



FINAL REPORT

ADVICE ON POTENTIAL SHARED MANAGEMENT OF GRAND ANSE MARINE PROTECTED AREA

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Executive Summary

This report is the result of a collaborative project between Grenada's Fisheries Division and the Conservation Council of Nations (dba ICCF Group), with funding from the Global Environment Facility through the United Nations Environment Programme (UNEP)-implemented project *Advancing Conservation in the Eastern Caribbean*. It is an examination of the rationale and potential to establish a shared management approach for Grand Anse Marine Protected Area (GAMPA) and is informed by many government and stakeholder discussions over more than a decade.

The conclusion that shared management is justified for this area is based on achieving sustainable financing while retaining central government authority. This report presents for discussion a draft road map for implementation of a new regime for governance of GAMPA and *potentially* for all Marine Protected Areas (MPA) in Grenada.

The beaches and waters of Grand Anse are without doubt the most significant natural assets of Grenada. At this time, however, the Marine Protected Area is unmanaged. There is no staff for operational management, and no legally enforceable regulatory regime. The fact that residents and several thousand tourists recreate here on a daily basis, and that yachts and divers from around the world interact with beachgoers and fishermen, all largely without incident, is a remarkable tribute to Grenadians; however, the risk of an incident or accident in the waters of the MPA that damages the natural resource or results in personal injury, let alone death, is clearly and increasingly present. This is a risk to the national tourism brand of Grenada. It is a risk that can be well mitigated by a relatively inexpensive combination of legislative and regulatory changes and capacity building, which would put in place a new shared management governance structure.

Since at least 2012, local residents and government representatives have been in discussions about shared management of MPAs in Grenada. A substantial body of information and a broad public stakeholder understanding and consensus were developed by 2016. However, the government has lacked the vision, capacity, and funds to undertake this initiative in recent years. This year, the government appears poised to re-establish some MPA management capacity within the Fisheries Division. The draft road map outlined here to prompt further discussion presents one possible pathway for shared management with a focus on the Grand Anse MPA.

While a comprehensive overhaul of legislation and governance is justified, a staged transition and road map to deliver full shared management over the long term appears to be the most practicable path forward for GAMPA.

- **Step One:** In 2025, Government endorses shared management in principle, accepts 4 foundational pillars, and directs Ministry MPA staff to collaboratively organise and

secure funds for a contract with a new community organisation to manage GAMPAs operations. At the same time the national MPA Committee would be revived, and regulations would be amended to legally enable shared management.

- **Step Two:** In 2025, develop transition work plan to be agreed to with community representatives.
- **Step Three:** In 2026, commence operation under a shared management contract.
- **Step Four:** In 2028, evaluate and adjust legislation and regulations as required.

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Section 1: Why Shared Management

There are three primary reasons why shared management might be considered for GAMPAs (and potentially other MPAs in Grenada):

- Capacity and Financial Constraints of Government
- Stakeholder and Community Interest and Commitment
- Jurisdictional Complexity in this Marine Environment

On Capacity: The past 20+ years has demonstrated that the Government of Grenada (whether Fisheries or other organisations) does not – and perhaps never will – have sufficient capacity and finances to manage the diverse and increasing issues associated with GAMPAs without formal assistance beyond Government that is enabled in legislation.

On Stakeholder Interest: Stakeholders and local communities adjacent to MPAs have significant concerns and interests, as well as potential capacity to aid management. In the case of GAMPAs, these interests and concerns are raised to a national level due to this area's very special role in the national economy, culture, and environment. Mere consultation is insufficient to satisfy those interests, and it fails to recognise and harness the potential for community and stakeholder interests to play a significant role in actively enhancing capacity to manage at a lower cost than government.

On Jurisdictional Complexity: GAMPAs exhibit a number of complex and overlapping jurisdictions and associated issues. Some of these issues are also found in Grenada's other MPAs, but others are unique or exceptional to this location. Authorities include Fisheries Division, Port Authority and Maritime Administration, Tourism Authority, Environment Ministry, Coast Guard, Planning and Infrastructure Authority, and others. The overlaps make it challenging for any one entity, such as Fisheries Division, to set strategic direction and deliver day-to-day operations, especially with regard to compliance and enforcement of regulations.

Some form of effective, legally enabled collaboration and sharing of responsibility and authority is necessary to ensure the national interest, deliver the goals and objectives of the MPA designation, and manage tourist and local recreational use. The current Fisheries Act and Grenada Fisheries (Marine Protected Area) Regulation, focused as they are on fishing, are insufficient to enable or achieve this.

