

CONTRIBUTION 8.3

An Examination of Integrated Marine Planning and Management in CARICOM and the Wider Caribbean Region

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ABSTRACT

The Caribbean region is vast yet interconnected with multiple natural resources and opportunities for marine economic development activities. While the region has several integrated organizations with governance responsibilities, the focus of this dissertation is the Caribbean Community (CARICOM) which is comprised of fifteen (15) Small Island Developing States (SIDS) and five (5) associate members with the remaining wider Caribbean countries having observer participation. The investigation findings indicate that CARICOM and the wider Caribbean consider Climate Change, Fisheries Management, territorial disputes, tourism, invasive species and conservation the six (6) main drivers which promote the adoption of integrated marine planning and management practices in the region. Further, the research reflects that international obligations, blue economic development, resource loss and conflict resolution as the underlying reasons for political/strategic importance being placed on marine management, which is a key distinction when we consider genuine stewardship versus political correctness. CARICOM has implemented several regional projects, policies and management groups aimed at ensuring collaborative management and shared responsibility. The Cartagena convention protocols on oil spill, land-based sources and special wildlife protected areas are amongst the initiatives reviewed for their regional coverage and impact on regional integrated marine management. The European Union's approach and policy milestones achieved as part of its integrated maritime management were identified and used to create insights on how CARICOM could adopt a similar regional management policy like the EU's Integrated Maritime Policy (IMP) which supports the European maritime economy and Protection of the EU maritime environment through cross cutting tools such as the MSP directive and MSPF. The conclusion surmises that CARICOM needs to outline a key strategic direction, identify priority areas for integration and establish robust governance institutions to ensure effective implementation of a regional integrated marine planning and management approach, these points were supported using the questionnaire responses received regional and international MSP experts.

KEYWORDS: *regional cooperation, fisheries management, Caribbean*

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1. INTRODUCTION

This project investigates the application of marine planning and management in the Caribbean Community (CARICOM), it also covers countries in the wider Caribbean region which encompass the Caribbean Sea basin and Gulf of Mexico. Within this region, states collaborate on management policies especially in the areas of environmental management. Consequently it was key to review how they interact and what approaches applied within the region indicate a shift from traditional governance to regionally integrated marine planning and management. A documentary analysis and literature review of policy documents, reports and articles were carried out. This analysis highlighted the common marine conflicts, challenges, marine management approaches and opportunities tied blue economy development and good regional management of the marine resources of the Caribbean Sea and CARICOM Member States.

The importance of investigating the need for regional integration through marine planning for CARICOM exists largely in part to the global direction of protecting and developing one's marine spaces for economic gains and/or conservation. This development has led to an increase of ocean activities and conflicts between users, managers and at its worst sometimes neighboring nations, since all these challenges exist in the Caribbean marine space. To this end understanding how an integrated approach can decrease these challenges, while promoting transboundary relations is high on the regional planning agenda, though it is applied in a largely fragmented manner (Pomeroy et al. 2014). In the European Union, many marine planning related frameworks/policies have been designed and implemented, all aimed at promoting integrated use for sustainable development within exclusive economic zones, through marine planning paradigms (ICZM, MSP, EBM etc.). Most of their marine management frameworks involve action and initiatives from the 23 European member states who have a statutory requirement to carry out mandatory implementation and review of their marine plans (Jay et al 2013).

Such collaborative marine planning and management approaches promote environmental protection, management and blue economic activities in a sustainable and coherent manner allowing each country to activity participate in affairs which can impact their respective livelihoods. Several identified similarities existing between CARICOM and the EU provide insight on how adopting an integrated MSP approach at the regional level would promote mutual benefits amongst CARICOM member states and wider Caribbean Sea nations. The existing knowledge base for marine planning and management in CARICOM is very limited. It should be noted that the Caribbean only has few marine/maritime experts and as such the collection of specific information was challenging, however this allowed the researcher to identify several gaps outlined in the finding sections. This dissertation also provides additional understanding of how marine management is being applied in CARICOM, sufficiently capturing the updated situation, planning actions and management activities.

