NOP. The NOGC will serve as a standing committee of public sector departments, statutory bodies and non-governmental organizations, formed for the purpose of working with the Ministry, Ministries or Department(s) with responsibility for environment, physical planning, economic development, fisheries, Sustainable Development, Ocean Governance, Coastal Zone Management, Physical Planning and Economic Development.

The responsibilities of the Committee shall include issues related to maritime boundary delimitation; management and sustainable use of fisheries and other living marine resources; physical development; pollution (including wastewater, marine litter, nutrient management); ocean acidification; exploration and exploitation of non-living marine resources including hydrocarbons; protection of the marine environment; marine scientific research; customs, immigration and maritime enforcement; and maritime administration including shipping.

The NOGC is responsible for, inter alia,:

- coordinating, monitoring and evaluating the implementation of the national ocean policy, strategy and action plan, and other instruments taking into consideration cross-cutting strategies, planning instruments and programmes that set out how implementation of the actions governing the management of the marine space under the jurisdiction of Saint Lucia will be realised;
- establishing a process to identify and integrate local communities and local industries in the development of policies and management strategies for ocean resources;
- stimulating the participation of public and private institutions, governmental and non-governmental organisations, and civil society in the implementation and management of this NOP

The Committee shall have no legal responsibilities. It cannot compel the Government to act on its recommendations or feedback. The purpose of the NOGC shall be to provide advice to the Government of Saint Lucia on the management of the marine space under the jurisdiction of Saint Lucia. The Department of Sustainable Development will serve as the Chair of the NOGC, and the Saint Lucia Air and Sea Ports Authority (SLASPA - Maritime Division) will serve as the Co-Chair. The Coastal Zone Management Unit (CZMU) will serve as the Secretariat of the NOGC.

There will be a mid term evaluation of the NOP by the NOGC to determine progress in achieving policy outcomes, and to review that it is being considered by all relevant public bodies in their decision making. This evaluation will also consider matters relating to the development and delivery of marine spatial planning.

1.4 Spatial Jurisdiction

The geographical scope of this NOP extends from the nationally defined shoreline and includes all marine waters within the limits of the EEZ of Saint Lucia. This NOP will therefore integrate with other national policies, existing or emerging, particularly where they have coastal or marine implications.

The geographic scope of the NOP provides guidance to marine spatial planning (MSP) at all levels, including at the level of the EEZ. The extent of any marine spatial plan will be the same as the extent

[3] Marine space is defined as the entirety of the space on, over or under the seabed and within or above the water column from the mean high water spring tide mark to the extent of the EEZ.

of the NOP. In the coastal zone, marine spatial planning and development will take account of the NOP, as well as any Integrated Coastal Zone Management (ICZM) planning process and priorities in line with, for example, the Climate Change Adaptation Policy (CCAP), National Adaptation Plan (NAP) and any associated adaptation strategies and actions plans under the NAP.

2 Vision

The vision guiding Saint Lucia's NOP is:

'Our coastal and marine resources are sustainably managed to optimise the benefits of the Blue Economy, ensure resilience to climate impacts, protect and restore Saint Lucia's natural capital and valuable marine ecosystems, and nurture our natural and cultural heritage for the benefit of current and future generations'

By 2035, we will be realising the sustainable potential of our marine space, and will understand the valuation of our marine natural capital, with a significant proportion of our economy being generated through healthy marine sectors. Sustainable tourism will be thriving, particularly through the cruise sector and the activities supporting marine tourism, with a full understanding of the impact of tourism on the marine and coastal environment. The fisheries sector will be operating in a way that supports sustainable stocks, contributes to critical food security and sustains livelihoods. Maritime transport will be well managed in line with international, regional and national obligations to support safety at sea and protection of the marine environment.

The coastal fringe will be managed to absorb the impacts of climate related events, leading to more resilient coastal communities and infrastructure. Land and water management will be taking place in a way that minimises impacts on the marine environment particularly in relation to land-based pollution.

The people of Saint Lucia will be more involved in their marine area, engaging in planning and decision making for marine sectors, and benefitting through employment and the wider socio-economic benefits of the blue economy. There will have been an increase in knowledge of the value of the natural capital provided by the marine environment, and the importance of protecting it for future generations. An effective system of compliance and enforcement will be in place that will allow for control of Saint Lucia's marine space.

3 Principles

This NOP is based on the following principles that should apply to all marine management decision making. These principles should be considered together and should be applied to all policies, plans, regulations, decisions and actions affecting access to and use of the marine environment.

3.1 Island Systems Management

Island Systems Management (ISM) is a multidisciplinary, integrated approach using adaptive management to address conflict in resource use and provide necessary policy orientation to control the impacts of human intervention. The ISM concept was developed by the OECS and adopted at the First Ministerial Meeting on the Implementation of the Barbados Programme of Action (1997).

ISM recognises the particular characteristics of islands and the need to take a systems based approach of the tightly coupled socio-ecological systems, across land and sea. The long-term development objectives of islands must be considered in all decision making. Despite physical and natural resource limitations, important consideration needs to be given to integrated planning, social cohesion, increased attention to managing biodiversity (in particular invasive species) and a strengthening of territorial planning so that islands become economically, socially and ecologically resilient and self-sufficient. The effectiveness of ISM depends on the institutional and legal framework that coordinates the initiatives of all sectors, both public and private, to ensure the achievement of common goals.

3.2 Ecosystem Based Management

Ecosystem Based Management (EBM) is a resource planning and management approach that integrates the connections between land, air and water and all living things, including people, their activities and institutions. Stemming from the UN Convention on Biological Diversity (CBD), EBM is the main tool to help meet and balance the objectives of conservation, sustainable use and equitable sharing of the benefits arising from the use of common resources.

There is a need to move towards an integrated approach for ocean governance and ecosystem based management. Marine environments must be treated as a distinctive and indivisible system, recognizing the interrelationships between marine users and ecosystems and between the land, sea and air. Large scale marine spatial planning and other area-based management measures, which recognize the interactions and interdependent nature of the various systems on islands, should be integral parts of an ecosystem approach to oceans management.

Where possible, development should use ecosystem based solutions as part of the overall approach, particularly at the coast. This approach must be participatory, accountable, transparent, equitable, and inclusive, in order to be responsive to present and future human uses and needs, including the needs of minorities and the most vulnerable groups in society.

3.3 Environmental stewardship

Environmental stewardship is the action taken by individuals, groups or institutions to protect, care for and responsibly use the natural environment. Ideally, everyone is a steward of the marine environment, understanding its importance and playing a part in looking after it.

3.4 Sustainable Development

Sustainable development principles rest at the core of the NOP. It should recognize the need for integration of social, cultural, economic and environmental aspects of decision making, and that any current and future ocean resource development must be carefully undertaken without compromising

the social, economic or environmental benefits or the ability of future generations to meet their needs.

3.5 Public and Private Participation

Full awareness and participation of the general public, the private sector and NGOs contributes to credible, accepted rules that ensure empowerment and accountability. This includes the aspiration for appropriate co-management where possible and to ensure subsidiarity. All stakeholders should be fully engaged and empowered to participate in decision making associated with this NOP.

The support of the public in the formulation and implementation of decisions concerning governance of ocean uses is crucial to its success. Partnerships between government, academia, the private sector and civil society must be built in order to ensure co-responsibility for marine management and to empower stakeholders to participate effectively.

3.6 Use of best available evidence, sound science and best practice

Ocean planning, management decisions and planned interventions should be based, as far as possible, on the best available information on the natural, social, and economic processes that affect ocean and coastal environments. Decision makers should be able to obtain and understand high quality science, data, best practice and traditional knowledge in a way that facilitates sustainable use of ocean and coastal resources.

3.7 Precautionary approach

Where there is risk of harm to human health or the environment, risk-based management incorporating precautionary measures should be applied where there is scientific uncertainty. A lack of scientific evidence should not prevent either conservation measures or desirable socio-economic development, but both should proceed through adaptive approaches. Scientific uncertainty is acknowledged, and implementation of measures should be accompanied by adequate monitoring to gather further evidence and inform adaptive management.

3.8 Access and benefit sharing

Access to common ocean resources for private profit should be priced to give a fair and equitable rate of return for national and local benefit. Governance of access to ocean resources should reflect the national and community interest and short and long-term economic, environmental, social, and cultural costs and benefits.

3.9 Environmental liability

Those responsible for causing, or with potential to cause, marine pollution[4] or environmental damage should bear the costs of managing their activities to prevent such pollution or damage, of carrying out the measures decided by public authorities to ensure that the environment is maintained in an acceptable state, and of meeting any sanctions put in place as a consequence of their actions. Costs should be proportionate to the level of risk of harm or damage done.

[4] Marine pollution refers to direct or indirect introduction by humans of substances or energy into the marine environment (including estuaries), resulting in harm to living resources, hazards to human health, hindrances to marine activities, impairment in water quality and reduction of amenities

To ensure that this principle is effectively implemented, it is important that those who could be liable fully understand their obligations and responsibilities, and are educated and empowered to act responsibly.

3.10 Trans-boundary cooperation

The impact of marine spatial plans, activities and management on the oceans of neighbouring islands and nations should be taken into account in decision making. Neighbouring states should be consulted to ensure that any impacts are understood and managed co-operatively as appropriate.

3.11 Good governance

Good governance requires the exercising of prudence and responsibility by public bodies and achieving management that is proportionate to the decision under consideration, consistent with similar decision making, targeted to manage only the activity under consideration and allows for the decision maker to be accountable for their actions.

3.12 Gender Equality and Inclusivity

Gender equality and inclusivity will be promoted to ensure equal ease of access to resources and opportunities. Economic participation and involvement in decision-making will be open to all regardless of gender and including those from disadvantaged or marginalised groups. Consultation and participation processes will include considerations of the views of all relevant groups.

4 Regional and international commitments

The Government of Saint Lucia has made commitments to regional and international agreements that are relevant to this NOP as set out within this section.

4.1 Eastern Caribbean Regional Ocean Policy

The Eastern Caribbean Regional Ocean Policy (ECROP) was developed in 2019 by the Organisation of Eastern Caribbean States (OECS) Commission. It builds on the first ECROP drafted in 2013 and establishes a framework for the sustainable development, management and conservation of the marine environment within the Eastern Caribbean.

