



**COASTAL MASTER AND MARINE SPATIAL PLAN
FOR SAINT LUCIA
(2020-2035)
PART 1: SUMMARY FOR POLICY MAKERS**





Saint Lucia's Coastal Master and Marine Spatial Plan

Prepared under the guidance of:

Department of Sustainable Development in collaboration with the OECS Commission

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NOTE TO READER:

Saint Lucia's Coastal Master and Marine Spatial Plan for Saint Lucia (2020-2035) is divided into six (6) Parts:

PART 1: SUMMARY FOR POLICY MAKERS

PART 2: AN INTEGRATED APPROACH TO MARINE AND COASTAL PLANNING

PART 3: INTEGRATED IMPLEMENTATION FRAMEWORK: A GUIDE TO ACHIEVING A
BLUE ECONOMY

PART 4: MARINE SPATIAL PLAN 2020-2035

PART 5: COASTAL MASTER PLAN 2020-2035

PART 6: ANNEXES & BIBLIOGRAPHY

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We sincerely hope this initiative helps take the next step towards their vision for of Saint Lucia.

Preface

The Caribbean Regional Oceanscape Project

The Caribbean Regional Oceanscape Project (CROP) aimed to set the foundation for the development of a Blue Economy, intended to enhance growth, eradicate poverty, and ensure shared prosperity. The CROP Grant Agreement was signed between the International Bank for Reconstruction and Development, acting as an Implementing Agency of the Global Environmental Facility, and the Organisation of Eastern Caribbean States (OECS) in October 2017, and concluded on December 31, 2021. The CROP was executed by the OECS Commission in collaboration with member states through the OECS Ocean Governance Team, and was piloted in five member states: The Commonwealth of Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia and St. Vincent and the Grenadines.

Under the auspices of the CROP, *Coastal Master and Marine Spatial Planning*, along with *National and Regional Strategies and Policies* are contributing to the strengthening of associated *Ocean Governance* in the region, to *Mapping Ocean Wealth* and developing *Knowledge Products* and to *Strengthening Knowledge and Building Capacity*.

COVID-19 and integrated Coastal Master and Marine Spatial Plan

The long-term impacts stemming from the COVID-19 pandemic constitute an important caveat to interpretation of the information and findings presented in this document. While the natural processes and interactions between land and water - along with development - will continue on, the global nature of the pandemic will likely result in significant changes to the economies of all Eastern Caribbean countries and associated livelihoods.

Because of the region's reliance on international travel and tourism, Caribbean countries can expect a greater degree of economic contraction, and will require a longer period of recovery, compared to other nations. According to the Caribbean Development Bank, the travel and tourism sector accounts for more than half of the region's gross domestic product and nearly 40% of employment¹. While the tourism sector can typically recover from an economic shock within an average of nineteen months, the degree to which a global public health pandemic will result in ongoing economic contraction remains unknown.

¹ Caribbean Development Bank, 2018.

In its evaluation of the effects of the COVID-19 pandemic on the economies and populations of its member states, the OECS noted that by the end of March 2020, the complete shutdown of the region’s tourism and hospitality sector directly resulted in the loss of over twenty thousand jobs². The impact of these sudden, sector-wide closures has been felt in downstream industries including agriculture, manufacturing, and the creative industries.

The most vulnerable populations will likely face more severe and longer-lasting financial, health and social consequences. Loss of employment, income and household savings will be further exacerbated by expected declines in international remittance flows from the overseas Caribbean diaspora. These shocks will be felt most acutely by women, single parent families, youth, the elderly, indigenous peoples, and other vulnerable groups.

In the face of unprecedented disruptions to the established industries that typically form the core of Eastern Caribbean economies, a forward-looking plan for anticipating and building an equitable and sustainable Blue Economy is both relevant and urgent.

While the timing and means of recovery from the COVID-19 pandemic remain unknown, the Coastal Master and Marine Spatial Plan offers decision makers and investors a key tool for identifying opportunities to diversify Eastern Caribbean economies through the responsible and equitably-managed exploitation of untapped ocean resources, development of tourism resources that benefit from protected coastal biodiversity, and opportunities to enhance food security and support local economies through sustainable means.

Consistent with a transition towards a Blue Economy, the OECS views the impacts of the COVID-19 pandemic as a clarion call for building social, economic and environmental resilience³. The crisis has also revealed the consequences of data gaps and the importance of collecting, managing and reporting on credible and comparable disaggregated data. To that end, calls have been made for an OECS “resilience fund” which would focus on anticipating future natural hazards, developing critical infrastructure, financing regional social and economic development programmes, and enabling a dynamic and engaged private sector⁴.

The implementation road map that forms part of this integrated Coastal Master and Marine Spatial Plan is aligned with these recommendations and remains grounded in the reality of today, while looking towards the realisation of a Blue Economy of tomorrow.

² Organisation of Eastern Caribbean States, 2020.

³ Ibid

⁴ Ibid

Abbreviations

CAMMA	Canaries and Anse La Raye Marine Management Area
CMP	Coastal Master Plan
CMSP	Coastal Master and Marine Spatial Plan
CROP	Caribbean Regional Oceanscape Project
CZMU	Coastal Zone Management Unit
DCA	Development Control Authority
DPP	Department of Physical Planning
DSD	Department of Sustainable Development
DOF	Department of Fisheries
DPSEER	Drivers-Pressures-State-Ecosystem Services- Response
EBM	Ecosystem-Based Management
ECROP	Eastern Caribbean Regional Ocean Policy
EEZ	Exclusive Economic Zone
GDP	Gross Domestic Product
GEF	Global Environment Facility
GIS	Geographic information system
GOSL	Government of Saint Lucia
GRM	Grievance Redressal Mechanism
ICZM	Integrated Coastal Zone Management
IFI	International Financial Institution
IRFP	Involuntary Resettlement Policy Framework
ISL	Invest Saint Lucia
ISM	Island Systems Management
IUCN	International Union for Conservation of Nature
IWEco	Integrating Water, Land and Ecosystems Management in Caribbean Small Island Developing States
LCA	Saint Lucia
LUCELEC	Saint Lucia Electricity Services Limited
M&E	Monitoring and Evaluation
MMA	Marine Management Area
MOA	Ministry of Agriculture, Fisheries, Physical Planning, Natural Resources and Cooperatives
MOE	Ministry of Education, Innovation, Gender Relations and Sustainable Development
MOI	Ministry of Infrastructure, Ports, Energy and Labour
MOT	Ministry of Tourism, Information and Broadcasting, Culture and Creative Industries