Finally, in considering the need for shared management, it is necessary to examine the nature of decisions to be made. At the strategic level, it is about ensuring national legal direction and regulatory, as well as policy, direction and coordination. At the operational level, it is about setting clear lines of responsibility and accountability.

For all these reasons, it is advisable for the government to give serious consideration to some form of shared management. A shift to a full shared governance regime is justified, but an interim stage is likely required to enable adjustment, piloting, and learning how to deliver a shared management arrangement.

Illustrative options are addressed in Section 3. First, some more history and context.

Section 2: History and Context

This section presents a brief chronology of some key dates and actions pertaining to Grand Anse and to MPAs in Grenada in general. It then highlights a few of the specific issues, concerns, and potentials relevant to Grand Anse MPA.

2001: The creation of a “Management Plan” for Grand Anse was first proposed in 2001 (Finlay et al).

Establishment of MPAs was included in the Fisheries Act 1986 and, specifically, under the 2001 Fisheries (Marine Protected Areas) Regulation.

2009: National Protected Areas System Plan (draft) identifying GAMPAs potential (Turner M)

2012: Report on stakeholder consultations, prepared for the Centre for Resource Management and Environmental Studies (CERMES) UWI Barbados, examines the legal and regulatory regime required for shared management of MPAs. Proposals were produced with assistance from experienced legal drafters, Baldeo et al.

2016: The DRAFT Management Plan for (potential) GAMPAs was developed (with international funds) based on considerable discussions and negotiations with stakeholder and community interests. A number of critical issues were resolved by the plan, and a set of clear objectives was agreed to. However, there is no evidence that the plan was ever approved by Government.

2017: Government and UNDP agreed on a project to examine and make recommendations on the possibilities for shared management of the (future) GAMPAs. The ICCF Group is assigned responsibility.

2018: The Minister of Fisheries announced the intent to create the GAMPAs, which was legally declared in 2019. At that time, the intent to use a shared management approach remained.

The Integrated Coastal Zone Management Act passed, but no regulations have been created.

2020-23: The Global Pandemic dramatically reduced tourism, and with it, the essential

revenues that are a significant part of the national GDP. During that time, the capacity and staffing of the Fisheries program was reduced to zero (all staff “left” and were not replaced), and the initiative to implement shared management was put in abeyance.

At this time, too, most of the specific actions to implement the 2016 GAMPa Management Plan were put aside. However, the agreed-to mooring field was established under a private contract in 2019.

2023: The new government begins the re-establishment of the Fisheries program and signals an intention to pursue a Blue Economy strategy. The ICCF Group re-engages on GAMPa shared management project. Grenada Sustainable Development Trust Fund (GSDTF) begins work on a strategic review of MPAs, resources, status, and organisational and funding needs nationally.

2024: Government reorganisation creates the Marine Resources Program, with responsibility to create a Blue Economy Secretariat in the Ministry of Agriculture. The strategic review of all MPAs is completed for the GSDF but is not yet public. Government begins to re-constitute a limited MPA program capacity within Fisheries Division. Hurricane Beryl effectively stalls work on this initiative.

In summary, the creation of MPAs and collaborative management have been intended for almost 25 years. Furthermore, the GAMPa was established, and the public accepted the objectives and intent. However, Government has not delivered, resulting in significant public, stakeholder, and (potential) funder cynicism.

Specific Issues and Potentials at GAMPa

The many and diverse concerns and considerations make management of GAMPa uniquely challenging:

- National interest & global renown: The number one tourist destination in Grenada, Grand Anse is used daily by thousands of visitors from around the world and by the people of Grenada.
- More than fisheries and ocean biodiversity: It is a fishery, a place of residence, a passageway into the main harbour, a moorage area for yachts, a base of operation for many tourist businesses, a fragile and complex marine environment where conservation of biodiversity is a concern, and a place for all of Grenada to recreate.
- Complex and overlapping authorities and interests: As noted, authorities and stakeholders include: Marine Administration; the Port and Tourism Authorities; Ministries of Agriculture, Marine (and Fisheries) Management, Environment and Climate Change, Economic Development, Tourism, and Infrastructure; the Police and the Coast Guard; and an array of fishermen, businesses, and local and national residents all sharing interest in the future of Grand Anse.
- The national focus on the Blue Economy: All aspects of this economic model are