The ECROP establishes a framework for the sustainable development, management and conservation of the marine environment within the Eastern Caribbean. It guides the activities of OECS Member States to support regional coordination and collaboration, and the harmonisation of national and regional actions accordingly. This includes inter-sectoral planning, development and management of ocean activities in a rational and sustainable manner for the social and economic development of OECS Member States, to generate jobs and income and to contribute to social inclusion.

This policy sets out a commitment from OECS Member States to the sustainable management of their oceans and overarching considerations for decision-makers in the implementation of their planning and regulatory functions. Its guiding principles are founded in international law, as reflected in the United Nations Convention on the Law of the Sea (UNCLOS) and other international and regional agreements, including the revised St Georges Declaration, the SAMOA Pathway and the 2030 Agenda for Sustainable Development with its 17 Sustainable Development Goals (SDGs).

Notwithstanding the need for regional coordination and collaboration, sovereignty and jurisdiction over marine resources remains with individual Member States. Hence, at the national level, the ECROP is accompanied by country-specific National Ocean Policies (NOPs) and Strategic Action Plan.

The ECROP consists of a vision, principles, policy outcomes and goals with which Dominica's NOP is aligned. The eight policy outcomes of the ECROP are:

Outcome 1	**Access and rights to utilize marine resources are secured**
Outcome 2	**OECS Member States are able to monitor, control and respond to human activity within their coastal and maritime area and the region**
Outcome 3	**Ecosystem integrity of the region is maintained and improved**
Outcome 4	**Sustainable socio-economic development is achieved**
Outcome 5	**Coastal and marine spatial planning and integrated management of marine and coastal resources are adopted**
Outcome 6	**Ocean stewardship, awareness, participation and wellbeing of the citizens of OECS Member States are adopted**
Outcome 7	**Resilience in the region is strengthened to mitigate the effects of climate related hazards and environmental change**
Outcome 8	**Decision-making across the region is informed by the best available evidence**

4.2 Revised Treaty of Basseterre

The Revised Treaty of Basseterre established the OECS Economic Union and the basis for a common approach across Member States to policy areas such as trade, health, education and the environment, including matters relating to the sea and its resources. The Treaty also formalises the St. George's Declaration of Principles of Environmental Sustainability and therefore provides the overarching legal framework and principles for ocean governance in OECS Member States.

4.3 St George's Declaration

The St. George's Declaration of Principles for Environmental Sustainability in the OECS (revised in 2006) is the benchmark environmental management framework in the Eastern Caribbean region. The Declaration is structured around 21 principles to guide sustainable development, mandating their delivery by OECS Member States and sets out clear requirements for monitoring environmental impacts and trends in ecosystem health. The key mechanism for delivery of the Declaration at national level is through a National Environmental Policy and National Environmental Management Strategy (NEP-NEMS), which also provides a framework for tracking progress and a basis for communicating with other Member States and regional institutions.

4.4 Treaty of Chaguaramas

The Treaty of Chaguaramas which established the Caribbean Community (CARICOM), including the Caribbean Common Market came into effect on 1 August 1973 and was revised between 1993 and 2000 and renamed the Revised Treaty of Chaguaramas, establishing the Caribbean Community, including the CARICOM Single Market and Economy.

4.5 Caribbean Community Common Fisheries Policy

In 2014, members of the Caribbean Regional Fisheries Mechanism (CRFM) adopted the Caribbean Community Common Fisheries Policy (CCCFP). The CCCFP is a binding treaty fostering greater harmonisation across the Caribbean in the sustainable management and development of the region's fisheries and aquaculture resources, with special emphasis on promoting the most efficient use of shared resources while aiming to improve food security and reduce poverty in the region. Key elements include addressing illegal, unreported and unregulated (IUU) fishing and the integration of environmental, coastal and marine management matters into fisheries policies, safeguarding the fisheries and related ecosystems from threats and lessening impacts of climate change or natural disasters.

4.6 Regional Security System

The Regional Security System (RSS) is an international agreement for the defence and security of the Eastern Caribbean region, created in 1982 to counter threats to the stability of the region at that time. Initially, four members of the OECS (Antigua and Barbuda, Dominica, Saint Lucia, and St. Vincent and the Grenadines) signed a memorandum of understanding with Barbados to provide for mutual assistance on request.

The signatories agreed to prepare contingency plans and assist one another, on request, in the following areas:

- national emergencies;
- prevention of smuggling;
- search and rescue;
- immigration control;
- fishery protection;
- customs and excise control;
- maritime policing duties;
- protection of offshore installations;
- pollution control;
- national and other disasters; and
- threats to national security.

The RSS currently has seven members: Antigua and Barbuda, Barbados Dominica, Grenada Saint Lucia, St Kitts and Nevis and St. Vincent and the Grenadines.

4.7 UN Sustainable Development Goals

The Sustainable Development Goals (SDGs) of the United Nation's 2030 Agenda of Sustainable Development were adopted in 2015 and came into force on 1st January 2016. The inclusion of a specific goal for the ocean (SDG 14 – Life Below Water) highlights the increasing recognition of the importance of the oceans in global policy and is of great importance to small island developing states (SIDS) and their particular vulnerabilities.

For islands, oceans underpin their entire sustainable development agenda, with inter-linkages between SDG 14 and other goals addressing poverty (SDG 1), food security (SDG 2), water and sanitation (SDG 3), sustainable economic growth (SDG 8), reduced inequality (SDG 10); resilient communities (SDG 11), sustainable consumption and production (SDG 12), adapting to climate change impacts (SDG 13), among others.

SDG 14 primarily addresses the conservation and sustainable use of oceans, seas and marine resources, with specific targets which are driving critical progress on fisheries management, marine protected areas (MPAs), control of pollution including plastics, ocean acidification and ecosystem-based management for sustainable development. SDG 14 provides a framework which can support the development and implementation of an institutional performance tool for OECS nations to track progress in SDG implementation. The 10 specific targets of SDG 14 are split across the following themes:

- Marine pollution;
- Ecosystem-based management;
- Ocean acidification;
- Fisheries;
- Conservation and sustainable use of marine areas, including Marine Protected Areas;
- Sustainable management of sectors affecting or using the marine area; and
- Scientific knowledge and research capacity.

National policies of participating OECS states can support action under these themes to different levels. Key national policies include NEP-NEMS, National Biodiversity Strategy and Action Plan (NBSAP), Fisheries Policy, ICZM plan, NAPs and SASAPs and Wastewater Management poliy. While the SDG target themes are addressed through existing policy, there are gaps in monitoring and evaluation and meeting the reporting requirements of the ten indicators currently proposed.

To address this gap and provide Saint Lucia with a basis for demonstrating progress towards sustainable development, the policy outcomes and goals within this NOP have been aligned to relate and contribute to the delivery of Agenda 2030.

4.8 UN Convention on the Law of the Sea

The United Nations Convention on the Law of the Sea (UNCLOS), also called the Law of the Sea Convention or the Law of the Sea Treaty, is the international agreement that resulted from the third United Nations Conference on the Law of the Sea, which took place between 1973 and 1982. The Law of the Sea Convention defines the rights and responsibilities of nations with respect to their use of the world's oceans, establishing guidelines for businesses, the environment, and the management of marine natural resources.

4.9 UN Environmental Conventions

The United Nations Environment Programme is the leading global environmental authority that sets the global environmental agenda, promotes the coherent implementation of the environmental dimension of sustainable development within the United Nations system, and serves as an authoritative advocate for the global environment. They host the secretariat for many critical multilateral environmental agreements and research bodies, bringing together nations and the environmental community to tackle the challenges of global interest. Key conventions and initiatives of relevance to this NOP include:

- The Convention on Biological Diversity
- The Nagoya Protocol on Access and Benefit Sharing
- Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region
- Convention on the Conservation of Migratory Species of Wild Animals
- The Protocol on Land-Based Sources of Pollution
- Regional Agreement on Access to Information, Public Participation and Justice in Environmental Matters in Latin America and the Caribbean
- UN Framework Convention on Climate Change
- World Heritage Convention
-

4.10 International Maritime Organisation Conventions

The International Maritime Organisation (IMO) is the global standard-setting authority for the safety, security and environmental performance of international shipping. Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented.

The world relies on a safe, secure and efficient international shipping industry – and this is provided by the regulatory framework developed and maintained by IMO. IMO measures cover all aspects of international shipping – including ship design, construction, equipment, manning, operation and disposal – to ensure that this vital sector remains safe, environmentally sound, energy efficient and secure.

Saint Lucia is signatory to a number of IMO Conventions. Conventions of particular importance to delivery of the NOP include:

- International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended;
- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL);
- Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972; and
- Convention on Facilitation of International Maritime Traffic (FAL), 1965.
- International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) 1990
- The International Ship and Port Facility Security Code (ISPS Code) 2004,
- Caribbean Memorandum of Understanding on Port State Control (CMOU) 1996
- Small Commercial Vessel Code (SCV)

Port State Control (PSC) is a mechanism instituted through the International Maritime Organisation by which a state may conduct safety inspections of all foreign vessels calling at its ports to ensure their conformity to maritime safety, security and pollution prevention standards. PSC has demonstrably reduced the incidence of substandard ships calling at ports where it is rigorously enforced.

5 Policy outcomes and goals

This section contains a set of policy outcomes and goals that will allow Saint Lucia to meet the vision set out in this NOP. In developing these outcomes and goals, consideration has been given to the key regional and international commitments set out in Section 4. Where possible, goals have been put in place that align with these commitments to enable efficient monitoring and delivery at a national, regional and international scale.

Outcome 1 - Access and rights to utilise marine resources is secured
Outcome 2 - Saint Lucia is able to monitor, control and respond to human activity at sea
Outcome 3 - Ecosystem integrity is maintained and improved
Outcome 4 - Sustainable socio-economic development is facilitated
Outcome 5 - Marine spatial planning and integrated management of marine and coastal resources is adopted
Outcome 6 - Ocean stewardship, awareness, participation and well-being are increased
Outcome 7 - Resilience is strengthened to reduce the risks of climate related hazards
Outcome 8 - Research and technical capability and capacity is increased

Outcome 1 – Access and rights to utilise marine resources is secured

A country's ability to manage its marine resources requires legal certainty concerning its maritime boundaries. Uncertainty over boundaries and entitlements can lead to conflict over access to resources, stifle investment and hinder the development of resources. The legal limits of maritime jurisdiction have been established through the maritime boundaries delimitation in accordance with the provisions of UNCLOS which allows for the exercise of rights accorded to them under international law. Such rights include those concerning the development of marine resources that affect food security, energy, sustainable development, tourism, access to lucrative fish stocks and employment, the conservation and management of the marine environment more generally, as well as the potential development of energy from oceanic and seabed sources. Through the Coastal and Marine Spatial Planning (CMSP) process and ongoing management of marine resources, Saint Lucia may choose to establish further internal boundaries within their EEZ.