In relation to marine planning studies, academic work and writing are arguable still in developmental phases given their relative novelty. EU member states have demonstrated continuous leadership in this field of study, through academic writing, policy development and planning actions. However, by contrast, in CARICOM, member states have not progressed in huge stride, leading to a general laggard condition, which has left most countries experiencing marine underdevelopment, spatial conflicts between users, management and the environment (Jay et al 2013). This project contributes to the field of marine planning by highlighting current issues which inhibit the application of marine planning in the Caribbean and these findings are vital as supplementary information. The global shift towards marine planning approaches requires region specific content and the situation in CARICOM is not often considered. Ultimately this study pinpointed possible areas and methods where marine planning techniques applied in the EU can be adopted and implemented in a similar fashion by the subject region.

2. METHODS

The methodological framework utilized in the execution of this research, a convergent parallel design mixed methodology, was applied in order to efficiently capture the key findings and information generated from both primary and secondary data sources through triangulation at the point of interface. The context of this research was primarily understanding the application of Marine Spatial Planning within the Caribbean in general and CARICOM specifically. Principle data collection and data analysis were conducted using a documentary analysis approach, due to the qualitative nature of this investigation.

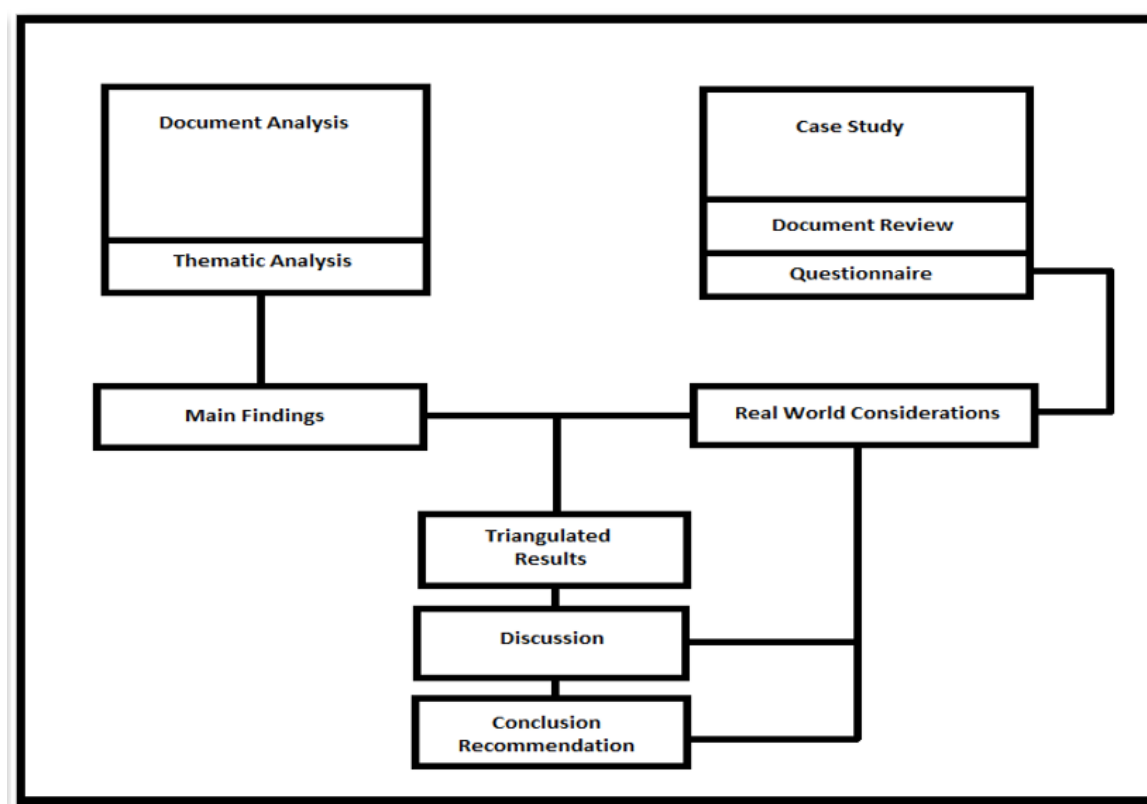


Figure 1. Methodological Framework used in this dissertation

During this analysis, documents covering MSP in both the EU and CARICOM were collected and analyzed in key thematic areas, in order to establish the reasons for adopting MSP, the approaches or policies currently applied in CARICOM which may lead to the region adopting a more integrated approach and understanding what policies, programs or frameworks applied by the EU may act as best practices if and when CARICOM decides to adopt this approach.