present here. Tourism continues to grow: In 2018 the financial contribution to the economy was five times that of 2012, and this continues to increase post-pandemic; Daily visits to GAMPA by cruise ship passengers can reach 2,000+ and will grow as the ships grow larger, but uncontrolled public use on water raises safety concerns; Hotel and accommodation services are thriving but highly dependent on protection of this environment and of tourist safety; yachts and mooring needs increase every year, presenting a constant daily threat of physical damage to the reef; diver visitation is growing and requires a high level of environmental protection, etc. For Grenada, a 2013 report (The Marine and Yachting Sector in Grenada-Economic Impact Assessment Report: Global Parks 2014) estimated that the sector, overall, contributed some \$130 million to Grenada's economy, 6% of Grenada's GDP.

- Environmental protection is foundational: Reef protection is a concern; water quality is an issue, as is beach protection under climate change. Concerns have been expressed by some about effluent management from surrounding lands and developments. Studies show the near-shore environment is under stress.
- Fishing and fishermen: For local fishers, GAMPA and the surrounding area are both a home and the foundation for their economic survival and access needs. They demand a voice in long-term management decisions and could be active contributors to day-to-day management and future enforcement activities at significant cost savings.
- Harbour access, safety, & security: This area is immediately adjacent to the entrance and exit point for a much of Grenada's marine and commercial port traffic.
- Lack of legal enforcement poses significant risk: This is the focal area of a multi-million-dollar annual tourism asset that is essential to the economic well-being of the nation. It depends on tourist and resident security, and it is based on a fragile natural asset, all of which could easily be seriously compromised, damaged, or impaired. Without legal authority and a management capacity to deliver protection, problems are going to increase. Again, the Fisherfolk Association has suggested that training them in enforcement can lead to an offset income for those displaced from fishing in the MPA.

To summarise: Undoubtedly this is the key MPA in Grenada, but the level of national interest and the diverse nature of the issues at Grand Anse call into question whether the Fisheries Division is the correct institution to manage this unique area alone. Some form of new institution needs to be considered— one that can address marine protection, tourism services, and recreation management and also includes shared management with community engagement as a core capability.

Section 3: Key Government Considerations for Shared Management

This section is focused on what is known today about shared management and on what more needs to be known in order to address the critical decisions that Government needs to make.

Public and Stakeholder Perspectives & Engagement Requirements: Since development of the 2016 Management Plan, the public and stakeholders have received no indication of Government commitment to that plan or of an intent to implement shared management. Instead, they have witnessed the complete loss of capacity in the Fisheries Division, and there are continuing complaints that because there has been no enforcement of any rules, there have been many examples of deliberate “illegal” activity. In consequence, cynicism has grown; local residents – fishermen in particular – believe Government has no intention to implement the agreements contained within the Management Plan.

Government has received consistent messages of support for shared management from local peoples and stakeholders, along with commitments to engage actively. Clear messages backed up by actions are needed from Government. Concerted and focused public information and an effective plan to re-engage the local community and stakeholders ought to be part of any action plan roll out.

Financial Requirements:

Costs to Manage: The 2016 Management Plan estimated operational costs as US\$185,000 after start-up. This, when updated to 2024, indicates US\$200,000 annually. Any renewed governance model will require an additional one-time infusion of similar funds for short-term staff training, infrastructure development, broad capacity development, and public communications. It is expected that shared management can reduce at least some of those costs.

Revenues: For Grenada, the greatest challenge is to find sufficient funds to sustain a new operational model over the long term. Existing and potential revenue sources include, for example, the Caribbean Biodiversity Fund, which contributes to the GSDF; it distributes funds annually up to US\$50,000 per project, which might be assigned to GAMPA for one-time non-operations work as a part of transitioning support. It is also realistic to consider that *if* Government were to implement a new and truly realistic shared management governance approach at Grand Anse, funds would be readily available from a variety of international sources sufficient to enable start-up and transition to a sustainably financed operations model. However, it is not realistic to expect that those external governments and organisations would finance continuing operations; that funding will have to be based on recurrent government budgets and on user fees and further charges.

Current fees for MPA use are quite minimal, but they can be increased significantly according to various studies of visitor willingness to pay and a growing body of experience in other Caribbean states that have significantly increased tourist charges.¹

¹ See 2014 study by Global Parks on fees and 2017 by Sanford on willingness to pay additional user fees.