Goal 1.1	Saint Lucia maintains maritime boundaries in order to secure, exercise and protect their rights and jurisdiction over marine areas and resources.

Outcome 2 - Saint Lucia is able to monitor, control and respond to human activity within its coastal and marine space

The ability to monitor, control and respond to human activity within our coastal and marine space is fundamental to our ability to manage and plan marine resources, protect the marine environment and enforce the rule of law. Effective surveillance and enforcement of legal and planning arrangements within our marine jurisdiction is fundamental to protecting our national interests. We will continue to employ various measures to guarantee the integrity of our marine space and resources.

Any management activity, whether focused on natural resources such as environmental protection or fisheries exploitation or other activity such as maritime transport, tourism and recreation or border control, requires effective maritime situational awareness to allow for monitoring, control and surveillance of human activity.

Saint Lucia intends to support the development of adequate nautical charts and hydrographic services for its waters in line with national, regional and international commitments. This includes developing capacity building programmes, regional cooperation and training, and ensuring effective hydrographic governance is in place.

As well as the ability to understand what is occurring within our marine space, ability to respond to this information is needed, both in terms of effective compliance and enforcement, and in emergency response. Saint Lucia has international obligations to ensure safety at sea, to manage the risk of maritime pollution and to effectively respond to emergencies of both types.

Goal 2.1	Maintain effective maritime situational awareness and coordinated compliance and enforcement capability to secure, exercise and protect rights and jurisdiction over marine areas and resources.
Goal 2.2	Uphold commitments for safety at sea by upholding the requirements of relevant international and regional conventions and national obligations, and maintaining effective national and regional search and rescue capability.
Goal 2.3	Maintain effective marine pollution contingency planning, monitoring and response capabilities, in line with relevant international and regional conventions and national obligations.
Goal 2.4	Implement a national enabling legislative framework to allow for statutory delivery of international obligations regarding safety at sea and marine pollution.
Goal 2.5	Support effective hydrographic governance to allow for effective implementation of international standards and obligations as well as national requirements.
Goal 2.6	Develop a strategy to enhance capacity-building and training of marine professionals and seafarers, in line with international standards and national needs.

Outcome 3 - Ecosystem integrity is maintained and improved

The biological diversity of Saint Lucia's marine and coastal ecosystems are a key asset for the nation and provide one of the largest sources of natural capital. We recognise that ecosystem health and integrity is fundamental to sustainable development. If our use of our natural capital is well managed, this capital can meet a broad range of economic, social and cultural aspirations. It also provides a range of essential ecosystem services that would be extremely costly or impossible to restore or replace if they are lost.

We will maintain and improve ecosystem integrity by mainstreaming the consideration of the marine environment into all relevant decision making in order to meet international, regional and national obligations. Approaches will be identified to address current and emerging impacts in the marine and coastal environment, emphasizing the interconnectedness of activities on land and how they impact on the oceans, while proposing ways to address these impacts through international, regional and, as appropriate, inter agency collaboration at the national level.

Marine pollution is now ubiquitous in Caribbean waters, including those of Saint Lucia. Pollution, including marine litter, plastics, sewage, oil and chemicals, impacts the value of the goods and services provided by the oceans, including quality of fisheries and a healthy marine environment highly valued by the tourism sector. The region is extremely vulnerable to the impacts of marine pollution due to

the dependence of its people on natural resources in combination with its vast exposed coastlines. Understanding and addressing marine pollution in the region is an economic and social priority that requires a range of private and public support financing mechanisms to support long term success.

Goal 3.1	Protect, maintain or restore the overall quality of the marine environment by managing the impact of human activity on ecosystem goods and services, supporting biological diversity and the ecologically sustainable use of marine resources.
Goal 3.2	Conserve and enhance the marine environment including sensitive and important species and habitats, through a network of Marine Protected Areas / Marine Managed Areas
Goal 3.3	Implement a legislative framework to allow for the consolidated and integrated management of Saint Lucia's natural environment in line with international obligations.
Goal 3.4	Support the effective monitoring and control of land and marine based sources of pollution.
Goal 3.5	Develop and implement an Invasive Non Native Species Strategy and Action Plan
Goal 3.6	Develop novel financial instruments to support the delivery of environmental objectives.

Outcome 4 – Sustainable socio-economic development is achieved

The marine space of Saint Lucia offers the potential for numerous opportunities to generate significant economic, social and cultural benefits. Priority areas within the National Medium Term Development Strategy are tourism, agriculture, infrastructure, health, education and citizen security. Marine sectors of importance include fisheries, maritime transport, tourism and recreation and coastal development. There is a need to understand both what the extent of marine resources and the implications associated with their exploitation to allow for decisions to be made about sustainable development.

There is an aspiration to further develop the Blue Economy for example, by sustainably increasing fish catch volumes and diversification, including mariculture and seaweed farming. Developing this potential in a sustainable manner presents us with many new opportunities which can create new jobs, achieve a higher rate of growth, reduce poverty, and secure international biodiversity and sustainability obligations.

Goal 4.1	Mainstream the sustainable use of marine resources within national policies and planning frameworks, to support long term socio-economic development.
Goal 4.2	Identify, prioritise and implement opportunities for existing, new and emerging marine sectors to support the Blue Economy. Where national policies are needed for Blue Economy sectors, develop them.
Goal 4.3	Implement a strategic plan for developing and delivering the skills needed to support the Blue Economy.

Outcome 5 – Coastal and marine spatial planning and integrated management of marine and coastal resources is adopted

The use of our marine space is increasing and demand for marine goods and services has the potential to exceed the capacity available to meet them all sustainably. This increasing human activity has the potential to significantly negatively impact on marine biodiversity and must be managed carefully to

avoid conflict, maximise the use of marine space in Saint Lucia and protect the marine environment for current and future generations.

Well integrated governance frameworks, which recognize the interactions and interdependent nature of island systems, can help to reduce or avoid land-based sources of marine pollution, accommodate and resolve conflicts between the vast range of marine-related interests and values, and highlight any trans-boundary implications of marine developments.

The adoption of an integrated approach to managing marine space, in line with the principle of Island Systems Management, will allow for the successful delivery of marine policy outcomes. This should be underpinned by the ecosystem approach and consist of effective management and coordination across policy areas to allow for integrated policy formulation, compliance, enforcement, data collection and information analysis to inform decision-making.

CMSP is a fundamental part of the integrated approach and consists of a public process of analysing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic and social objectives that have been specified through a political process.

Goal 5.1	Establish national legal frameworks that give effect to international and regional obligations and enable an integrated approach to planning and management of marine and coastal resources.
Goal 5.2	Develop and implement national systems of coastal and marine spatial planning to allow for the improved planning and control of marine and coastal activities.
Goal 5.3	Develop appropriate policy, regulatory and voluntary mechanisms to allow for the institutaional strengthening and coherence required to deliver coordinated and integrated decision making and effectively manage coastal and marine resources across relevant policy areas including, where appropriate, partnerships between government, the private sector and civil society.

Outcome 6 – Ocean stewardship, awareness, participation and well-being is increased

Caring for the marine environment is the responsibility of everyone. However, lack of awareness, environmental education and participation can result in low levels of personal accountability and participation. Community participation is critical to promoting and instituting a duty of care for the marine environment. In line with the principle on public and private participation, by adopting a range of stewardship initiatives, we can encourage and empower citizens to understand their responsibilities, be part of management processes and take action where necessary. Behavioural and cultural change can support active participation in meaningful and positive ways can provide benefits for marine environmental health and well-being, while instilling the nation's maritime culture and history in the process.

An informed public increases participation in the successful delivery of the NOP. To support this, the Government of Saint Lucia will engage with civil society and local communities to increase ocean literacy and realise the full social and cultural benefits of Saint Lucia's oceans.

Goal 6.1	Take action to increase public awareness, understanding and appreciation of the importance of the ocean through education and outreach, to enhance stewardship and empower civil society to work with government to manage the oceans.
Goal 6.2	Take action to support the needs and aspirations of communities in planning, policy and decision making through active public participation.
Goal 6.3	Citizens will have access to information concerning marine management, coastal and marine spatial planning and the marine space of Saint Lucia.

Goal 6.4	Identify, promote and support opportunities for increasing the health and well-being benefits of the ocean to citizens, particularly through access to beaches and the coastal zone.

Outcome 7 – Resilience is strengthened to reduce the risks of climate related hazards

Planning and management for the use of ocean and coastal resources, particularly living marine resources, must give consideration to uncertainty, risks and variability to effectively implement strategies to help restore and build ecological resilience into coastal and marine systems.

For the marine environment of Saint Lucia, the impacts of climate change will be particularly important. These may include future increases in relative sea level rise and storm surges, raised sea surface temperatures and ocean acidification, changes in ocean circulation and the increased intensity and/or frequency of tropical storms and hurricanes. These changes will lead to increased vulnerabilities for the natural environment and consequently for national economic development.

Saint Lucia has a NAP and associated Sectoral Adaptation Strategies and Action Plans which are the central delivery mechanism for climate resilience and adaptation. It is a means of identifying medium and long-term adaptation needs and developing and implementing strategies and programmes to address those needs. It is a continuous, progressive and iterative process which follows a country-driven, gender-sensitive, participatory and fully transparent approach to support the safety, security and protection of the marine environment.

Understanding the impacts and effects of climate change and other stressors is critical to maintaining a healthy environment. This will influence how we use and value our coasts and seas both now and in the future. Consideration of the marine environment in adaptation measures is necessary to deal with the potential impacts of these changes which are already in train.

Goal 7.1	Manage the increasing risk of coastal hazards from climate change through the development of knowledge and information to help with the implementation of the NAP and associated sectoral/thematic strategies and plans and ICZM policy.
Goal 7.2	Mainstream EbA and ridge to reef approach into coastal planning

Outcome 8 – Decision making is informed by the best available evidence

Evidence of all forms is crucial to the successful delivery of a successful and sustainable Blue Economy and the conservation of the marine environment, in the form of, *inter alia*, environmental, social or economic assessments, scientific advice, analysis of planning and management measures, marine monitoring or the use of geographic information systems and the data that underpins them. All policy, planning and management decisions will incorporate a technical assessment of the best available evidence. To make effective management decisions, the Government of Saint Lucia must maintain a level of technical capability alongside a clear strategic approach to ensuring any evidence needs are met both now and in the future.