The second aspect of the research relied of feedback about the current situation and future actions within CARICOM with regards to marine planning. This was done through questionnaires distributed to NGO's, civil servants and academics in order to have their comments either support or contradict the findings of the documentary analysis, all in an effort to generate a more realistic understanding of the region's position.

2.1 Document analysis

In order to perform the comprehensive document analysis, it was imperative to review a wide range of documents and relevant texts. Gathered from open sources such as The Caribbean Community's website, CARICOM reports and data bases specific to marine planning and management (CDC 2009). The documents used were categorically classified in order to conduct the thematic analysis, the data theoretically secondary data, due to the nature of this research it formed the primary data source (most collected and contributing to findings) during analysis.

2.2 Categories of documents used in the analysis:

Public Records: From regional organizations consisting of annual reports, policy manual and strategic plans.

Personal Documents: Research experience included journals, newspaper articles and professional experiences.

Physical Evidence: Posters, agendas and training manuals.

It must be noted this methodology was not a process of lining up a collection of excerpts that conveyed the researcher desire. The act of objectivity was an important means preserving the credibility and validity, the output created empirical knowledge which answered the research objectives and created understanding (Bowen, 2009).

2.3 Case study applying questionnaires

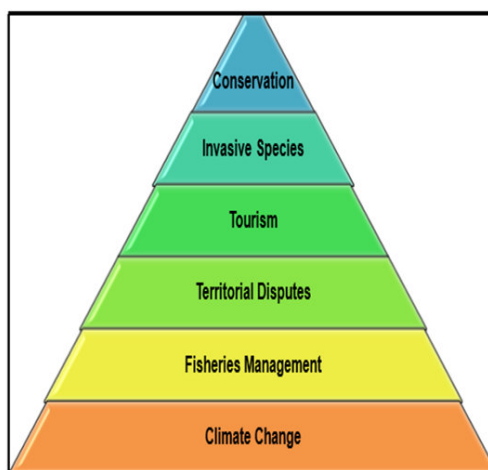
A case study approach was used as a means of gathering data on the CARICOM region and its marine planning situation. The primary data related to the region and its marine planning activities were collected via the document analysis process outlined above. This information provided insight to the geographical scope, the current situation, issue and challenges facing the region. Moreover, it provided key understandings related to governance structures, shared policies and priorities. Several questionnaires were distributed in an effort to gather real world data for a selected sample of relevant personnel working within the region or on marine planning and management projects or papers which have regional implications.

3. RESULTS

Key issue 1: Main Challenges to the Marine Environment

Theme: "Marine planning Drivers" - The main drivers which would lead to the development and adoption marine spatial plans in CARICOM

The marine planning drivers theme encapsulates the main challenges, issues and conflicts which plague the CARICOM Region, it conceptualizes the need for adopting a form of management for the marine spaces which exist within the study area while considering the how they may be addressed at a regional level due to the interrelated impacts which often transcends the territorial jurisdiction of member states. A total of 6 codes were identified as most common and correlative to the above-mentioned theme those codes are presented in a pyramid with increasing importance as you move towards the base.



Source: Author generated

Figure 2. A representation of the most cited codes identified as challenges to CARICOM and the Wider Caribbean Region.

Figure 2 highlights the most cited codes identified as challenges to CARICOM and its Marine Environment, which required multinational governance approaches in order to combat the regional threat. The most referenced challenge was climate change. The investigator considers this a direct result of the regions vulnerability to climate change impacts such as sea level rise, tropical storms and ocean acidification all of which will have tremendous socio-economic impacts. It should be noted that the most cited challenge does not always accurately indicate political priorities only the most written and spoken about issues facing CARICOM's marine environment which require transboundary cooperation.