MPA	Marine Protected Area
MPU	Marine Police Unit
MSP	Marine Spatial Plan
NAP	National Adaptation Plan
NBSAP	National Biodiversity Strategy and Action Plan
NEMO	National Emergency Management Organisation
NCA	National Conservation Authority
NGO	Non-governmental organisations
NIPP	National Integrated Planning and Programme Unit
NOGC	National Ocean Governance Committee
NOP	National Ocean Policy
OECS	Organisation of Eastern Caribbean States
PAP	Project Affected Persons
PDO	Project Development Objective
PMA	Pitons Management Area
PPD	Department of Physical Planning
PPP	Public-private-partnership
PSEPA	Pointe Sable Environmental Protection Area
PWC	Personal Water Craft
RSS	Regional Security System
SAP	Strategic Action Plan
SASAP	Sectoral Adaptation Strategy and Action Plan
SDG	Sustainable Development Goals
SIDS	Small Island Developing States
SLASPA	Saint Lucia Air and Sea Ports Authority
SLNCF	Saint Lucia National Conservation Fund
SLNT	Saint Lucia National Trust
SLSWMA	Saint Lucia Solid Waste Management Authority
SMMA	Soufrière Marine Management Area or Soufrière Marine Management Association Inc.
TOR	Terms of Reference
UN	United Nations
UNDP	United Nations Development Programme
WASCO	Saint Lucia Water and Sewerage Company
WRMA	Water Resource Management Agency
XCD	Eastern Caribbean Dollar

Executive Summary

Planning for the Blue Economy: Integrated Coastal Master and Marine Spatial Plan

The *National Ocean Policy, 2020*, called for Saint Lucia to develop and implement a Coastal Master Plan and a Marine Spatial Plan. The Organisation of Eastern Caribbean States (OECS) views such plans as the means through which Saint Lucia can enable the transition to a Blue Economy.

Further to the integrated approach to marine and coastal planning presented in **Part 2**, the integrated plan includes the Marine Spatial Plan presented in **Part 4** of this document and the Coastal Master Plan presented in **Part 5**; these plans are intended to be used as tools to enable Saint Lucia to achieve sustained and equitable growth by pursuing a



Blue Economy strategy that respects and protects the shared ocean space. Successful implementation of the CMSP will require coordination among departments and agencies responsible for managing activities occurring in the offshore, nearshore and landward coastal areas identified in the CMSP document.

The geographic scope of the plans extends from the highest peaks of coastal watersheds to the seaward extent of the exclusive economic zone (EEZ). The marine zoning, wide-ranging Blue Economy priority investments and integrated coastal zone management policy guidance defined in the plans are designed -to work in tandem, enabling an integrated approach to managing the relationship between land and water. The policy measures and guidance given in the plans are to be implemented over a fifteen-year time frame, from 2020 to 2035.

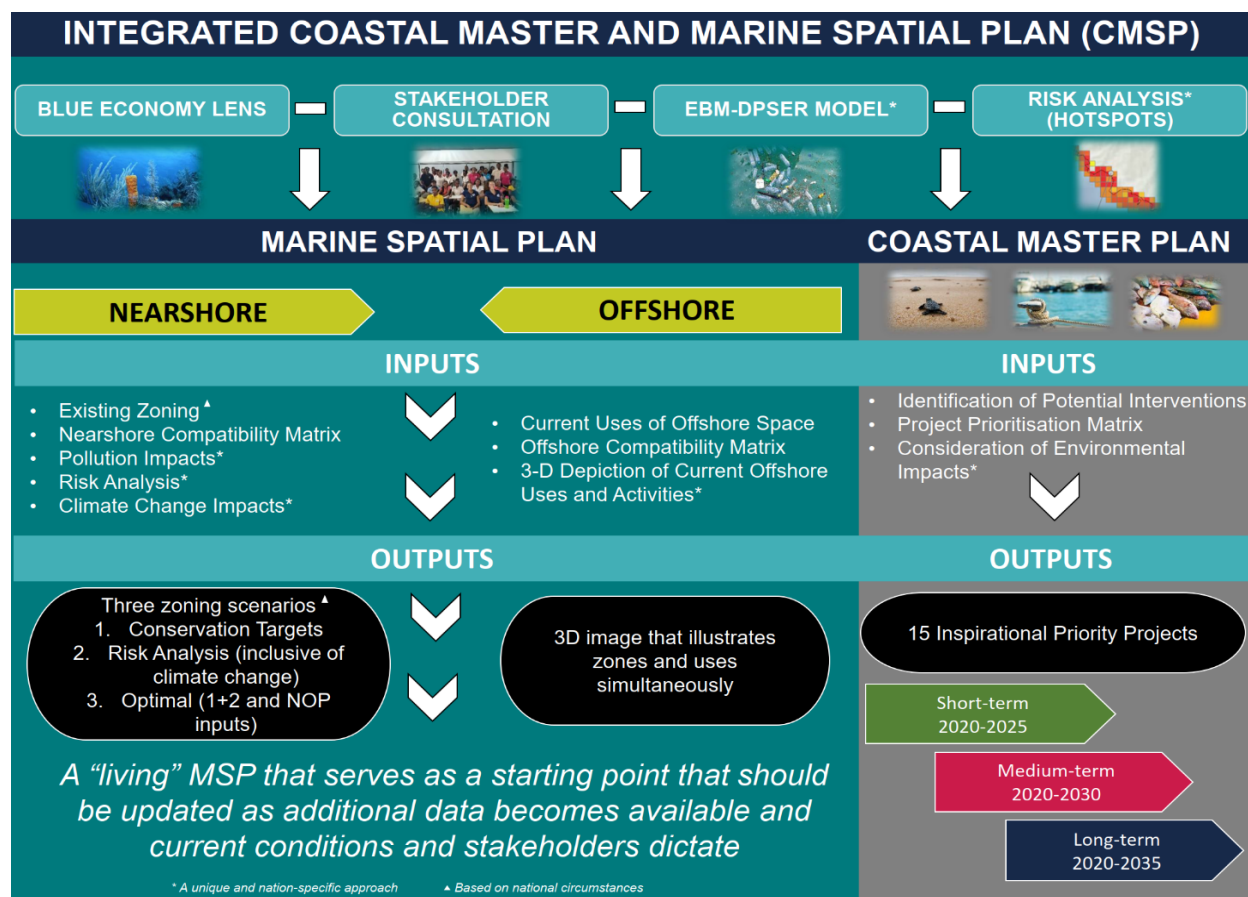
Rooted in best practices, the plans make use of the most current scientific data to identify and prioritise the actions and investment programmes that Saint Lucia will need to undertake in order to achieve the objectives of the Blue Economy strategy.

Planning for the Blue Economy Requires an Integrated Approach

Integrated ocean planning is essential to the Eastern Caribbean region, with healthy oceans and coastal areas vital to the region’s economic future. Increasing climate and disaster risk, combined with rapid and largely inadequately planned coastal development and intensive use of marine areas, contribute to increased pollution, ecosystem degradation, and threats to community health and well-being.

Successful execution of the Blue Economy strategy will require a long-term, strategic approach to physical and economic development planning which recognises the integrated nature of the coastal and marine environments. The Coastal Master and Marine Spatial Plan were developed in an integrated fashion to meet that requirement based on the well-established concepts of island systems management, ecosystem-based management and integrated coastal zone management. A summary of the integrated methodology employed for the integrated coastal master and marine spatial plan is depicted below.