Estimates of current diving and yacht moorage use and charges indicate some potential for increased revenue, but this will fall short of funding full operations costs. For yachts at Grand Anse, since the mooring field was developed privately as an exclusive private tenure (the details of which are unknown to this project), we cannot accurately state moorage revenues. However, we are informed the tenure may be up for renewal in 2025, at which time changes might be possible, including an increase in revenue to the Government. Most importantly, it must be understood that no effective protected area facing significant use and pressures is financed exclusively by user fees.

A tourism tax and a “Fund” offer the greatest potential for sustained funding. Many globally significant tourist destinations are now imposing such a tax.² This fiscal year, the Jamaica Tourism Enhancement Fund revenues are estimated to increase by more than 15% to a total of J\$9.3 billion (US\$5.4/5.5,000,000).³ On December 5, 2025, the Senate of Mexico voted to charge cruise passengers a US\$42 immigration fee.⁴ Locally, Bonaire, too, has a broadly based consolidated tourism tax paid by all arriving persons whether by plane, cruise ship, or yacht. Key Grenada tourism stakeholders, the GHTA, have expressed support for a similar tax reform.⁵ If fees similar to Jamaica’s were to be applied to Grenada, revenue for 2023 would have been more than US\$4.4million.⁶

Since Grand Anse is recognised as the most important destination in Grenada,⁷ it would seem quite reasonable that some annual operations funding should come from a dedicated portion of such national tourism levies in addition to user fees. Studies and experience elsewhere show support for both new fees and the potential for contribution from outside parties, but this is often dependent and conditional on directing these dedicated contributions to an entity outside ministries and not to Government consolidated revenue. A new MPA Trust or Authority might meet such considerations.

Legislation & Regulatory Requirements: The current Fisheries Act and MPA Regulations are focused on fisheries and protection of the marine environment. Neither the Act nor the Regulations legally enable shared management or operations by a legal entity outside government. However, in the long term, even if both were to be revised to enable shared management, they cannot realistically be used for long-term environmental management or broad enforcement of tourism and recreation activity, especially in the watershed or near-shore/beach zone. Fundamental long-term legislative reform and a transition plan are required.

Organisation and Accountability: The current governance structure, as mandated by the Act, is

² Jamaica is just one example and beyond the Caribbean, in 2024 a number of nations and high use locations such as Venice, Mexico are implementing new tourist charges and the Galapagos and Easter Island have long had such special visitor fees.

³ Jamaica fees: US\$20/air passenger, US\$2/cruise ship passenger.

⁴ AP wire service, Newsweek, CTV News and others.

⁵ See 2023 “White Paper” from GHTA.

⁶ GTA data shows x persons arriving by air and y by plane and z by yacht. Applying same charges as Jamaica

⁷ GTA data.

not a good fit long-term for the GAMPAs issues; it is legally and organisationally cumbersome, does not deliver accountable shared management, and is unlikely to attract external funders to invest. A new governance structure is required for GAMPAs, one that is purpose-driven by the issues and ensures accountable shared management at both the strategic and operational levels. At the strategic level, it is about ensuring national legal and regulatory coordination. At the operational level, it is about setting clear lines of responsibility and accountability.

Section 4: Options

Three illustrative organisational “models” have been developed to show the potential structures and choices, as well as simple pros and cons. Figure 1 illustrates the structural components. These Options can be assessed individually AND may also be understood as steps along a continuum.