Key Issue 2: The political/Strategic priorities for adopting marine management?

The second part of the thematic analysis was concerned with understanding key issue 2 of research objective 1, the strategic/political priorities for adopting marine management practices in CARICOM i.e. why regional governance institutions are interested in pushing the marine management agenda. This was important as the finding demonstrated how political motivations are not always an indication environmental stewardship, rather it can be financial. In the discussion chapter we will consider this affects management. A total of 4 codes were identified as most common and correlative to the above-mentioned theme those codes are presented in a pyramid with increasing importance as you move towards the base (see Figure 3).



Source: Author generated

Figure 3. A representation of the political/Strategic priorities for adopting integrated management approaches in CARICOM and the Wider Caribbean Region.

Figure 3 highlights the most cited priorities for adopting a collaborative planning in CARICOM's marine space. Most regional management initiatives are driven by international obligations from IEA's, the drive by member states to develop their marine resources (blue economic development) is also considered important as most resources are shared and the close proximity of nations creates concerns of transboundary implications which may be consequential from offshore developments.

Key Issue 3: What marine management approaches have CARICOM adopted?

Theme: “Marine Management Approaches” - The key approaches taken by CARICOM and the Wider Caribbean Region to apply regional level marine management their marine resources.

The document analysis also revealed numerous approaches, programs, projects and frameworks aimed at improving the management of marine resources within CARICOM and the Wider Caribbean Region. The regionally impactful initiatives were tabulated in order to create a clear and easily understandable picture of the current situation with regards to marine planning and management. The key approaches are presented in a more detailed manner later in this section of the chapter using maps taken from varying the document analysis. A total of 20 regional actions were tabulated, the level of implementation was considered i.e., regional or international, the implementation body was also noted and the focus whether marine management, multi-sectorial or sector specific.

Table 1. The major regional marine planning agreements, frameworks, policies and initiatives taken by CARICOM in an effort to promote integrated management of ocean spaces.

MSP approaches in CARICOM	Management Type	Focus	Implementation Body
Integrated Maritime Policy	International frameworks	Marine	EU - CARICOM
Intergovernmental conference on marine biodiversity of areas beyond national jurisdiction (BBNJ)	International Framework	Marine	CARICOM
Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES)	International Agreement	Multi-Sectorial	National Focal Point
Convention on the Conservation of Migratory Species of Wild Animals (1979)	International Agreement	Multi-Sectorial	National Focal Point
Convention for the Control and Management of Ships' Ballast Water and Sediments	International Agreement	Multi-Sectorial	National Focal Point
Convention for the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks.	International Framework	Marine	National Focal Point
Eastern Caribbean Regional Ocean Policy (ECROP)	Regional policy	Marine	OECS
Caribbean Environment Programme	Regional Management	Environment	CEP
Caribbean Sea Initiative	Regional frameworks	Marine	CARIFORUM
Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (Cartagena Convention)	Regional frameworks	Marine	CEP
Caribbean Community Common Fisheries Policy (evolving) (See <i>appendix A.6</i>)	Regional Policy	Fisheries	CRFM
Common Tourism Policy	Regional Policy	Tourism	OECS/CTO
CARICOM Single Market and Economy	Regional Framework	Trade	CARICOM
EU-Caribbean Economic Partnership Agreement	Regional Framework	Multi-Sectorial	EU CARIFORUM
Regional Energy Policy	Regional Policy	Energy	CARICOM
Draft Caribbean Community Environment and Natural Resources Policy Framework	Regional Policy	Multi-Sectorial	CARICOM
CARICOM Maritime and Airspace Security Co-operation Agreement	Regional Agreement	Security	CARICOM
The Caribbean Regional Action Plan for Marine Litter (RAPMaLI)	Regional Policy	Multi-Sectorial	National Focal Point
Regional Invasive Species Management Committee	Regional Management	Multi-Sectorial	CARICOM
The Eastern Gate to the Caribbean project	Regional project	Marine	WWF
Sustainable Financing Mechanism for Marine Protection in the Region.	Regional project	Marine	CARICOM

Source: Author generated

Table 1 comprises of the major actions taken by CARICOM and the wider Caribbean region in an effort to maximize management, protection and promotion of its marine resources through regional or international collaboration frameworks, policies and projects. It does not include actions taken at the national level which often have no bearing the wider community. While that is the case several agreements, which have been signed, ratified or adopted by CARICOM member states were done in the interest of the region as a collective and as such support is often provided through CARICOM at the time of implementation. Further for countries within the region. Which are no independent states, the environmental principles of their parent nation are still considered as their impacts do affect the region despite the absence of the policy lead i.e., the parent state.