Figure 1 Summary of Integrated Methodology



Understanding Risk Leads to Better Blue Economy Investments

Areas where human activities most greatly interact with ecosystems are referred to as “hot spots”. Hot spots represent the locations where there is intense human activity in localised regions and/or small geographic areas, where there is an increased risk of conflict between uses and the potential for negative impacts on the ecosystems and services that they provide. Hot spots are typically found in areas with coastal development and tourism activities.

In the context of the Blue Economy strategy, hot spots act as indicators which can help to identify opportunities for investment in the following ways:

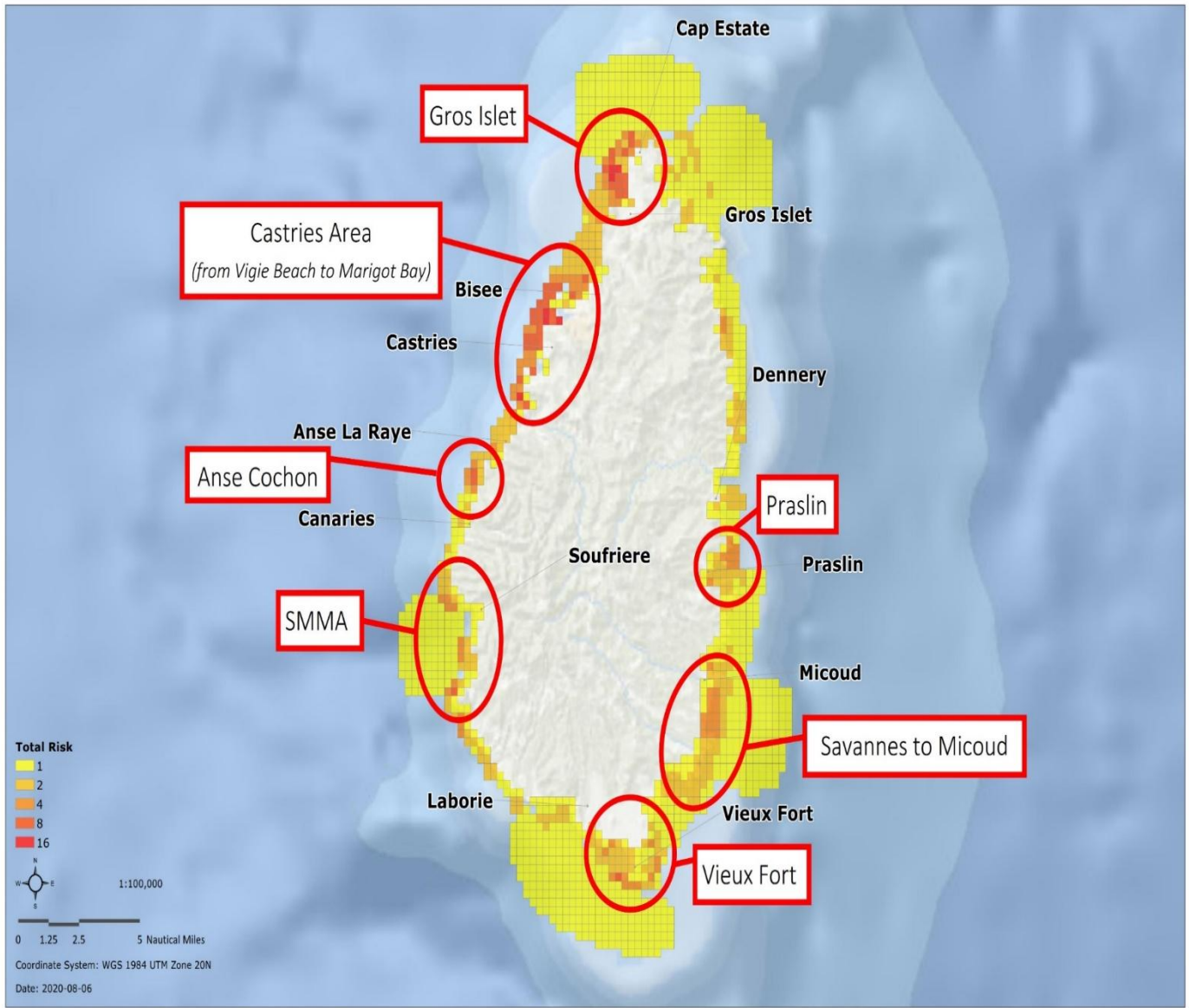
- **Identify and prioritise enabling investments:** Given the crucial role that ecosystem services play in the Blue Economy, hot spots can be used to identify priority areas for investments in programmes and initiatives which stand to support the health of the environment, thereby helping decision makers to pursue interventions which enable maximum returns on Blue Economy investments; and
- **Identify and avoid sub-optimal investments:** By acting as indicators for areas where the risk of conflict between uses and the potential for negative impacts to the environment is already high, hot spots can be used to identify development proposals which do not align with the Blue Economy strategy and would likely lead to increased user conflicts, greater environmental risk and poorer outcomes.

The seven hot spots noted below draws on a synthesis of an extensive literature review, stakeholder consultation, data collection and modelling, geospatial analysis and mapping.

Seven hot spots were identified in Saint Lucia:

- Gros Islet;
- Castries and the surrounding area;
- Anse Cochon;
- SMMA;
- Vieux Fort;
- Savannes to Micoud, and
- Praslin.

Figure 2 Risk hot spots in Saint Lucia



Saint Lucia Needs an Enhanced Marine Zoning Framework

Saint Lucia has previously gone through planning processes in order to establish Marine Management Areas (MMA), which bare some similarities to the processes used to undertake the MSP; particularly in the establishment of the Soufrière Marine Management Area (SMMA). The intent is to conserve the natural marine environment and ensure sustainable use and development of the areas. Management of the SMMA is challenged in part due to inadequate regulatory power to address issues that are not directly related to fishers and marine reserves (e.g. tourism, transport), as well as due to unclear delineation of enforcement responsibilities. These challenges are exacerbated by capacity issues related to staffing and equipment. Saint Lucia has also established a management regime for the Pointe Sable Environmental Protection Area (PSEPA), which is comprised of both land and sea area. Management of the site is also shared by several agencies and lacks a dedicated management regime which has resulted in slow and complex management.⁵

Figure 3 Soufrière Marine Management Area (SMMA), Saint Lucia



The innovative approach to marine zoning employed in the Marine Spatial Plan frames management of the marine environment as a means of enabling and supporting the achievement of Blue Economy policy goals. It builds on and advances the existing marine zoning framework in the following ways:

- Inclusion of consideration of the impacts of pollution (land-based and marine);
- Inclusion of consideration of the impacts associated with coastal development, with specific regard to hotel and resort developments;
- Use of criteria to develop and select the preferred zoning scenarios based on a combination of national policy targets and local context;

⁵ Organisation of Eastern Caribbean States, 2018.