Taking a strategic view of evidence allows efficient prioritisation of requirements and enables better collaborative working. Horizon scanning is required in order to reflect emerging scientific knowledge or developments in relevant policies which may be relevant to marine management. Requirements can fall within three broad categories:

- Describing the extent and value of human activities, and current and potential future states of marine environment;
- The effect of the interaction of human activities on each other and the state of the marine environment; and

- Applying methods to understand complex information within an integrated marine management framework such as practically implementing policy and legislation, developing and improving management measures, and evaluating management practices to allow for continual improvement.

There is a need to devise new ways of working that leverage greater capacity from current systems to make change happen, through increased regional cooperation, sharing of costs and knowledge and public/private partnerships. It is particularly important to recognise the capacity that exists at a national, regional or wider Caribbean level. Increased cooperation in the region, coupled with greater coordination both within and between governments, will help reduce costs and expedite the transition to more sustainable governance and management arrangements.

Goal 8.1	Develop a clear marine research strategy and agenda that identifies key requirements for decision making, monitoring and evaluation across all relevant government agencies and aligns with exsiting research strategies including new and emerging opportunities.
Goal 8.2	Develop capacity and capability to mainstream key evidence and data requirements through national and regional coordination.
Goal 8.3	Understand the status of our marine space, both nationally and regionally, through coordinated monitoring and research activities.
Goal 8.4	Train marine managers in skills required for effective ocean governance.
Goal 8.4	Regulate all marine and maritime data and information collected as a result of commercial or third party research activities.

6 Sector Statements

6.1 Overview

This section sets out sector statements for those marine and maritime sectors that are currently of most importance to Saint Lucia. These statements set out the current and future policy direction for these sectors. This section also sets out considerations for decision makers that will be taken into account by all public bodies when planning, during authorisation or enforcement of decisions, or in the development of government policy. These sector statements provide a contextual framework for marine spatial planning in Saint Lucia alongside the Visions, Outcomes and Goals.

Priority sectors / areas for Saint Lucia within this National Ocean Policy are:

- Marine fisheries
- Marine environment and biodiversity protection
- Surface water management and wastewater treatment and disposal
- Maritime transport
- Tourism and recreation
- Coastal development
- Marine Aquaculture (mariculture)
- Submarine cables and pipelines

There is also a sector statement for submarine cables and pipelines due to the importance of including this sector in marine spatial plans and marine management.

There is currently limited activity or future plans for the following sectors and while these do not have sector statements within this NOP, they may be considered in future reviews of this NOP:

- Marine mineral extraction
- Marine renewable energy
- Oil and gas production
- Biotechnology
- Marine dredging and disposal

6.2 Marine Fisheries

6.2.1 Sector Overview

Fisheries play a critical role in food and nutrition security, poverty eradication and sustainable development in island nations. Fishing is also of significant cultural value as a deeply entrenched activity in coastal communities underpinning livelihoods and well-being. The marine fisheries sector comprises all socio-economic activities related to the capture of wild marine organisms (fish and shellfish) and the subsequent handling and processing of catches. Unsustainable fishing practices and ecological degradation threaten livelihoods, and sustainable fisheries management is essential to sustaining and enhancing the benefits of this sector to island communities.

The fisheries sector is important to Saint Lucia and current government policy is to sustainably expand and diversify, to modernise the fisheries sector and increase its contribution to income, employment and foreign exchange earnings.

The marine capture commercial fisheries in Saint Lucia are small-scale artisanal in nature comprising coastal and deep-water demersal fisheries, and coastal and offshore pelagic fisheries. Most of the catch comprises offshore migratory pelagic species such as dolphin fish, wahoo and tuna. Spiny lobster and queen conch form an important component of the catch as the main high-value fisheries. Flying fish forms an important, but variable component of the catch. The majority of fishers are engaged in

non-specialised fishing with fishers targeting multiple species on a single fishing trip using a combination of non-mechanised fishing gear.

6.2.2 Decision making considerations

In order to meet current challenges and realise future opportunities, the following considerations will be taken into account by decision makers and marine spatial planning authorities. Saint Lucia has a Fisheries Policy which should be referred to when understanding decision making in this sector. Decision makers should:

- Effectively regulate fish harvesting to end overfishing, illegal, unreported and unregulated fishing and destructive fishing practices
- Implement ecosystem based management plans, to maintain fish stocks and if necessary, restore in the shortest time feasible, at least to levels that can produce optimal sustainable yield as determined by their biological characteristics
- Facilitate access for small-scale artisanal fishers to marine resources and markets in line with appropriate regional mechanisms
- Consider the potential social, environmental and economic impacts of other activities on fishing activity, including the impact of displacement
- Consider and measure the impacts on local communities of any reduction in fishing activity, redistribution of fishing effort or associated impact on related businesses
- Cooperate with neighbouring states to take into account the movement of fish across national jurisdictions and shared ecosystems
- Be guided by regional and international mechanisms for managing fisheries, such as the CCCFP, and ensure that these are reflected in the development of MSP
- Consider important areas for fishing and for fish species according to life stages, such as spawning or nursery grounds, in planning and trans-boundary cooperation as relevant
- Understand the state of underexploited fish stocks to support development of underutilised fisheries
- Consider the location of fisheries aggregation devices and other marine infrastructure, and their interaction with other sea users.
- Establish coherent monitoring activities to enable sound decision making, particularly concerning landings data.

6.3 Marine aquaculture

6.3.1 Sector Overview

Marine aquaculture (mariculture) is the process of farming or culturing aquatic organisms and makes an important and growing contribution to food security and livelihoods. Development of efficient, effective, competitive and sustainable aquaculture industries must be underpinned by effective governance and safeguards. Saint Lucia is committed to developing the embryonic aquaculture sector. This includes focusing on self-sufficiency through increasing catch volumes and diversification, including mariculture and seaweed farming, with emphasis on community participation and sustainable use.

Marine aquaculture activities require areas with specific features (water depth, water quality, currents, etc.). In addition, operational activities require easy access to ports and to other coastal facilities. The selection of the spatial area designated for aquaculture development and careful selection of farm sites are essential first steps to ensure the success and sustainability of aquaculture.

6.3.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- Identify the areas with higher potential for aquaculture development within any MSP and ensure that proposed activity has minimal wider negative impact and seeks to manage conflict by embracing the significant opportunities for co-location of aquaculture and other marine activities.
- Aquaculture, particularly of finfish, should be managed to mitigate pollution and spread of disease to wild species and degradation of coastal ecosystems.
- Assess the risk of introducing alien species for aquaculture before any introductions of such species are consented.

6.4 Marine environment and biodiversity protection

6.4.1 Sector overview

The marine environment supports a diverse range of sea life that is important for global biodiversity. A healthy marine environment supports our cultural and social well-being, and the ocean's resources contribute to our economy and food security. The marine and coastal environment also plays a significant role in the Saint Lucian economy and way of life.

Biodiversity has an essential role in enhancing the quality of life, with its conservation becoming a natural consideration in all relevant public, private and nongovernmental decisions and policies. The confined ecosystems of islands are fragile as they have lower resilience than larger ecosystems with greater interaction between species. Because of historic isolation, they tend to have a number of endemic species, which are of conservation concern. Such systems are vulnerable to ecological impacts and particularly the cumulative effects of multiple onshore and offshore human activities.

Maintaining and restoring the health and biodiversity of marine ecosystems within Saint Lucia is therefore fundamental for environmentally sustainable development. In particular, the protection, preservation and restoration of coral reefs are of critical importance from both an environmental perspective and for their role in the tourism and fisheries sectors. Characterisation of the impacts of marine pollution on the health of the marine ecosystems and water quality is needed to help improve terrestrial management practices, and to identify areas most at risk.

Notwithstanding its small size, Saint Lucia possesses a high degree of ecosystem diversity and is home to a wide range of flora and fauna. Saint Lucia is aware of the significant role that natural and cultural resource conservation plays in built, historic and archaeological heritage preservation and sustainable development and has made efforts to conserve biodiversity and ecosystem services through the establishment and effective management of protected areas. A Plan for a System of Protected Areas for Saint Lucia was published in 1999 and revised in 2009, which aimed to establish a broad network of marine and terrestrial areas.

Current threats to biodiversity include deforestation, habitat fragmentation and/or loss, increased risks of landslides, soil erosion, siltation of rivers and near shore habitats; changes in wild life populations, storm impacts on near shore marine biodiversity, loss of coastal forests, increased saline intrusion of coastal and near-shore riverine habitats, and the impacts of floods and droughts, among others. These threats are likely to be exacerbated by the additional pressure arising from the impacts of climate change.

6.4.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- Support the delivery of the Framework for Action - Caribbean Challenge Initiative protecting at least 20 per cent of coastal and marine areas by 2020, consistent with national and international commitments and based on the best available scientific information.
- Sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including strengthening their resilience, and take action for their restoration, where needed, to achieve healthy and productive oceans.
- Look to understand the state of the marine environment, and how human activity impacts upon it, with particular reference to sensitive habitats and species.
- Enhance the conservation and sustainable use of oceans and their resources by improving compliance with international and national environmental requirements including implementing international law as reflected in UNCLOS, which provides the legal framework for the conservation and sustainable use of oceans and their resources.
- Align any coastal or marine spatial planning process with existing mechanisms by considering areas and features of importance for nature conservation and wider biodiversity in developing policies and locations for other marine activities, and in permitting new development.
- Take account of any existing spatial management for conserving biodiversity and comply with obligations associated with them.
- Consider the impacts of other activities on important habitats and species (e.g. coral reefs, mangroves, seagrass, wetlands and mobile species) including potential carrying capacity of ecologically important locations.

6.5 Surface water management and wastewater treatment and disposal

6.5.1 Sector overview

In line with the principle of Island Systems Management, the collection, treatment and disposal of wastewater from housing and industry, and the effective catchment management of storm water and runoff to the sea, are important considerations for the health of the marine environment. Water infrastructure is essential in supporting economic and social development, and for reducing the risk of flooding in more developed areas which is being exacerbated by climate change. Water supply issues are a concern in Saint Lucia, aggravated by increased human activities, including agriculture and silting of reservoirs, leading to pollution and deficiencies in supply of potable water. Storage solutions are required to reduce the risks associated with drought conditions and reduce vulnerability of wider sectors.