Key Issue 4: What were the key policies tabled in the EU which led to a successful IMP?

Theme: Integrated Marine Management in the EU - What policy actions did the EU take to implement the IMP.

The EU has a long history of marine management, at the national, sub-regional and regional levels. However for the purpose of this dissertation only the main policies which assisted in the implementation of the IMP and the EU MSP Directive were cataloged.

Table 2. Outlines the major policy actions tabled at the level of the EU commission in favor of integrated marine management.

Policy Initiatives	Cross Sectorial Tools
Green Paper Blue Paper MSP Strategy Directive MSP Road Map Decision 2010/477/EU MSP Achievements & Future Developments MSP Directive Proposal MSP Directive 2014/89/EU	European network for maritime surveillance Maritime Spatial Planning and ICZM European Marine Observation and Data Network Management of migration Europe's islands and overseas territories Development of the blue economy

Table 2 outlines major maritime policy initiatives addressing marine planning and cross cutting policy themes. The Integrated Maritime Policy (IMP) of the EU which came into force in 2007 aimed to provide a cohesive solution to two independent maritime objectives, 1. Europe's maritime economy and 2. Protection of the EU maritime environment while fostering cooperation and collaboration amongst all sectors.

Key Issue 5: Commonalties between CARICOM and EU with regional marine planning.

Theme: Secretariat regional policies and information.

Table 3. Outlines the key policies which CARICOM and the EU have as a means of supporting an integrated maritime policy within their region.

CARICOM	EU
Supranational organisation	Political and economic union
28 States (full, associate and observer)	28 States
4 July 1973 - Treaty of Chaguaramas	1 January 1958 - Treaty of Rome
18,482,141 – Population	513,481,691 – Population
\$145.3 billion – GDP (nominal)	\$18.8 trillion – GDP (nominal)
Regional Marine Policy from Secretariat	
	Integrated Maritime Policy
Horizontal/Sectoral Policies from Secretariat	
Caribbean Common Fisheries Policy	The Common Fisheries Policy
CARICOM Environment and Natural Resources Policy	Water Framework Directive
Eastern Caribbean Regional Ocean Policy	Habitats and Birds Directives
Sustainable Development Policy	EU Marine Spatial Planning Directive (MSPD)
Agricultural trade policy and food security in the Caribbean	Marine Strategy Framework Directive (MSFD)
Caribbean Maritime Economic Policy	REACH Regulation
CARICOM regional framework for Achieving Development Resilient to Climate Change and its implementation plan (2011-2021)	Regional Policy contributing to smart growth in Europe 2020
	Common Provisions and a Common Strategic Framework
	strategy for the Baltic Sea Region
	Maritime Strategy for the Atlantic
	maritime governance in the Mediterranean

Source: Author

Table 3 highlights the differences between CARICOM and the EU, most notably, the GDP and population. These two factors are key as it demonstrates a region's ability to develop and fund projects/policies through the secretariat. This notion is reflected when we consider the listed policies and supporting frameworks executed by each institution, we can see clearly that the EU Commission is able to manage many regionally impactful maritime related policies while CARICOM only handles what it considers “high level” objectives.

4. DISCUSSION

This chapter is centered on understanding the implications of the key findings presented in the previous chapter. It dives into the possible reasons for the results obtained, and explores addition concepts and realities. Many of the arguments are supported with direct quotes from questionnaire respondents.

The main drivers which led to the development and adoption of integrated marine planning and management by CARICOM.