- Application of the EBM-DPSER analytical framework that was specifically designed for the Caribbean region and the peculiarities of a complex environment was used for the first time so as to better understand those complex relationships;
- Use of innovative risk assessment methods that mapped areas of environmental sensitivity and potential growth, inclusive of climate change impacts;
- Use of a compatibility matrix to identify activities and uses that can appropriately co-exist within a given zone (uses and activities which would otherwise be excluded under the traditionally-narrower focus on conservation only);
- Application of an explicit Blue Economy lens in all aspects of the design and selection of a preferred marine zoning option for the Nearshore Coastal Area; and
- Provision a framework that incorporates current and futuristic uses of the Marine Offshore Area from a three-dimensional perspective.

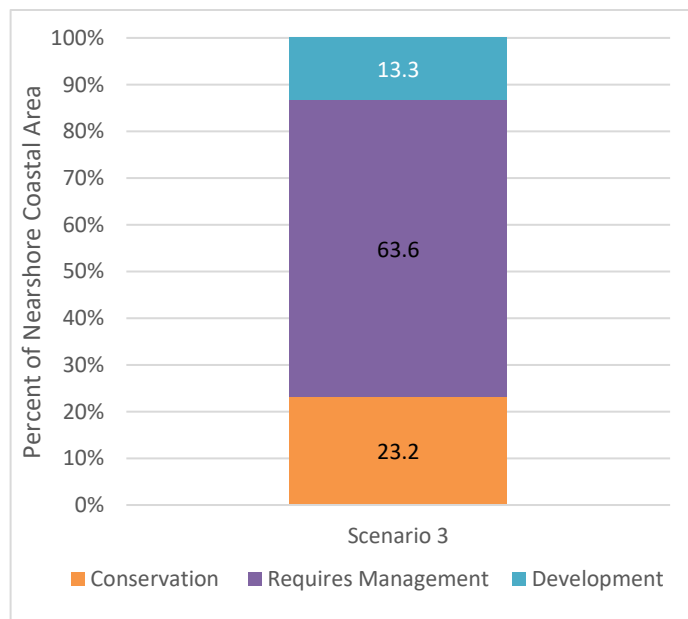
By framing management of the marine environment as a means of enabling and supporting the achievement of Blue Economy policy goals, the enhanced nearshore and offshore marine zoning framework better positions Saint Lucia to achieve the optimal balance between conservation and economic development, with consideration for institutional and enforcement issues.

Planning for the Blue Economy: Nearshore Marine Zoning Framework

The development of the recommended marine zoning option given in this Marine Spatial Plan was undertaken using the existing marine zoning framework as a foundational base and reference point.

Three zoning scenarios were developed for Saint Lucia, but notably, there was no significant difference in the scenarios. As such, Scenario 3 was presented as a starting point for stakeholder feedback, and is included as the recommended scenario in the Marine Spatial Plan.

The recommended nearshore marine zoning framework applies to the Nearshore Coastal Area (i.e., the maritime area between the baseline coastal boundary, the 200 metre contour depth or three nautical miles from the baseline coastal boundary, whichever is further).

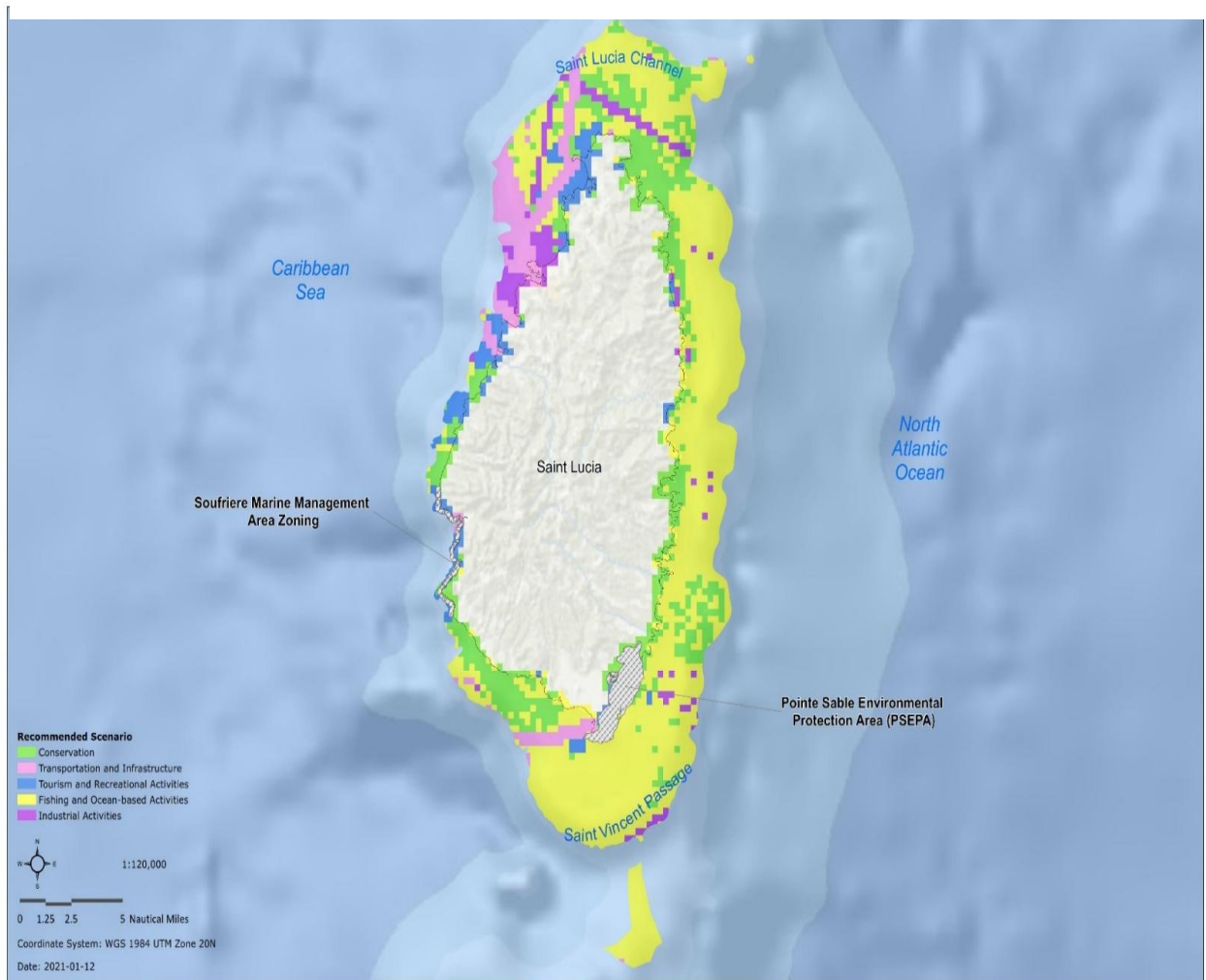


Five categories of marine zones are defined as follows:

- Conservation Zone;
- Transportation and Infrastructure Zone;
- Tourism and Recreational Activities Zone;
- Fishing and Ocean-based Activities Zone; and
- Industrial Activities Zone.