The allocation of space to facilitate future growth of wastewater infrastructure is essential to the integration of land-use plans with coastal or marine spatial plans. There is an absence of wastewater management in most communities. In most parts of the island, industrial wastewater is partially treated and discharged into a natural water courses, or in certain circumstances, untreated and discharged into open drains. Poor sewage treatment and disposal results in high bacterial levels in some coastal areas and affects the health of the local population and the environment.

6.5.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution (SDG14).
- By 2030, implement integrated water resources and flood risk management at all levels (SDG13).
- Support and strengthen the participation of local communities in improving water and sanitation management (SDG13).
- Consider the impacts of land-based pollution and discharges to receiving coastal waters on human and ecosystem health, and livelihoods.
- Any future ICZM Policy should be developed and used to address national issues relating to issues of pollution control within the nearshore zone.

6.6 Maritime transport

6.6.1 Sector overview

Like all island nations, Saint Lucia's economy is dependent on shipping. Approximately 90% of all goods imported to the country arrive by sea and most agriculture products are exported by sea. Our ports also accommodate the many visiting cruise ships. Thus, shipping and the supporting infrastructure such as ports and harbours are vital to the economic growth of the country. Maritime transport addresses the movement of passengers and goods by sea. Ports and shipping play an important role in the activities taking place within the marine environment. They are an essential part of the Saint Lucian economy, providing the major conduit for the country's imports and exports, as well as facilitating the cruise industry, which is a major contributor to national GDP. Domestic and regional shipping is also an important marine activity sustaining socio-economic development in Saint Lucia. Shipping is essential to the promotion and preservation of fixed trade links between nations, while trade is essential to a healthy shipping industry. Ports also provide key transport infrastructure between land and sea. Maritime transport covers all international obligations concerning the safe passage of vessels and the safe operation of ports.

Saint Lucia has multiple seaports, the two largest being Vieux Fort, which is the only full container port, and Port Castries. Port Vieux Fort operates 24 hours a day and is serviced by a specialised Ports Police Force for security. Port Castries has six berths for cargo ships with berths for passenger ships also available.

Port operations are being improved to facilitate increased ferry traffic in a controlled manner and to improve freight and passenger links between coastal communities. The Ministry of Tourism also intends to benefit from additional high speed ferry routes between the islands, facilitated by SLASPA, while acknowledging that this requires trans-boundary cooperation.

In addition to the commercial activity described above, Saint Lucia has an abundance of vessel traffic in the inshore and coastal waters, mainly related to other sectors, such as fisheries, local ferry/boating services and tourism. The majority of this traffic comprises small vessels. The Division of Maritime Affairs is the National Maritime Authority executing the Government policy on maritime matters. It directs, coordinates and monitors maritime activities, exercising its competence as a port State, flag State, and coastal State administrator. It is the jurisdictional authority for the investigation of matters relating to maritime disasters and the administrative authority for investigating and sanctioning violations of merchant marine standards under its jurisdiction. Vessel surveillance in the inshore and coastal waters falls under the jurisdiction of SLASPA and is guided by national legislation which is applicable to all ships

6.6.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- Assess the social and environmental impact of an increase in freight and passenger volumes and consider carrying capacity in such expansion.
- Consider the marine spatial implications of the demand for space associated with an increase in local shipping traffic.
- Consider the expansion of maritime activities in future port development, including potential new shipping routes, berthing facilities and onshore infrastructural requirements.
- Consider the resilience of existing and future port facilities and integrate adaptation throughout port development and expansion.
- Take into account and seek to minimise any negative impacts due to increased use of sea space on shipping activity, freedom of navigation and navigational safety and ensure that decisions are in compliance with international maritime law
- Ensure safety, security and protection of the marine environment.

6.7 Tourism and recreation

6.7.1 Sector overview

Tourism activities are the major contributor of income for the economy of Saint Lucia and are central to coastal communities, supporting their quality of life, with many local businesses relying on the marine environment for their livelihoods. Cruise tourism is the major contributor to visitor numbers with implications both at sea and in the management of passengers on land.

The sea can provide a variety of tourism and recreational opportunities, including sailing, recreational diving and snorkelling, sports fishing, kayaking and board sports, as well as exploration of underwater and coastal heritage assets. The coast also provides inspiration for a range of artistic and cultural activities and food-based tourism. There is growing interest in eco-tourism and wildlife experiences. These activities will be enhanced by a well-managed, healthy and safe marine environment with clean recreational waters and healthy ecosystems such as beaches, coral reefs and mangroves.

The marine tourism sector has now become one of the largest single maritime economic activities in Saint Lucia. A range of economic activities such as yachting, boating and cruising are specific to marine tourism. Despite many tourists not venturing far from the shoreline, the popularity of open water activities is on the increase. As tourism increases, the water sports sub-sector will become a more important component of the overall tourism sector. Thus investment in infrastructure and support services to enable growth of this sub-sector will be important.

Tourism is heavily reliant on the marine environment, in terms of cruise ship tourism, beach side hotels, scuba diving, recreational bathing and yachting. The quality and status of the marine environment therefore has a significant impact on the value of this sector, depending on how tourists perceive the quality of the marine environment and the experience it offers.

6.7.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- Consider that a sustainable tourism and recreation sector can only thrive with a well-managed, healthy and safe marine environment and integrate such considerations into tourism planning, development and management.
- Acknowledge that the island systems management approach is important to delivering tourism policy, as most infrastructure and coastal access is land-based, and that coastal or marine spatial planning is one of the tools for implementation of sustainable tourism strategies, including diversification of activities.
- Consider the carrying capacity of the coastal and marine environment in understanding the impact of existing activities and planning or managing the demand for new services or activities and associated increase in volume of visitors.
- Look to achieve regional or international standards for recreational water quality.
- Optimize the opportunities in recreational yachting and cruising through the provision of adequate marina facilities, anchorages and support services.
- Support the establishment of well-designed yacht and cruise ship moorings, in particular, avoiding environmentally sensitive areas by working with the Departments of Environment and of Ports and Harbour.
- Facilitate local community and government benefits from cruise ship tourism through, for example, landing or anchorage fees and other means.

6.8 Coastal development

6.8.1 Sector overview

Coastal development includes all infrastructure at the coast, including how it is protected from coastal change and climate hazards.

The major towns and villages in Saint Lucia are located on the coast, as are the major roads which connect them. Key economic and social infrastructure such as airports, sea ports, fuel storage, hotels, hospitals, schools and security services tend to be concentrated in coastal areas. Telecommunications infrastructure is generally further inland, as is the major power supply network, but the distribution networks are located in the population centres.

The amount of housing located in, or near disaster-prone areas, is a cause for concern as is the number of structures not built to hurricane or seismic-resistant specifications. In addition, unplanned developments continue to pose a challenge.

Flood risk in Saint Lucia remains largely associated with storm surge in these low-lying coastal areas, with flash flooding, coupled with storm surge events, presenting the greatest risk. Effects are generally localized to communities located in the coastal margins or along rivers, or tourism and port facilities, which are particularly susceptible to surge events.

Most economic and social activities and settlements on Saint Lucia are located along the coast, making them particularly vulnerable to the effects of climate change. As a result, actions necessary to adapt to, and reduce the climate change impacts are critical.

6.8.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- Consider all relevant ICZM plans or policies when developing any coastal or marine spatial plan.

- Consider a precautionary and risk-based approach to ensure that activities and developments will be climate resilient, and not negatively impact upon coastal change.
- Consider ecosystem-based adaptation and interventions in all proposals for future development.
- Look to integrate policy and regulatory delivery between relevant ICZM policy and this NOP.

6.9 Submarine cables and pipelines

6.9.1 Sector overview

Submarine cables are part of the backbone of the world's power, information and international telecommunications infrastructure, and socially and economically crucial to the region. Submarine telecommunication cables carry more than 95% of the world's international communication traffic including telephone, internet and data, as well as many services for island communities, utilities and industries. There is an increasing need in the region for electricity interconnectors between islands as set out in the Caribbean Regional Communications Infrastructure Programme (CARCIP).

Submarine pipelines in the OECS region are mainly associated with coastal drinking water infrastructure, although there is future potential for oil and gas exploration, which may include development of pipelines.

The operational use of both submarine cables and pipelines are constrained by the bathymetry surrounding Saint Lucia.

6.9.2 Decision making considerations

In order to meet current challenges and realise future opportunities the following considerations should be taken into account by decision makers and marine spatial planning authorities. Decision makers should:

- Direct that cables are buried deep in the sea bed where possible and installers and operators promote marine safety and protection as human activity is the main cause of submarine cable faults due to damage caused by fishing trawlers and anchors.
- Ensure that the routing of existing and future submarine cables and pipelines are fully considered in the MSP process.
- Clarify and implement all national responsibilities under international law (e.g. UNCLOS) that refer to issues relating to submarine cables and pipelines.
- Updated hydrographic surveys should be a key resource tool prior to laying any cables along the territorial seas.

ANNEX A SAINT LUCIA STRATEGIC ACTION PLAN

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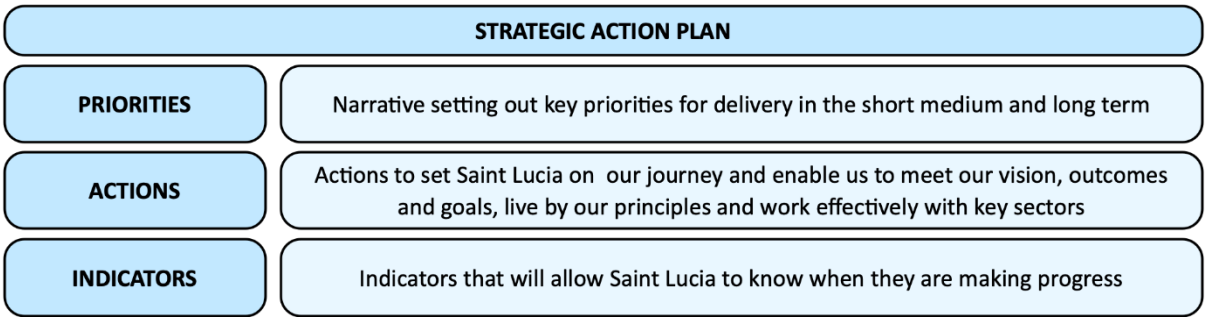
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1 Introduction

1.1 Overview

This Strategic Action Plan (SAP) sets out actions and indicators to deliver against all parts of the Saint Lucia NOP. The SAP is structured as below:



Actions and indicators have been identified against the following sections of the NOP:

- General actions to ensure that the administrative, legal and governance mechanisms are in place to support NOP delivery
- Principles – actions required to embody principles such as the development of operational guidance.
- Goals – actions required to deliver against specific policy goals which contribute to the overall delivery of policy outcomes.