4.1 Misdirected Political Priorities and Marine Planning Knowledge Gaps

As we have seen from the results presented in the previous chapter, CARICOM has a several drivers which will inevitably lead to adoption of integrated marine planning and management approaches. We can consider this the case as many of the challenges and issues related to the marine space are too large, often for effective action to be taken by any single country. This situation is further compounded when we consider the region's history and its marine/maritime dependency. There is also overwhelming conflicts that are created through transboundary means as the small islands exist in close proximity to each other. It should be noted that the main issues identified in the region are climate change, fisheries management, territorial disputes, tourism, invasive species and conservation. These issues can be considered 'typical' challenges for the region with the inclusion of invasive species being rather new on the regional agenda, due largely to the lion fish and sargassum seaweed infestations. The identification of climate change being the main antagonist to the region's development and main driver towards regional collaborations was not much of a surprise as the region has been considered by many scientists to be extremely vulnerable to climate phenomena more so, tropical storm surges, sea level rise and ocean acidification, all of which are capable of having dire consequences if left unchecked while creating regional disequilibrium if not managed in a coherent manner. Fisheries management is another key issue which has propelled integrated action and is poised to further propel this action. The regional dependence on fisheries and fish products is inextricably linked to its social and economic state, initiatives like the Caribbean Common Fisheries Policy (CCFP) has demonstrated the potential of sectorial integration as a means of driving integrated marine management systems. The use of ecosystem-based management and integrated coastal zone management paradigms are practiced by member states in an effort to ensure sustainable livelihoods are maintained.

The type of conflicts which were identified consisted of categories, conflicts between human uses (user-user); and conflicts between human uses and the marine environment (user-environment). In the former Caribbean tourism and fisheries had the most cited negative interactions and coincidentally they happen to be region's most valuable economic activities. The tourism industry is credited with causing tremendous regional pollution, both directly, from tourists dumping water bottles and food wrappers into once pristine fishing areas and indirectly due to increased number of imported goods used by hotels and industry to supply their customers (Pomeroy et al., 2014).

Sadly, though these drivers and conflict types are prevalent in the region some regional experts contend, that CARICOM does not fully understand (knowledge gap) how integrated marine management can be used as a tool to minimize the impacts they have on marine resources. Dr. Julian Walcott, Technical Officer of the BIOPMA Project at the Center for Resource Management and Environmental Studies at the University of the West Indies, Cave Hill Campus, Barbados responds to the questionnaire stating "I would have to say no, they are not generally understood by CARICOM member states. Many member states, or at least the decision and policy makers within them, possess a limited understanding of the full array of benefits derived from our coastal and offshore waters. Many fail to realize the long-term impacts that we are having on our ocean spaces because of our actions and thus fail to recognize the benefits of shared ocean governance.

The sentiments expressed by Dr. Walcott were outlined as a main reason for conducting such research as it creates awareness with regards to the potential benefits of adopting integrated marine management approaches like MSP, EBM and ICZM within the CARICOM region. From the literature review we can see the gaps which exist between conceptual understanding and application when considering the benefits of marine planning and management in the region. One consideration may be due to the relative novelty of MSP in specific and ocean

governance in general, CARICOM has yet fully appreciate how adopting such a management framework would assist in the overall development its members. Another consideration would revolve around limited capacity at the organizational level to adequately handle integrated marine management at the regional level. The lack of regional experts is often supplemented by international consultants who work within the region and provided project specific advice however, the development of regional governance frameworks would require fulltime dedication towards initiatives and the institution, though this is not often the focus of part time consultants.

Dr. Patrick McConney of CERMES-UWI, states “I suspect that government agencies understand the principles of conflict management of various types, whether it is practiced or not.” This questionnaire response can be taken as an indication that they are those who do believe the notion of conflict resolution through shared management schemes. And the concept is satisfactorily understood by government agencies, whether they decided to put it into practice or not.

The marine planning initiatives which have been developed or instituted by CARICOM as a means of promoting regional marine planning and management among stakeholder nations.