The zone designation denotes a priority use and not an exclusive use. It is recommended that any proposed mix of uses in a designated zone would need to be guided by a compatibility matrix in determining appropriate management mechanisms, as the relevant authorities see fit. The CMSP does not include zoning of terrestrial spaces (land use zoning).

Figure 4 Nearshore Coastal Area – Recommended Scenario



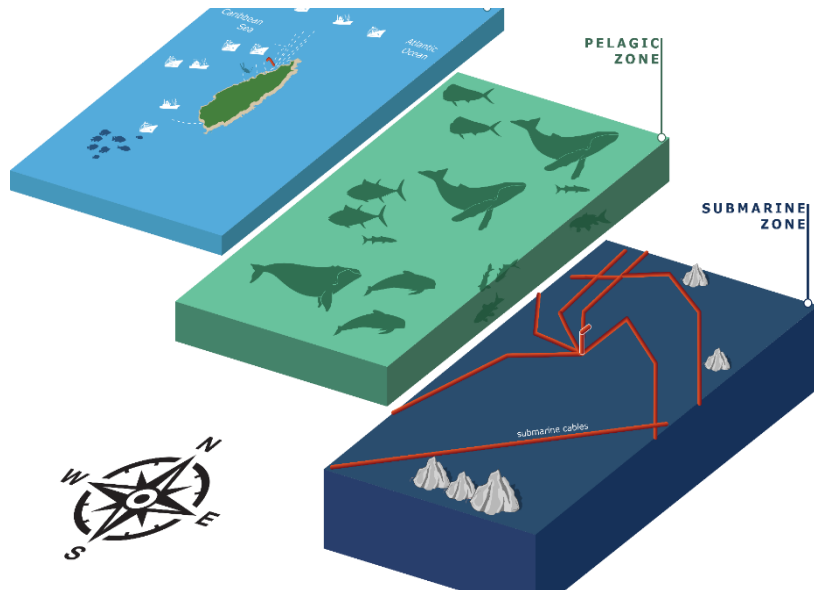
Planning for the Blue Economy: Offshore Marine Zoning Framework

Unlike the Nearshore Coastal Area, available data regarding the Offshore Marine Area in Saint Lucia is limited in nature. Accordingly, it was not possible to apply the same kind of detailed marine zoning approach to the Offshore Marine Area.

The proposed offshore marine zoning framework is composed of two components:

1. **Oceanic zoning**, which divides the ocean into three zones based on depth from the surface in order to identify the types of uses and activities that are likely to be compatible within each zone; and
2. **Conceptual marine zoning designations**, which describe the general intent for a series of marine zones that would apply in a similar fashion as the approach used for the Nearshore Coastal Area.

Figure 5 Conceptual Depiction of Offshore Oceanic Zone Boundaries



The proposed offshore zoning framework enables the future application of zoning in a three-dimensional manner. Once the necessary data becomes available to support detailed definition of the Offshore Marine Area, the two components of the offshore marine zoning framework can be combined to account for the compatibility of activities which occur on the water’s surface as well as those that occur within the water column and on the seabed.

The proposed offshore marine zoning framework offers a workable framework for management of the Offshore Marine Area which will enable Saint Lucia to harness the benefits of the offshore marine space in alignment with the policy objectives given in the *National Ocean Policy, 2020*.

Opportunities for Strategic Investment in the Blue Economy

Guided by the vision and guiding principles established through the *National Ocean Policy* and informed by the risk assessment analysis, potential opportunities for Blue Economy programmatic investment in the nearshore environment include the following:



- Policy instruments supporting the advancement of Marine Management Areas and Marine Protected Areas;
- Waste management initiatives intended to reduce pollution;
- Initiatives focused on improving the management of used water discharges;
- Strengthened regulation of land-based sources of pollution;
- Sector-specific training and development programmes;
- Efforts to enhance the resiliency of existing coastal structures;
- Initiatives which address the restoration and/or rehabilitation of coastal and marine resources;
- Support for development of innovative approaches to traditional sectors (e.g., tourism); and
- Efforts to advance integrated coastal zone management and develop an integrated coastal and marine planning framework for Saint Lucia.

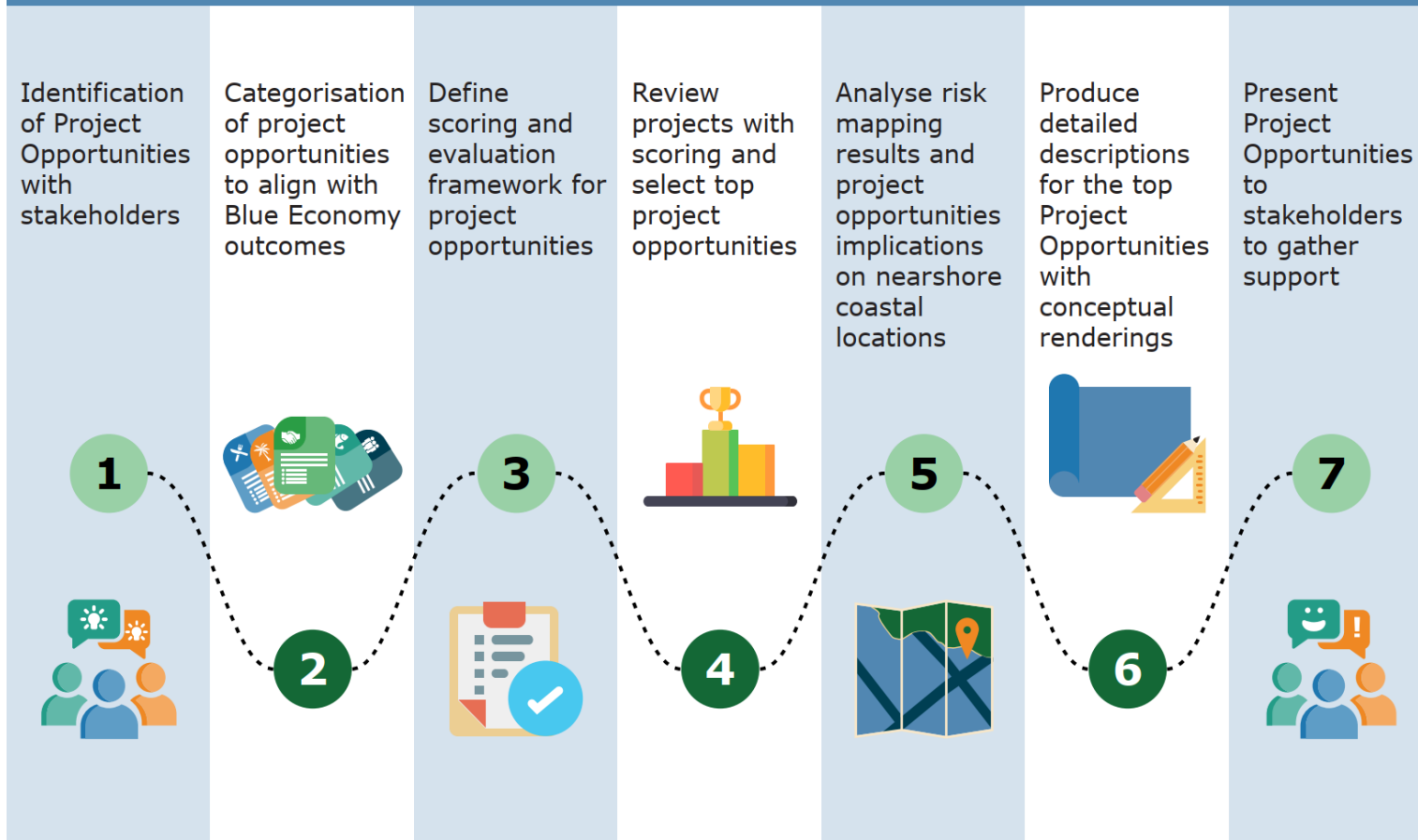
Potential opportunities for Blue Economy exploratory investment in the offshore marine environment include the following:

- Engaging in conservation activities while appropriately balancing other uses and activities such as tourism, transportation, recreation, fisheries, and biodiversity protection;
- Further developing the fisheries sector through expanded offshore commercial fishing; and
- Investments in scientific research and development activities alongside the development of new sectors (e.g., marine renewable energy, resource exploration) while innovating in traditional sectors of coastal and marine-based tourism.

Blue Economy Priority Projects

The Coastal Master Plan presents a suite of priority interventions and investments that can be undertaken in the coastal and marine space to support the transition towards a Blue Economy in Saint Lucia. Following a rigorous evaluation and prioritisation process, a preliminary long list of sixty project opportunities yielded a short list of fifteen projects identified as priority candidates for Blue Economy investment.

Project Prioritisation Process



The proposed priority projects reflect both the risks associated with human-ecosystem interactions and the economic opportunities that coastal and marine environments offer. The priority projects include:

- Three projects with a primary focus on enhancing climate resilience;



SOLAR FARM ENHANCEMENT
La Tourney, Vieux Fort



CLIMATE RESILIENT SANITATION SYSTEMS
Multiple Locations



RESILIENT FISHERIES FACILITIES
Choiseul

- Four projects with a primary focus on protection of coastal and marine environments;



- Three projects with a primary focus on the generation of economic growth;



- Three projects with a primary focus on effective governance systems; and



- Two projects with a primary focus on equitable distribution of the wealth that results from economic growth.



The proposed priority projects presented in the Coastal Master Plan represent more than XCD \$519m (USD \$192m) worth of enabling interventions and investment opportunities in support of the nation's Blue Economy strategy.

Investment Opportunities

The Organisation of Eastern Caribbean States (OECS) Promotional and Marketing Strategy and Plan is designed to guide the OECS Member States in their effort to attract plausible investment that supports their transition to a Blue Economy while providing potential investors with a solid understanding of the region's prospects, requirements and enabling conditions for facilitating their investments. The overall purpose of the OECS Blue Economy Investment Strategy is to ensure that investment opportunities are well matched in their effort to attract plausible investment that supports their transition to a Blue Economy while providing potential investors with a solid understanding of the region's prospects, requirements and enabling conditions for facilitating their investments.

The proposed promotional strategy and marketing plan includes a portfolio of investment and Blue Economy development projects that both utilize and strengthen institutional, infrastructural and policy interventions within the region's marine and coastal areas. These include the implementation of coastal master plans (CMP), marine spatial plans (MSP) and their associated policy and institutional components such as national ocean policies (NOP) and national ocean governance committees (NOGC). Additionally, the portfolio of Blue Economy-related initiatives is expected to advance the OECS' blue growth priority areas including the interconnected sectors of fisheries, shipping, tourism, and transportation; traditional livelihoods and local activities inclusive of artisanal fisheries, aquaculture inclusive of seamoss farming, wellness and recreational use; new opportunities in the emerging sectors of renewable energy and bioprospecting; and enhanced management of ecological vulnerability.

The Blue Economy Investment Opportunities for Saint Lucia provide investors the opportunity to participate in innovative, sustainable Blue Economy investment, while ensuring the sustainable use and management of coastal and marine resources. The Blue Economy Investment Opportunities profiled in this package have gone through a pre-feasibility analysis and range in size, scope, and sectoral orientation.

Readiness for Investment

Saint Lucia is eager to welcome new inflows of private investment and project financing that are positively impactful. It is the leading OECS investment recipient and boasts the only self-financing investment promotion agency in the region. Invest Saint Lucia has been at the forefront of innovative investment initiatives over the past several years and has demonstrated a capacity to attract a high calibre of professionals who have the expertise to promote, analyse, and monitor projects while expertly guiding investors through the approvals process.

Home to volcanic beaches, reefs, mountains and waterfalls, Saint Lucia's natural beauty is diverse and continues to stand strong amidst the forces of a changing climate.

As profiled in this package, investments in solar farm enhancements, wind farms, and resilient fisheries facilities can support a local sustainable-resource economy, while village tourism and business accommodation investments can capitalise on the island's international profile.

Project #1

Village Tourism

PROJECT DESCRIPTION, RATIONALE, AND PRE-FEASIBILITY

This proposed Village Tourism enterprise is profiled in the southern village of Laborie, which is known for its pristine landscape, distinctive black sand beaches and a warm, vibrant and closely knit community. The project offers a potentially lucrative, albeit impactful and sustainable, investment opportunity to establish a small boutique hotel along with a restaurant, beach bar, clubhouse and boardwalk. Other than the obvious employment generation during its construction and operational phases, this market-widening initiative is expected to catalyze a more integrated community tourism dispensation with downstream opportunities for sustaining livelihoods. Indeed, it raises the prospects for expansion of local offerings such as sea moss farming, turtle watching, cultural performances and handicraft, as well as indigenous food, beverage, and nutraceutical products.

Laborie is relatively close to major tourist attractions in nearby Soufrière (Sulphur Springs, Pitons, Jade Mountain, etc.) and Choiseul (handicraft centre, Pitons) while only 10 km from the Hewanorra International Airport in Vieux Fort. It is thus well suited for further development that is focused on economic viability, social inclusion and ecological sustainability. The successful investor will capitalize on a new opportunity in Laborie's emerging tourism sector that will strengthen Saint Lucia's Blue Economy proposition through responsible use of its natural capital, the addition of a new accommodation establishment, related employment opportunities and further stimulation of the local economy.

The capital investment is approximately US\$3.5 million and the project is expected to be revenue generating. There are no negative social impacts expected, and the project is anticipated to have low environmental impacts.