No specific actions have been put in place to support the Sector Statement sections of the NOP. This is because this section of the NOP both sets out the current and future policy direction and operational considerations for decision and as such does not require additional supporting actions.

The SAP has been phased into short, medium and long term (5, 10 and 15 years respectively) and organisations responsible for delivering specific actions have been identified.

1.2 Governance

The SAP identifies organisations responsible for delivering against specific actions; these organisations are expected to incorporate these actions into their annual work plans and associated reporting responsibilities, consistent with their requisite mandates. The responsibility for monitoring the overall delivery of the Strategic Action Plan lies with the NOGC.

2 Priorities

2.1 Introduction

The priorities set out here are reflected in the more detailed actions outlined within Section 3. Prioritisation was done using a mix of actions that were most urgent, those that were necessary and also those that could be easily achieved in order to maintain momentum. They are focused on national priorities for Saint Lucia within the short, medium and long term, but also reflect regional priorities listed as below:

- The need to improve the **collaboration** between sectors, institutions and stakeholders to better enable and support the ECROP and this NOP.
- **The capacity for continuity** and sustaining human resource training and capacity building to deliver the vision and objectives set within this NOP, the needs of the Government and regional and international agreements.
- **Demonstrated commitment** towards the implementation of regional and international agreements that seek to incorporate a range of instruments that help towards mainstreaming ocean governance into national sustainable development commitments (SDG14) and those of the climate change agenda.
- Improved awareness for all aspects of society from the highest level of government to local communities on ocean governance related issues using a range of **communication** tools and techniques.

Priorities have been set out in Section 3 over the short (2020 – 2025) medium (2026 – 2030) and long (2030 – 2035) term. Four thematic headers are articulated below to present the main areas of support required although it should be noted that the main detail exists in Section 3.

2.2 Collaboration

In order to create the necessary platform for future collaboration, Saint Lucia will coordinate activities within a formally established National Ocean Governance Committee (NOGC). This will include a terms of reference for the NOGC agreed to by relevant organisations, an operations guidance manual for the NOGC and formal agreements on task owner expectations (SA1-4).

A legal and regulatory review will be undertaken to establish and develop the legal mandate and governance of the NOP, and also to assess the current governance structures within which the NOP would operate to provide a consistent and collaborative institutional delivery approach (SA2).

It is the intention of the NOGC to formalise the annual interim review of the NOP to ensure continued performance in a collaborative manner. This is expected to include the development of clear actions by key organisations to provide updated information on regional and international commitments and sectoral analyses to help in the production of an Oceans Status Report for Saint Lucia (SA3).

Specific guidance will be articulated for embodying the 12 principles of the NOP in a manner that will facilitate incorporation into government operations with minimal impact (SA5).

A ridge to reef (Islands Systems Management) approach is essential to ensure that activities on land do not adversely impact the marine environment (see SA37). The current regulatory system of marine environmental management and requirements of the NEP-NEMS will be reviewed, gaps identified and actions taken to improve the regulatory system.

In the short term the NOP will act as planning policy guidance document alongside the existing Cabinet endorsed ICZM Policy to act as a link between future marine plans and existing and future land-use

plans. The ICZM Policy will be reviewed and updated to bring it into line with this NOP. The NOGC is tasked with ensuring that the Marine Spatial Plans and Coastal Master Plans are of sufficient value to move forward tangible actions to help support the principles set out within the NOP (SA29, SA35).

Finally, a marine research strategy will be developed to support the existing OECS Code of Conduct for Responsible Marine Research and Marine Research Strategy that includes national and regional action (SA38, 39). This Saint Lucia marine research strategy will have due recognition of the Government's Climate Change Research Policy and Strategy that includes a specific coastal/marine/ocean component. In line with the theme below (capacity for continuity) this should include a review of capacity, capability and partnership requirements for such a marine research strategy followed by subsequent mechanisms for implementation. In terms of collaborative partnership arrangements, an important short term task is to develop and implement regulatory mechanism for third party research permits and arising intellectual property (SA42).

2.3 Capacity for continuity

A key challenge remains over human resource capacity to take forward a NOP across all departments and agencies. An urgent review of institutional capacity needs will be carried out (SA4, 14).

A National Maritime Boundary Delimitation Committee (NMBDC) will be considered whose purpose shall be to review, revise and formalise, as appropriate, national hydrographic and maritime boundary baselines and base points and implementing domestic legislation (SA6-7). Linked to this, the need to review current maritime situational awareness and compliance requirements, capacity and capability, nationally and regionally and produce a maritime security strategy and action plan, has been recognised. This should embrace capacity needs to secure, exercise and protect rights and jurisdiction over marine areas and resources into the future (SA8).

Maritime affairs are vitally important to the economy of Saint Lucia and the Government has recognised the need for a National Maritime Transport Policy to be developed and approved to meet International Maritime Organisation (IMO) requirements around safety at sea, pollution response and flag, coastal and port state measures (SA9). This needs to embrace issues surrounding safety at sea, marine pollution, IMO audit compliance requirements to ensure the national framework is line with IMO obligations, and the capacity needs for improved hydrographic governance (SA10-12).

Fishing and aquaculture is important for local food security and to rural development; hence, it is of national importance to help develop and maintain a vibrant and sustainable fisheries sector. In the main, fisheries management is challenged by limited human resources and operational capacity for research, monitoring, compliance and enforcement. The GoSL has recognised the need to better understand the potential for sustainable natural resource management and conservation, and the shortcomings in operational delivery and has taken action towards developing a revised Fisheries Policy and action plan to guide its efforts.

As part of this Strategy, a review is expected to be undertaken of existing MPAs to understand the potential for sustainable resource management and conservation. Existing MPA boundaries and extents are to be assessed and updated as appropriate to help identify new MPAs as well as the management systems and capacity requirements needed in the future (SA15-17).

As stated above, the need to advance marine research has been recognised, including national and regional action (SA 38). In line with the theme below (communication), this is expected to include a review of capacity, capability and partnership requirements for such a marine research strategy followed by subsequent mechanisms for implementation.

Finally, as part of this Strategy, the GoSL intends to focus attention on delivering on the potential of the Blue Economy , including a strategic approach towards strengthening public private partnerships and the sustainable use and management of ocean resources. This will give due consideration to

sustainable finance mechanisms including those that exist, such as the Saint Lucia National Conservation Fund, and securing of budgets and opportunities for revenue generation (SA23-25).

2.3.1 Commitment

The GoSL has recognised that future funding to tackle marine issues will be dependent on Saint Lucia being able to demonstrate, through this NOP, that funding will lead to a beneficial legacy for citizens and the marine environment. It is of priority importance, therefore, that a fully costed SAP, endorsed by the NOGC, is suitably aligned to Government sectoral budget, with due consideration of national circumstances and limitations (see "collaboration" above). In addition, finance and co-financing mechanisms will be clearly identified and disbursement modalities secured for relevant NOP delivery (SA 20).

The GoSL will maintain the continued value of Saint Lucia's natural capital, with further development of the understanding of the value of marine ecosystem services overall. This is expected to include the completion of a natural capital evaluation of Saint Lucia's marine and coastal environment and the production of new guidelines on marine discharges and invasive non-native species (SA18, 19), the findings of which are expected to be included within future Ocean Status Reports.

Formal governance arrangements will be put in place, endorsed across Government, appropriately resourced with key parties given the power and influence to implement the vision and policy outcomes presented within the NOP. To achieve this, institutional, policy and legal arrangements to provide coordinating mechanisms for NOP delivery will be reviewed and improved where necessary (SA27-29).

2.3.2 Communication

Continuation of on-going marine related public initiatives is important. This should be coupled with the development of suitable engagement strategies for communities to ensure that ocean literacy is developed in all parts of society.

Increasing public awareness, understanding and appreciation of the importance of the ocean, the NOP and the Blue Economy through education and outreach is an important short term action. This is expected to embrace the creation of a process for active public participation in planning, policy and decision making which is likely to include the need for a public awareness, education and outreach strategy to be developed and implemented. This will include a range of options, such as the development of a digital tool for public access to information concerning marine management issues and how citizens can better appreciate the benefits of the coast and ocean to health and wellbeing SA30-32). This should include a focused programme to improve coastal access through a formalised beach management and safety strategy for Saint Lucia (SA34) which builds on previous work to deliver a SaferSands International Standard.

3 Strategic Actions

The table below sets out the strategic actions (SA) required to deliver the Saint Lucia NOP. It is recommended that the NOP is used to reference the sections within the NOP that specific SAs refer to.