4.2 The issue of Financial/economic inhibitors and governance gap (poor governance framework)

Several regional marine management initiatives have been developed and instituted in the Caribbean at a regional level but only a few have been done as part of CARICOM’s agenda such as the regional energy policy and the regional trade policy. CARICOM’s influence has been largely missing when we consider the number of policies, projects and programs being executed in the region, against those being fully governed or generated from within the CARICOM Secretariat. The investigator contends this stems from CARICOM’s lack of financing mechanism and source of funding (Financial/economic inhibitors). Due to the enormous management area of CARICOM, its budgetary allocation is of highly prioritized to tackle the region’s most pressing issues such as education, health care and security. Resource management policies and programs are handled or supported directly by smaller regional mechanisms such as CRFM or CTA which are often sector specific, this assumption was echoed by Ms. Leanna Kalicharran who indicates “because each sector has its own administrative/management body, they are usually preoccupied with its own mandate and tackling its own issues, rather than focusing on long-term benefits of an integrated/ shared governance approach. The majority of marine planning and management is carried out by international nongovernmental organizations such as WWF, UNEP, FAO and the Nature Conservancy, all of whom operate within the wider Caribbean region, having permanent missions within several CARICOM member states. Though this unconventional practice of outsourcing established organizational responsibilities is favorable to the finances of CARICOM, its presents a myriad of concerns including but not limited to fragmented governance and overlap of organizational functions. This limitation has caused the uneven development of marine management policies, it is often heterogeneous at the policy level having little to no enforcement or statutory powers in areas beyond the jurisdiction of these small management bodies.

Poor geographic data collection also creates fragmented data bases. Implementation bodies for marine resource planning and management within the Caribbean often have independent data bases, restricted to the areas under their preview. As mentioned above most initiatives are being proposed and financed with international funds, this has been the major driving force behind the successful adoption and implementation of most marine management schemes. While it allows for regional stewardship, it’s long-term sustainability largely depends on effective

management and oversight through a regional body with enough power to efficiently enforce all the necessary actions. Though CARICOM is seen as the primary governance institution within the region, many of their initiatives have been in the realm of traditional economic and social development such as trade, tourism and agriculture (mainly red ocean strategies). With the recent advent of blue economic development and industries which are derived from leveraging the marine environment, CARICOM has been looking to advance the development of new regional industries employing the counteractive blue ocean strategy. The increasing shared concerns of member states regarding economic loss and social disruptions from phenomena linked the ocean has caused the CARICOM head of governments to take notice and respond to these threats in a collaborative manner. This move has propelled smaller regional management organizations such as the OECS and CAS to secure project funding for marine planning and management developments with the blessing of CARICOM as the oversight governance organ creating a façade of regional political coherence, as CARICOM is able to represent these new management practices on the larger international stage.

Ms. Leanna Kalicharran, Lecturer at the University of Guyana says “I hope CARICOM member states will critically consider MSP for the region and will work to develop a regional ocean policy to improve management and reduce conflicts between users of marine and coastal resources and space.” While this statement can be considered important, it highlight a key issue which plagues many CARICOM residents, we often consider CARICOM as a sum of independent states applying their own management practices, however in order to truly achieve a regional integrated approach, CARICOM has to first be promoted and then operate as the integrated governance body (secretariat) it is and as such hold responsibility for regional policy planning directives and implementation guidelines, similarly as they do for international environmental agreements. Similar strategies/policies used by the EU which can be adopted by CARICOM as a means of facilitating effective marine management among stakeholder nations in a collaborative framework.

4.3 Define the reason for integration; How, what and why.

The work of Arild Underdal in his 1980 article titled “Integrated maritime policy; What? Why? How?” provides the key understanding for integrating policies beyond the traditional rationale of improving coordination between stakeholders. After a review of Table 4 and Table.5. We can appreciate that CARICOM has attempted many policies which are aimed at managing the maritime sectors though it is done in a largely sectoral manner, however in order to truly take an integrated regional approach it is necessary to first define what, why and how policies should be integrated. As in the case of the EU, which aimed to ensure regional coordination, promote economic growth via the maritime economy while guaranteeing sustainable use and management of the marine environment. CARICOM must now define what aspects of marine policy it wishes to address; it must also clearly outline the rational (why) for this policy direction. Currently as we have seen policy directions are primarily determined through international obligation due to donor funding or international environmental agreements, it should be of regional importance to ensure an integrated regional policy promotes a local (community) development objective as opposed to a externally defined priority, it should build on the regions strengths and aim to expand on opportunities while minimizing weaknesses and eliminating or deterring threats.