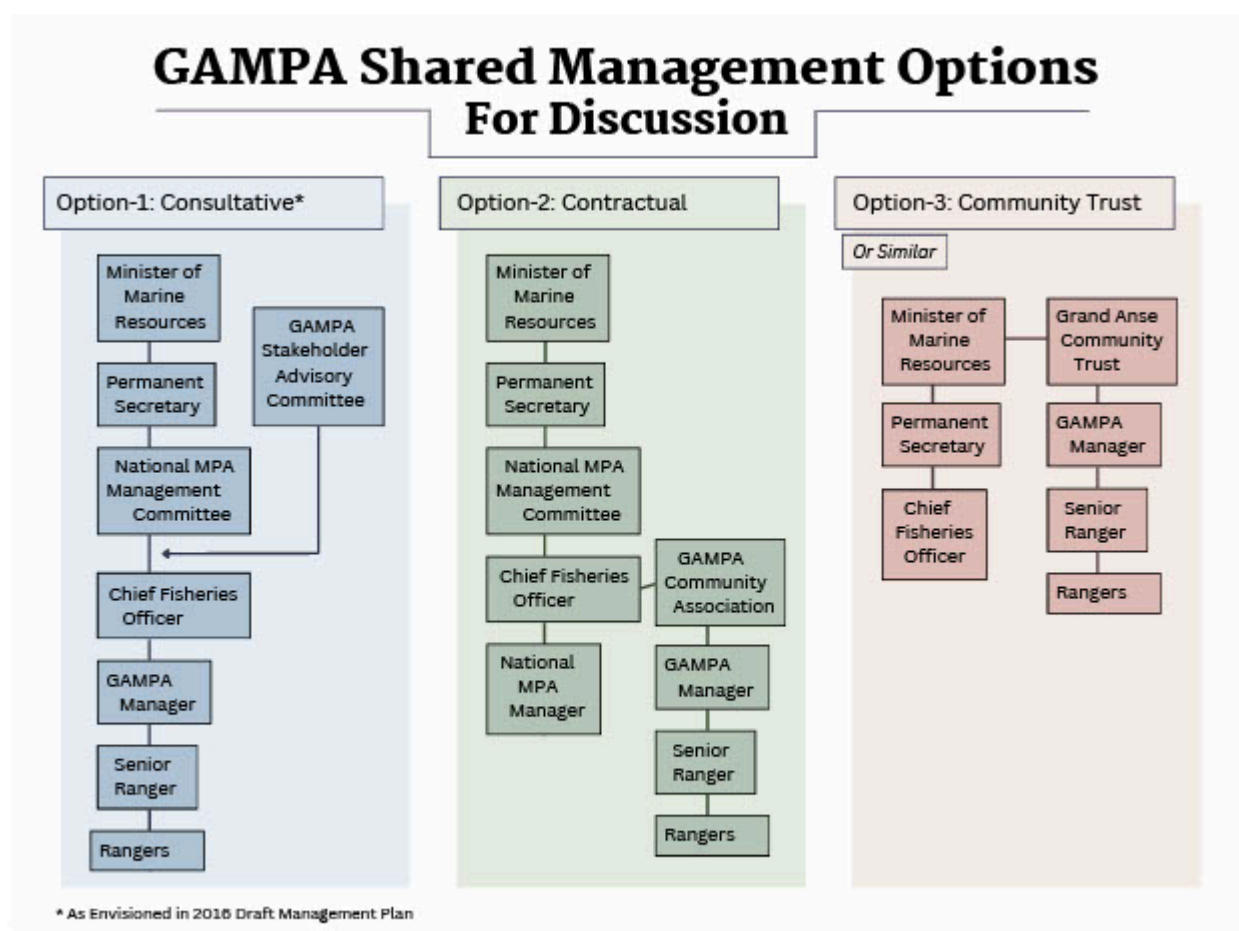


Figure 1: Three Illustrative Conceptual Governance Models

Option 1: Is simply the current non-functional model plus formalising a consultative advisory relationship with stakeholders. It is not shared management or multi-focused and accountable since all authority and responsibility remains in

the Fisheries Division and it is focused primarily on fisheries issues. It does, however, require only minor legislative and regulatory actions.

Essentially, it is “business as usual” and would likely continue to be unsuccessful in meeting any of the needs to properly manage GAMPA, attract long-term external investment, or satisfy growing local stakeholder concerns.

Option 2: Is a step toward shared management. It retains authority in the Fisheries Division so full accountability is assured at a strategic level, and it establishes a “contract” for delivery of operations through shared management by an entity formed at the community level, which is yet to be established. Relatively minor legislative and regulatory change, as well as minor organisation changes, will be required. This might be part of a transition step for GAMPA. However, it would continue to be a challenging situation for delivery of improved environmental protection, recreation management, and enforcement.

Support for new fees and securing long-term financial resources from outside “partners” may be challenging to achieve unless Government makes substantial contributions early on and sets up direct dedicated revenue flows to a separate accountable MPA administration. Local stakeholder concerns might be met but are unlikely to be fully satisfied in the long term.

Option 3: Creates a new broadly based Community Trust or Authority (or similar) that has both strategic and operational responsibilities and is accountable to local, as well as national, interests in shared management. This would require significant, but readily undertaken, legislative actions.

This model may be a long-term option. It requires a detailed work plan to transition a number of components. A significant change in organisation of responsibilities and shared authorities is involved; fortunately, since there is essentially no currently functioning organisation, this option does not require difficult organisational and staffing issues. It will require clear public communications and clear, consistent, and transparent negotiations with a number of parties.