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action		Indicator		Due date	Owner	Action	Indicator	Due date	Owner	Action	Indicator	Due date	Owner
General	SA1	NOGC established, active and membership ToR is aligned with NOP	SA1.1	NOGC Terms of Reference updated, in place and signed by key agencies/parties	Q1 2020	NOGC								
			SA1.2	Inaugural meeting taken place and agreement reached on task owner expectations	Q1 2020	NOGC								
			SA1.3	Operations guidance manual for NOGC is prepared	Q2 2020	NOGC								
	SA2	Review legal mandate for NOP delivery across all sectors	SA2.1	Legal review complete and corresponding action plan in place	Q4 2020	NOGC								
	SA3	Regularly review the NOP to ensure continued performance	SA3.1	Monitoring and evaluation protocol developed and NOP performance and alignment with regional and international commitments is reviewed	Q4 annually	NOGC	SA3	SA3.1 NOGC to review performance and alignment with regional and international commitments	Q4 annually	NOGC	SA3	SA3.1 NOGC to review performance and alignment with regional and international commitments	Q4 annually	NOGC
			SA3.2	NOGC to review NOP every five years	Q4 2025	NOGC		SA3.2 NOGC to review NOP every five years	Q4 2030	NOGC		SA3.2 NOGC to review NOP every five years	Q4 2035	NOGC
			SA3.3	Five yearly National Oceans Status Report produced	Q4 2025	NOGC		SA3.3 Five yearly National Oceans Status Report produced	Q4 2030	NOGC		SA3.3 Five yearly National Oceans Status Report produced	Q4 2035	NOGC

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)					Long term (2030 - 2035)				
	Action		Indicator		Due date	Owner	Action	Indicator		Due date	Owner	Action	Indicator		Due date	Owner
			SA3.4	Production of interim annual National Oceans Status Progress Report	Q4 annually	NOGC		SA3.4	Production of interim annual National Oceans Status Progress Report	Q4 annually	NOGC		SA3.4	Production of interim annual National Oceans Status Progress Report	Q4 annually	NOGC
	SA4	Ensure sustainable programme is in place for NOP delivery	SA4.4	NOP SAP fully costed, suitably aligned to Governmental sectoral budgets and endorsed by all NOGC members	Q3 2020	NOGC										
			SA4.5	Finance and co-financing mechanisms identified and disbursement modalities secured for relevant NOP delivery	Q4 2021	NOGC										
Principles	SA5	Review NOP principles and ensure guidance is implemented as appropriate	SA5.1	Guidance is in place and understood by all delivery organisations for all 12 NOP principles	Q3 2020	NOGC										
Goal 1.1	SA6	Establish or re-establish as appropriate National Maritime Boundary Delimitation Committees (NMBDC)	SA6.1	NMBDC Terms of Reference updated and in place	Q3 2020	SLASPA/Ministry of External Affairs/Marine Police Unit/Dept of Fisheries										
			SA6.2	NMBDC Inaugural meeting taken place	Q1 2021	SLASPA/ Ministry of Home Affairs, Justice and National Security										
	SA7	Review, revise and formalise, as appropriate, national hydrographic and maritime boundary baselines and base points	SA7.1	National hydrographic and maritime boundary baseline in place	Q4 2023	SLASPA/ Ministry of Home Affairs, Justice and National Security										
			SA7.2	Relevant maritime boundary delimitation	Q4 2023	SLASPA/ Ministry of Home Affairs,										

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action			Indicator	Due date	Owner	Action	Indicator	Due date	Owner	Action	Indicator	Due date	Owner
		and implementing domestic legislation		domestic legislation in place		Justice and National Security								
Goal 2.1	SA8	Build capability and capacity to secure, exercise and protect rights and jurisdiction over marine areas and resources	SA8.1	Current maritime situational awareness and compliance requirements, capacity and capability, nationally and regionally are reviewed e a maritime security strategy and action plan is produced	Q2 2022	SLASPA/ Ministry of Home Affairs, Justice and National Security/Marine Police Unit								
							SA8	SA8.2	Implement recommendations of action plan	Q2 2026	Maritime Administration / SVG CG			
Goal 2.2 / 2.3	SA9	Develop a National Maritime Transport Policy and associated action plan	SA9.1	National Maritime Transport Policy produced and Cabinet endorsed	Q1 2022	SLASPA/ Ministry of Home Affairs, Justice and National Security/Marine Police Unit								
			SA9.2	Safety of Life at Sea (SOLAS) action plan in place and Cabinet endorsed	Q4 2022	SLASPA/ Ministry of Home Affairs, Justice and National Security/Marine Police Unit								
			SA9.3	Marine pollution contingency plans updated and Cabinet endorsed	Q4 2022	SLASPA / NEMO								
	SA10	Ensure national framework is in line with IMO obligations	SA10.1	IMO audit complete	Q4 2022	SLASPA/Ministry of External Affairs/Marine Police Unit/Dept of Fisheries								
			SA10.2	Corrective actions from IMO audit undertaken	Q4 2023	SLASPA/Ministry of External Affairs/Marine Police Unit/Dept of Fisheries								

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)						Long term (2030 - 2035)			
	Action			Indicator	Due date	Owner	Action			Indicator	Due date	Owner	Action	Indicator	Due date	Owner
Goal 2.4	SA11	Develop national enabling legislative framework for maritime transport law	SA11.1	Undertake legislative review for National Maritime Transport Policy	Q3 2022	SLASPA/Ministry of External Affairs/Marine Police Unit/Dept of Fisheries										
							SA11	SA11.2	Implement recommendations of review		Q4 2026	SLASPA/Marine Police Unit				
Goal 2.5	SA12	Develop a system of effective hydrographic governance	SA12.1	Current system for hydrographic governance is reviewed	Q3 2021	SLASPA										
			SA12.2	Recommendations of review are implemented in line with national priorities and commitments	Q4 2022	SLASPA										
Goal 2.6							SA13	SA13.1	Capacity building strategy for the training of marine professionals and seafarers is developed	Maritime technical and training needs assessment undertaken	Q4 2026	SLASPA/Marine Police Unit				
								SA13.2		Recommendations of assessment delivered	Q4 2027	SLASPA/Marine Police Unit				
Goal 2.7	SA14	Deliver capacity and capability required for SLASPA/Marine Police to function effectively	SA14.1	Capacity and capability requirements for SLASPA/Marine Police reviewed	Q3 2020	SLASPA/Marine Police Unit										
			SA14.2	Recommendations of capacity review implemented	Q3 2021	SLASPA/Marine Police Unit										
Goal 3.1	SA15	Implement regulatory system for ensuring that human activity is managed in line with Goal 3.1 and requirements of the National Environment Management	SA15.1	Current regulatory system of marine environmental management and requirements of the NEMS are reviewed, gaps are identified and recommendations for improving the regulatory system are made.	Q2 2021	Department of Sustainable Development										

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action		Indicator		Due date	Owner	Action	Indicator		Due date	Owner	Action	Indicator	Due date	Owner
		Strategy (NEMS) including environmental and social impact assessment and marine pollution control					SA15	SA15.2	Recommendations of the review are implemented and regulations endorsed by Cabinet and enacted by Government	Q4 2026					
	SA16	Undertake a natural capital evaluation of Saint Lucia's marine and coastal environment	SA16.1	Natural capital feasibility study undertaken	Q4 2022	Dept of Fisheries / Department of Sustainable Development/ SLNT /SMMA/PMA									
			SA16.2	Natural capital reported in National Ocean Status Reports	Q4 2025	NOGC									
Goal 3.2	SA17	Update the national plan for the system of protected areas (also known as the "Systems Plan") in line with the development of CMSPs as appropriate	SA17.1	Existing MMAs/MPAs boundaries and extents assessed and updated as appropriate.	Q4 2020	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT									
			SA17.2	New MMAs/MPAs identified as necessary and a new Protected Areas System Plan approved by Cabinet covering at least 20% of national waters	Q4 2023	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT									
			SA17.2	Marine Managed or Protected Areas "system" and capacity requirements (human and financial) outlined and incorporated int an updated Systems Plan	Q4 2024	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT									

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)					Long term (2030 - 2035)				
	Action		Indicator		Due date	Owner	Action	Indicator		Due date	Owner	Action	Indicator		Due date	Owner
							SA17	SA17.3	MPA/MMA management plans in place and actions being implemented	Q4 2027	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT					
			SA17.4	Marine conservation status reported within National Ocean Status reports	Q4 2025	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT	SA17	SA17.4	Marine conservation status reported within National Ocean Status reports	Q4 2030	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT	SA17	SA17.4	Marine conservation status details reported and incorporated within National Ocean Status reports	Q4 2035	Dept of Fisheries / Department of Sustainable Development/SMMA/SLNT
Goal 3.4	SA18	Develop and implement marine pollution strategy and action plan, including solid waste, point sources from industry, marine pollution from ports, sewage effluent and non-point source pollutants	SA18.1	Current sources of land and marine pollution identified within a formal NOGC endorsed report	Q4 2022	Water Resources Management Agency/ Saint Lucia Water and Sewage Company										
			SA18.2	Marine pollution strategy and action plan in place, including from land based sources	Q4 2024	SLASPA/NEMO/ Department of Sustainable Development										
			SA18.3	Marine discharge guidelines developed and adopted	Q4 2021	Saint Lucia Water and Sewage Company/ Department of Sustainable Development										
							SA18	SA18.4	Sustainable mechanisms for marine pollution control in place and appropriately resourced/financed	Q1 2026	Environmental Health Division / MOHWE / SWMU / CWSA / Mar Ad					

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)					Long term (2030 - 2035)				
	Action		Indicator		Due date	Owner	Action	Indicator		Due date	Owner	Action	Indicator		Due date	Owner
			SA18.5	Water quality monitoring status is incorporated within National Ocean Status reports	Q4 2025	Department of Sustainable Development	SA19	SA19.3	Water quality status reported within National Ocean Status reports	Q4 2030	Environmental Health Division / MOHWE	SA19	SA19.3	Water quality monitoring status is incorporated within National Ocean Status reports	Q4 2035	Department of Sustainable Development
Goal 3.5	SA19	Review existing Invasive Non-Native Species Strategy and Action Plan	SA19.1	Current status of invasive non native species identified within a specific INNS report	Q1 2021	Dept of Fisheries										
			SA19.2	INNS Strategy and Action Plan is reviewed	Q3 2021	Dept of Fisheries										
			SA19.3	Management and communication strategies in place to deliver INNS Strategy and Action Plan	Q4 2023	Dept of Fisheries										
			SA19.4	Monitoring programme for INNS in place	Q4 2022	Dept of Fisheries	SA20.4	SA20.4	INNS status reported in National Ocean Status report	Q4 2030	Dept of Fisheries	SA20.4	SA20.4	INNS status reported in National Ocean Status report	Q4 2035	Dept of Fisheries
Goal 3.6	SA20	Develop novel financial instruments to support the delivery of environmental objectives	SA20.1	Sustainable finance mechanisms reviewed and appropriate mechanisms identified	Q4 2020	Ministry of Finance/Department of Sustainable Development										
			SA20.1	Sustainable finance mechanisms secured and inculcated into sector budgets	Q4 2023	Ministry of Finance										
Goal 4.1	SA21	Mainstream the sustainable use of marine resources within national policies and	SA21.1	Medium-Term Development Strategy (MTDS) and National Development Plan (NDP) reviewed to ensure that Blue	Q4 2020	Physical Planning Division										