Figure 6 Rendering of Village Tourism in Laborie



Project #2

Solar Farm Enhancement

PROJECT DESCRIPTION, RATIONALE, AND PRE-FEASIBILITY

This initiative is intended to boost Saint Lucia's energy independence as well as to contribute to its climate resilience by expanding the infrastructure of an existing solar farm. Essentially, the project entails developing a solar battery storage facility and erecting secure fencing at La Tourney, Vieux Fort, the site of the Saint Lucia Electricity Services Limited's (LUCELEC) three-megawatt solar farm. The battery storage system will enable excess energy from the solar farm to be stored for future use, thus contributing sustainable power to serve the island's baseload electricity demand. This critical intervention will also promote energy sustainability and augment the national energy network's ability to respond to interruptions in generation capacity by reducing the need for imported fossil fuels. The project's proximity to the coastline as well as its contribution to the energy needs of fisherfolk and major hotels located near the beaches of this southern town lend to its Blue Economy categorization. Saint Lucia is therefore poised to embark on a strengthened climate resiliency path by reducing its reliance on fossil fuel-based energy production, which presents an ideal prospect for constructive collaboration with a regional or international development partner.

The capital investment is approximately US\$5.1 million. There are no negative social impacts expected, and the project is anticipated to have limited adverse environmental impacts that can be mitigated.

Figure 7 Rendering of Solar Farm Enhancement



Project #3

Resilient Fisheries Facilities

PROJECT DESCRIPTION, RATIONALE, AND PRE-FEASIBILITY

Fishing has been a traditional livelihood in Saint Lucia for centuries and is still today one of the mainstays of almost every coastal village on the island. This project aims to enhance local fisheries infrastructure to help build resilience to the negative effects of climate change and will ultimately benefit the local economy; here it is profiled in the southwestern village of Choiseul. Specifically, the project encompasses erosion mitigation, an improved sustainable management system for the Choiseul Fisheries Complex, possible use of solar panels and other renewable energy sources to power the facilities and upgraded natural disaster and emergency response plans.

The Choiseul Resilient Fisheries Facility is expected to serve as a model for replicating infrastructural improvements and resilience-building measures for other fisheries complexes throughout Saint Lucia. It is also an opportunity to instill an understanding of climate adaptation, in a very practical manner, at the community level, to better sustain traditional livelihoods, to protect the value of public sector investments in fisheries facilities and to stimulate a more ecologically sensitive and sustainable approach to fisheries management and to fishing.

The capital investment is approximately US\$2.8 million per facility. There are no negative social impacts expected. Each facility will require a site-specific Environmental Impact Assessment to determine any environmental impacts and mitigation measures.

Figure 8 Rendering of Resilient Fisheries Facilities



Project #4

Business Accommodation

PROJECT DESCRIPTION, RATIONALE, AND PRE-FEASIBILITY

Conceptualized as an integrated responsible tourism project, this investment opportunity is focused on establishing a business-oriented hotel to leverage the bustling nature of the port city of Castries, which currently has a dearth of such accommodation establishments. Castries is the capital of Saint Lucia and also its largest settlement area and location of two distinct, albeit integrated, seaports, one of which is a dedicated cruise ship facility and the other caters to both cargo and cruise traffic. There are other tourism accommodation establishments just outside the city centre, but they are more suited to leisure tourism. Hence, the opportunity to expand the business accommodation sub-sector to take advantage of proximity to government offices, the commercial centre, the regional George F. L. Charles Airport, and other well patronized amenities.

A new business centered hotel would enhance the image of the city as a destination for business travel, providing an opportunity for diversification of the island's tourism product and potentially increasing the circulation of income within the local community by providing downstream prospects for local businesses, services, entertainment and even ownership/co-ownership of the hotel. This presents a possibly lucrative and pathbreaking investment prospect for a responsible, sustainability-driven investor with an intimate understanding of the importance of factoring environmental and social issues into business development principles. The hotel, as envisaged, would offer a chance to showcase responsible tourism development through the application of design, construction and business practices that conserve energy, utilize sustainable building practices (e.g., use of local construction materials) and minimize water usage.

The capital investment is approximately US\$8.5 million and the project is expected to be revenue generating. There are no negative social impacts expected, and the project is anticipated to have low environmental impacts.

Figure 9 Rendering of Business Accommodation



Wind Farm

PROJECT DESCRIPTION, RATIONALE, AND PRE-FEASIBILITY

The project proposes to advance Saint Lucia's renewable energy expansion quest through development of a Wind Farm predicated on the erection of wind turbines and ancillary structures. Preliminary assessments indicate that the project would be best sited on the windy east coast of the island and later expanded to additional locations across Saint Lucia.

Wind power generation on an industrial scale will contribute to diversification of the island's energy mix which could, in turn, fortify its climate resiliency by reducing its dependence on fossil fuels. This energy diversification could also assist in providing greater energy redundancy especially in the aftermath of a climate induced natural disaster.

The project presents a prudent investment opportunity through a possible joint venture agreement between a private energy developer/investor and the current national energy provider, Saint Lucia Electricity Services Ltd. (LUCELEC), with a feed-in tariff arrangement.

The capital investment is approximately US\$30 million per site and the project is expected to be revenue generating. There are no negative social impacts expected. An Environmental Impact Assessment is needed for each site to determine environmental impacts and mitigation measures.

Figure 10 Rendering of Wind Farm



Implementation Framework

Detailed guidance for the effective implementation of the plans over the intended fifteen-year timeframe is given in **Part D** of the document. This guidance focuses in particular on strengthening key governance mechanisms aimed at enabling coordination across the coastal and marine space and monitoring progress over the fifteen-year period. Leadership in guiding the implementation plans rests with the Saint Lucia National Ocean Governance Committee (NOGC), a standing committee of public sector departments, statutory bodies and NGOs, which will coordinate implementation of the *National Ocean Policy, 2020*, and *Strategic Action Plan*.

The roadmap and schedule for NOGC-led implementation of the recommended interventions and capacity building actions identified as critical to achieving the vision of a Blue Economy are presented in the following table.

This fifteen-year schedule is broken down into short (2020-2025), medium (2020-2030) and long-term (2020-2035) time frames. These 5-year increments reflect an understanding that the implementation roadmap is to be revisited and refreshed at each 5-year interval.

Next Steps

The table on the following pages encompasses the CMSP Implementation Roadmap and Schedule. The table outlines five topics including: 1. Capacity for inter-agency coordination & communication at national and regional scale, 2. Public sector capacity related to implementing integrated coastal zone management, and nearshore zoning, 3. Public sector capacity related to implementing offshore zoning, 4. Enforcement capacity, and 5. Implement social safeguards, building on existing systems. From these topics, there are various items to be addressed and recommended actions to follow. The actions below are highlighted as key immediate next steps:

- 2.1 Adopt the Biodiversity Conservation and Sustainable Use Bill, 2008
- 2.7 Prepare TOR and budget proposals to hire and train core ICZM staffing and purchase equipment
- 3.5 Prioritise and budget for fulfilling additional MSP data requirements
- 4.1 Establish inter-agency MOUs between DPP, DSD, MPU and SLASPA to coordinate enforcement focused on Beach Management, Seabed leases in the nearshore area, and Marine transport
- 4.3 Develop a national legal framework for maritime transport and national maritime policy
- 4.9 Develop regulations for No-Discharge zones
- 5.1 Establish an NOGC Social Safeguards Subcommittee, tasked with establishing and managing a national GRM, ensuring new projects address livelihoods enhancement and recovery, and endorsing IRPF principles and procedures

The following table provides further details on these recommended actions.