Dr. Flannery also alludes to CARICOM understanding the “how and why”, before adopting integrated marine management practices, by stating: “Yes, but there needs to be a clear focus on what is being integrated and why. If integration is simply focused on streamlining consenting, then it has missed an opportunity.”

Govern regional policies from the Secretariat

Another strategy which CARICOM can use to ensure integrated marine planning and management policies are successful is related to high level policies originating from the secretariat. As in the case of the IMP of the EU, this is exclusively controlled by the EU Secretariat as policy lead and it is implemented at national levels through government oversight. Though this approach seems very straight forward, it is often, expensive, time consuming and require extensive regional support by member states. CARICOM due to its financing constraints often seeks to address only priority policy areas, of which marine planning are not presently stated. The notion of integrated management for the marine space being applied in CARICOM using a similar strategy of top-down policy directives emanating from the secretariat as is done in the EU was also reflected by Dr. Walcott's response. It supported the idea of such an approach leading to successful integrated marine management in CARICOM "I believe that it would be (successful), once the needed framework and policies are developed and put in place by CARICOM."

4.4 Apply and mainstream cross cutting issues and policy tools

Bridging the science policy divide to integration is another key strategy for promoting the adoption of integrated marine management approaches. CARICOM needs to build on existing legislations which cover key elements within the marine environment (common fisheries policy, land sea interface protocol, etc.) through the adoption of cross cutting policy tools such as MSP. Taking this strategic approach often allows for the development of shared or integrated data bases and reduces duplication of effort. Moreover, this technique will ensure that an integrated policy achieves results in key areas of comprehensiveness, aggregation and consistency which are vital if policies are to be truly accepted by each member state. Having these three elements often as in the case of the EU's IMP promote unified development across maritime sectors.

The planning should be comprehensive and inclusive for all stakeholder, addressing the particular needs of member states in specific but also providing guidance with regards to resolving regionally important marine issues. This type of integrated governance regional can only be achieved if the framework is supported by horizontal planning tools such as MSP adopted at the national level. All in all the need for proper ocean governance has to be highlighted and promoted to policy makers; it must be evidence based and maintain proper economic and political sense. This is difficult to do in CARICOM when, as Dr. McConney states "ocean governance is still given inadequate attention by both academics and non-academics".

While this is the case several CARICOM countries are leaning towards integrated management approach, using their regional influence to compel CARICOM to consider marine planning a priority area. The Hon. Minister of State for Guyana (which is currently chairing CARICOM) Ms. Dawn Hastings-Williams, recounted Guyana's efforts towards promoting integrated management of CARICOM's marine resources stating "As the minister of state I have overseen and directed several policies which promote collaborative planning in areas of Oil and Gas, Fisheries and Climate change at the national level while lobbying at the regional level for similar actions to be taken by neighboring countries" Moreover she indicates that while the concept of marine management may not be a priority item for CARICOM there is consideration with regards to reducing the various conflicts which occur "Unable to speak for the region however as the chair country for CARICOM I can say that it is of priority and we are committed to learning and developing systems which can reduce these conflicts".

While no regionally integrated marine planning or management approach driven from the CARICOM Secretariat currently exists, the evidence does suggest that the region has started its

shift towards adopting collaborative marine planning and management policies, however whether this approach will be the solution for the regions marine related problems; only time will tell, as even the EU, which is considered the global leader in marine planning, the expected outcomes still remain to be fully realized. When asked whether the application of a regional marine planning and management framework will be useful if applied in CARICOM or in the wider Caribbean region, similar to that of EU?

Dr. Flannery responds “This is difficult to answer without knowing the context. It is also early to judge the ultimate impact of the EU Directive. However, emerging MSP processes do not seem to have facilitated a radical change in how we do marine governance.” Given these sentiments from a world-renowned marine planning expert, we can surmise that CARICOM still needs to consider in greater detail a best fit management approach to suits its particular need and after defining the context.

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