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)					Long term (2030 - 2035)				
	Action		Indicator		Due date	Owner	Action	Indicator		Due date	Owner	Action	Indicator		Due date	Owner
		planning frameworks		Economy considerations are included												
			SA21.2	MTDS and NDP updated as appropriate	Q4 2021	Physical Planning Division										
	SA22	Develop and maintain a vibrant and sustainable fisheries sector	SA22.1	Saint Lucia Fisheries and Aquaculture Policy and Action Plan is reviewed and updated	Q4 2021	Ministry of Agriculture, Fisheries, Planning, Natural Resources and Co-operatives										
			SA22.2	Fisheries status reported within National Ocean Status Reports	Q4 2025	Dept of Fisheries	SA23	SA23.2	Fisheries status reported within National Ocean Status Reports	Q4 2030	Dept of Fisheries	SA23	SA23.2	Fisheries status reported within National Ocean Status Reports	Q4 2035	Dept of Fisheries
Goal 4.2	SA23	Develop Blue Economy Valuation Plan including a strategic approach to strengthening public private partnerships and the sustainable use and management of ocean resources	SA23.1	Opportunities for possible use of seabed resources, marine renewable energy and recreational and tourist activities based on marine living resources are assesed	Q2 2021	NOGC										
			SA23.2	Blue Economy Valuation developed and approved	Q4 2022	NOGC										
			SA23.3	Review Blue Economy Valuation	Q3 2025	NOGC	SA23	SA23.3	Review Blue Economy Valuation	Q3 2029	Review Blue Economy Valuation	SA23	SA23.3	Review Blue Economy Valuation	Q3 2034	Department of Economic Development
	SA24	Identify sustainable funding mechanisms for the NOP	SA24.1	Sustainable finance mechanisms reviewed and appropriate mechanisms identified	Q4 2020	Department of Economic Development/ Ministry of Tourism										
			SA24.2	opportunities for Saint Lucia to derive revenue from portfolio of marine	Q4 2022	Department of Economic Development										

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action		Indicator		Due date	Owner	Action	Indicator	Due date	Owner	Action	Indicator	Due date	Owner
				resources are evaluated										
			SA24.3	Sustainable finance mechanisms secured and opportunities for revenue in place	Q4 2020	Department of Economic Development/ Ministry of Finance								
	SA25	Develop coastal masterplan for the Blue Economy	SA25.1	Coastal masterplan in place and aligned with Blue Economy Valuation	Q2 2024	NOGC/Physical Planning Section/Department of Sustainable Development								
Goal 4.3	SA26	Develop a Blue Economy skills strategy	SA26.1	Current training and education needs assessed	Q1 2022	NOGC								
			SA26.2	Blue Economy Skills Strategy developed	Q4 2022	NOGC								
							SA26	SA26.3	Blue Economy Skills Strategy implemented	Q1 2026	NOGC			
Goal 5.1	SA27	Strengthen national legal frameworks and guidance for integrated planning and management	SA27.1	Statutory framework and guidance for integrated planning and management reviewed, requirements identified and action plan developed	Q2 2022	Department of Economic Development/NOGC								
							SA27	SA27.2	Action plan recommendations delivered	Q2 2026	NOGC			
Goal 5.2	SA28	Develop and implement national systems of coastal and marine spatial planning	SA28.1	Marine Spatial Plans approved by NOGC	Q3 2022	NOGC/Physical Planning Section/Department of Sustainable Development								
			SA28.2	Coastal Masterplans approved by NOGC	Q3 2022	NOGC/Physical Planning Section/Department of Sustainable Development								

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action		Indicator		Due date	Owner	Action	Indicator	Due date	Owner	Action	Indicator	Due date	Owner
			SA28.3	Implementation and monitoring plans in place and resourced	Q4 2022	NOGC/Physical Planning Section/Department of Sustainable Development								
Goal 5.3	SA29	Develop appropriate policy, regulatory and voluntary mechanisms and institutional arrangements to deliver coordinated and integrated decision making	SA29.1	Review of management mechanisms in place, regulatory overlap is in place including recommendations for improvement	Q3 2022	NOGC/Physical Planning Section/Department of Sustainable Development								
							SA29	SA29.2	Recommendations are implemented	Q4 2027	NOGC			
Goal 6.1	SA30	Increase public awareness, understanding and appreciation of the importance of the ocean, the NOP and the Blue Economy through education and outreach	SA30.1	Public awareness, education and outreach strategy developed	Q4 2021	NOGC								
			SA30.2	Public awareness, education and outreach strategy implemented	Q4 2022	NOGC								
Goal 6.2	SA31	Develop a process for active public participation in planning, policy and decision making	SA31.1	Current processes for public participation reviewed and requirements identified	Q3 2022	NOGC								
			SA31.2	New process developed and in place	Q4 2023	NOGC								
Goal 6.3	SA32	Develop digital tool for public to access information concerning marine management, marine spatial planning and	SA32.1	Current processes for accessing information reviewed and requirements identified	Q4 2020	NOGC								
			SA32.2	Digital tool developed and in place	Q2 2022	NOGC								

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action		Indicator		Due date	Owner	Action	Indicator	Due date	Owner	Action	Indicator	Due date	Owner
		the marine environment												
Goal 6.4	SA33	Promote the benefits of the coast and ocean to health and wellbeing	SA33.1	Health and wellbeing benefits identified	Q4 2021	Ministry of Health								
			SA33.2	Communications plan developed and implemented	Q4 2022	Ministry of Health								
	SA34	Improve coastal access and beach management strategy	SA34.1	Current coastal access and beach management arrangements reviewed (update to the 2011 ComSec SaferSands Report work)	Q4 2021	Ministry of Tourism/Marine Police Unit/SLASPA								
			SA34.2	Coastal access, beach management and safety strategy developed	Q2 2022	Ministry of Tourism/Marine Police Unit/SLASPA								
			SA34.3	ISO standard 13009 (Tourism on Beaches) is adopted by National Standards Bureau	Q4 2022	Saint Lucia Standards Bureau								
Goal 7.1	SA35	Ensure integration between NOP, NAP and ICZM	SA35.1	NAP and ICZM Policy and future ICZM plans incorporate NOP considerations and are approved by cabinet	Q4 2023	Physical Planning Section/Department of Sustainable Development								
				ICZM Policy is reviewed and aligned with NOP	Q4 2021	Physical Planning Section/Department of Sustainable Development								
	SA36	Control and prevent coastal erosion and siltation	SA36.1	mechanisms for monitoring changing sea levels and coastal erosion and producing coastal vulnerability assessments are in place	Q1 2021	Physical Planning Section/Department of Sustainable Development								
			SA36.2	strategic approach to coastal erosion and siltation including a	Q1 2023	Physical Planning Section/Department of								

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)				Long term (2030 - 2035)			
	Action		Indicator		Due date	Owner	Action	Indicator	Due date	Owner	Action	Indicator	Due date	Owner
				programme of measures, such as a shoreline management plan is in place		Sustainable Development								
			SA36.3	development control guidance is revised to include measures for controlling coastal erosion and siltation through the planning process	Q1 2021	Physical Planning Section/Department of Sustainable Development								
Goal 7.2	SA37	Ensure EbA and ridge to reef approach is mainstreamed into coastal planning	SA37.1	Guidance is in place for consideration of EbA and ridge to reef approach in coastal planning	Q4 2025	Physical Planning Section/Department of Sustainable Development								
Goal 8.1	SA38	Develop a marine research strategy including national and regional action	SA38.1	Operational and monitoring requirements for marine research and data are identified	Q2 2021	Dept of Fisheries/Department of Sustainable Development								
			SA38.2	Marine research strategy and implementation framework in place (including funding mechanisms etc)	Q4 2021	Dept of Fisheries/Department of Sustainable Development								
Goal 8.2	SA39	Develop capacities, capabilities and partnerships to mainstream key evidence and data requirements set out in marine research strategy	SA39.1	Capacity, capability and partnership requirements identified	Q2 2021	Dept of Fisheries/Department of Sustainable Development								
			SA39.2	Funding mechanisms identified and in place	Q4 2023	Dept of Fisheries/Department of Sustainable Development								
			SA39.3	Capacity, capability and partnerships in place	Q4 2023	Dept of Fisheries/Department of Sustainable Development								
Goal 8.3	SA40	Undertake coordinated monitoring and research activities to	SA40.1	Baseline data reviewed and monitoring gaps identified	Q2 2021	Dept of Fisheries/Department of Sustainable Development								

NOP	Short term (2020 - 2025)						Medium term (2026 - 2030)					Long term (2030 - 2035)				
	Action		Indicator		Due date	Owner	Action	Indicator		Due date	Owner	Action	Indicator		Due date	Owner
		produce a National Ocean Status report	SA40.2	Monitoring action plan in place	Q3 2021	Dept of Fisheries/Department of Sustainable Development										
			SA40.3	Monitoring system programme in place	Q4 2023	Dept of Fisheries/Department of Sustainable Development										
			SA40.4	Produce National Ocean Status Report	Q4 2025	NOGC	SA40	SA40.4	Produce National Ocean Status Report	Q4 2030	NOGC	SA40	SA40.4	Produce National Ocean Status Report	Q4 2035	NOGC
Goal 8.4	SA41	Develop and implement ocean governance training programme including MPA management, fisheries management, environmental impact assessment and marine spatial planning.	SA41.1	Training requirements are identified	Q2 2021	NOGC										
			SA41.2	Training programme is developed	Q4 2021	NOGC										
			SA41.3	First cohort of staff have completed programme	Q2 2023	NOGC										
Goal 8.5	SA42	Develop and implement regulatory mechanism for third party research permits and arising intellectual property	SA42.1	Existing legal framework reviewed	Q2 2021	NOGC										
			SA42.2	Regulatory mechanisms identified	Q4 2021	NOGC										
							SA42	SA42.2	Regulatory mechanisms implemented	Q4 2026	NOGC					

4 Conclusion

The coastal and marine resources of Saint Lucia are an important national asset that form the basis of much of our economic prosperity, social benefits and natural capital yet they are under threat from many natural and man-made causes which require urgent action.

The NOP provides a framework for guiding this action and initiating the continuous and coherent process of integrating consideration of all ocean sectors into policies, projects, programmes and other investments pertinent to Saint Lucia sector. This SAP seeks to contribute to strengthening the sustainability of Saint Lucia's oceans and delivering integrated ocean governance by establishing means to overcome existing policy, legal, regulatory, institutional, technical, financial, business and social barriers. The implementation of the SAP will require a concerted effort by all stakeholders from both the private and public sectors. Financing the SAP will require the mobilisation of national, bilateral and international resources. High level political buy-in and commitment will contribute to the SAP's implementation success, and to the achievement of the greater outcomes Saint Lucia has endorsed in its NOP and in the ECROP.