CMSP Implementation Roadmap and Schedule

ID	CMSP Supportive Action	Short	Medium	Long	Status of Action
Institutional Capacity Building - National Ocean Policy Strategic Actions					
1	SA1 Establish the National Ocean Governance Committee	✓			Complete
2	SA9 Enabling Legislation for maritime transport law and adoption of a National Maritime Transport Policy and Action Plan	✓			
3	SA15 Review and Update regulatory system of marine environmental management and NEMS	✓			
4	SA17 Update the 2009 Systems Plan in line with the CMSPs, update existing MMAs/MPAs, identify new MMAs/MPAs covering at least 20% of waters	✓			
5	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	✓			
6	SA19 Update Invasive Non-Native Species Strategy and Action Plan	✓			
7	SA22 Update Fisheries and Aquaculture Policy and Action Plan	✓			
8	SA23 Develop Blue Economy Valuation Plan and Strategic Approach to Strengthening Public Private Partnerships and the Sustainable Use and Management of Ocean Resources	✓			
9	SA28 Coastal Master Plan Approved by NOGC, with Implementation and Monitoring plans	✓			
10	SA30 Increase public awareness, understanding and appreciation of the importance of the ocean, the NOP and the Blue Economy through education and outreach	✓			
11	SA34 Improve Coastal Access and Beach Management Strategy	✓			
12	SA35 Integrate the NOP, NAP and ICZM	✓			
13	SA36 Develop Strategic Approach to Coastal Erosion and Siltation, Shoreline Management Plan	✓			
14	SA37 Mainstream Ecosystem Based Adaptation and Ridge to Reef Approach into Coastal Planning	✓			
Additional Institutional Strengthening Recommendation					
1. Capacity for Inter-Agency Coordination and Communication at National and Regional Scale					

ID	CMSP Supportive Action	Short	Medium	Long	Status of Action
15	1.1. Establish clear leadership and strategies to ensure effective implementation, monitoring, and evaluation for CMSP	✓			
2. Public Sector Capacity Related to Implementing Integrated Coastal Zone Management and Nearshore Zoning					
16	2.1 Adopt the Biodiversity Conservation and Sustainable Use Bill, 2008	✓			
17	2.2 Adopt the Revised Environmental Management Bill, 2008	✓			
18	2.3 Adopt the comprehensive National Land Use Plan	✓			
19	2.4 Prepare an integrated Coastal Zone Management Plan		✓		
20	2.5 Adopt a revised Land Use Policy	✓			Complete
21	2.6 Conduct an CZMU capacity needs assessment	✓			
22	2.7 Prepare TOR and budget proposals to hire and train core ICZM staffing and purchase equipment		✓		
23	2.8 Deliver coordinated training across multiple agencies focused on the regulations and tools associated with implementing the CMSP	✓			
24	2.9 Deliver training to DPP, DCA, and DSD related to the evaluation of Blue Economy development applications		✓		
3. Public Sector Capacity Related to Implementing Offshore Zoning					
25	3.1 Establish clear leadership for offshore zoning	✓			
26	3.2 Clarify legal jurisdiction over development beyond 12nm limit.		✓		
27	3.3 Develop regulations to implement functions identified in <i>Maritime Areas Act, 1984</i> , ECROP and the Regional MSP Framework.		✓		
28	3.4 Conduct marine data collection and marine research to build a database of offshore biodiversity and human activity, beginning with offshore bathymetric data	✓			
29	3.5 Prioritise and budget for fulfilling additional MSP data requirements		✓		
30	3.6 Finalise remaining boundary agreements through an NOGC Maritime Boundary subcommittee		✓		
31	3.7 Prepare offshore zoning to complement nearshore zoning			✓	

ID	CMSP Supportive Action	Short	Medium	Long	Status of Action
32	3.8 Develop capacity necessary to undertake offshore marine spatial planning and management.			✓	
4. Enforcement Capacity					
33	4.1 Establish inter-agency MOUs between DPP, DSD, MPU and SLASPA to coordinate enforcement focused on Beach Management, Seabed leases in the nearshore area, and Marine transport		✓		
34	4.2 Establish Inter-Agency and international MOUs between MPU, SLASPA, DOF, and SMMA, and neighbouring countries	✓			
35	4.3 Develop a national legal framework for maritime transport and national maritime policy	✓			
36	4.4 Develop national policies and planning frameworks to support the sustainable use of marine resources	✓			
37	4.5 Application of drone-based surveillance within 12nm limit within framework of the RSS	✓			
38	4.6 Application of Automated Identification System (AIS) for remote tracking of vessels		✓		
39	4.7 Implement offshore surveillance via satellite tracking, beginning with 24 nm contiguous zone, carried out within framework of RSS			✓	
40	4.8 Promote and enforce good land use practices to mitigate negative impacts of land use on the marine environment		✓		
41	4.9 Develop regulations for a No-Discharge zone	✓			
42	4.10 Develop regulations for water quality and the prevention and control of land-based sources of coastal and marine pollution		✓		
43	4.11 Develop financial and tax incentives for voluntary compliance, and incentivise public participation in surveillance			✓	
5. Social Safeguards Capacity					
44	5.1 Establish an NOGC Social Safeguards Subcommittee, tasked with establishing and managing a national GRM, ensuring new projects address livelihoods enhancement and recovery, and endorse IRPF principles and procedures.	✓			
45	5.2 Identify and secure funds to develop and implement A <i>Livelihoods Enhancement and Recovery Programme</i> .	✓			

ID	CMSP Supportive Action	Short	Medium	Long	Status of Action
46	5.3 Ensure implementation of the IRPF by departments and agencies leading Blue Economy investment project.	✓	✓	✓	
Blue Economy Priority Investment Projects (Error! Reference source not found.)					
47	CR1 Solar Farm Enhancement		✓		
48	CR2 Climate Resilient Sanitation Systems	✓			
49	CR3 Resilient Fisheries Facilities		✓		
50	EP4 Marine Pollution Strategy	✓			
51	EP5 Beach Management Strategy	✓			
52	EP6 Integrate ICZM, NAP, and NOP	✓			
53	EP7 Wastewater Management Projects			✓	
54	EG8 Village Tourism		✓		
55	EG9 Business Accommodation		✓		
56	EG10 Sustainable Financing for the Provision of Marine Ecosystem Services	✓			
57	GG11 Integrated Ecosystem Management and Restoration of Forests on the South East Coast		✓		
58	GG12 Integrated Coastal Zone Management Unit	✓			
59	GG13 A New System of Protected Areas	✓			
60	ED14 Strengthening Aquaculture & Mariculture	✓			
61	ED15 Blue Growth Incubator and Accelerator Program	✓			

Endnote: A comprehensive Coastal Master and Marine Spatial Plan for Saint Lucia (2020-2035) has been prepared. The Plan presents a suite of priority interventions and investments that can be undertaken in the coastal and marine space to support the transition towards a Blue Economy in Saint Lucia.

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