While obviously the most ambitious and demanding option, it is the option most likely to resolve long-term issues and gain broad public support. It is also the one most likely to gain significant external funding support in both the short and long term. However, Government will have to make changes to fees, licences, and taxation for full functionality. The implications for other MPAs will need to be considered, as well.

Recommendation

Option 3 represents the best long-term option for Grand Anse and the nation. It would engage a diversity of stakeholders in a completely redesigned community-focused Management Authority with full legal powers and responsibilities for an integrated approach, and the ability to attract

sustainable financing from a wide range of sources. However, there are issues and concerns that mitigate against pursuit of this Option at this time. A transitional structure and road map into the future, based on Option 2, might be best.

Section 5: Conclusion, Vision, and Road Map to Shared Management

Conclusions

1 A New Shared Management Authority is Justified: It is the observation of this study that Option 3, a full shared management, including a completely new holistic and integrated governance model (one that is at arms-length from Ministries and the Consolidated Revenue Fund), is justified; *but*,

2 Such a Model Cannot be Immediately Achieved. It would require significant legislative, financial, and organisational change. Grenada, the Government and society at large, is not ready. More study and a major focus on capacity and capability development are required. Mindsets have to change, and awareness has to build, beginning with re-establishment of trust at the community level.

3 A transitional model and a road map based initially around a community contract for services needs to be considered, while Option 3 remains as a desired longer term arrangement.

GAMPA: Vision + Road Map

A Model of Blue Economy Stewardship in Practice

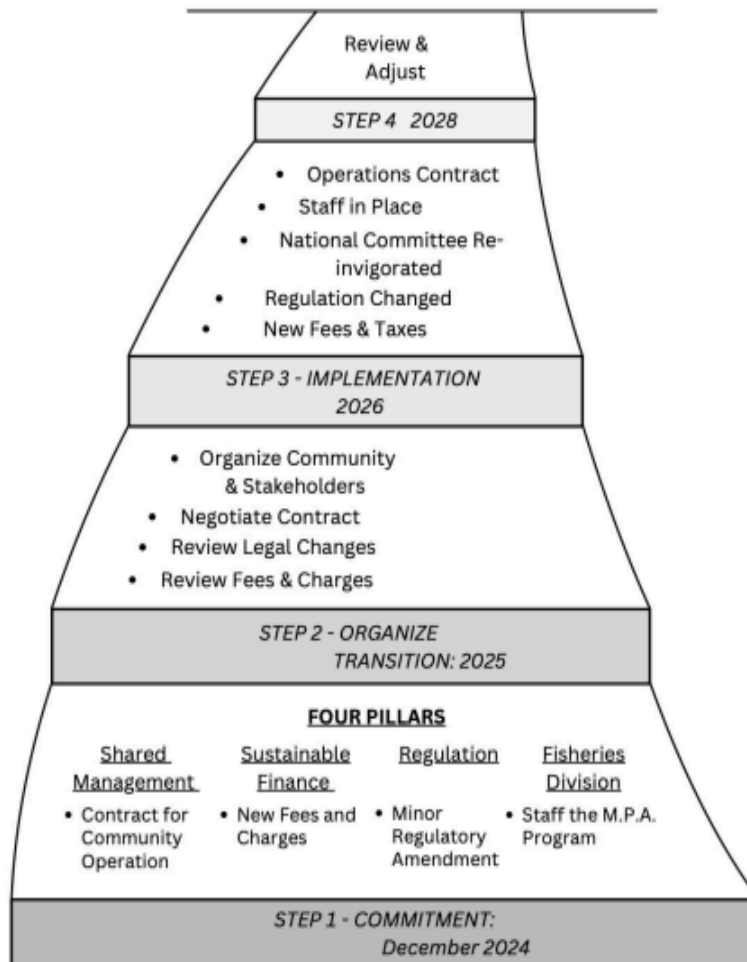


Figure 2: The Road Map

Step One: Ministerial Direction based on Cabinet In-Principle Approval

The Minister should announce early in 2025 a Vision of GAMPA as a model of Blue Economy stewardship and commitment to a pathway to shared management based on **Four Pillars**:

- i) Shared management, beginning by pursuing a service contract with the community.
- ii) Sustainable finance, beginning with search for partners in and beyond Grenada.
- iii) Regulation change, beginning with simple changes to legislation to empower shared management and enforcement of rules.

iv) Fisheries Division staffing, as a first step to governance change.

Step Two: 2025 Transition Work Plan: to be agreed to with community representatives.

Pillar 1 Contract with Community for Operations; work on this includes:

- i) Organising the community group, collaboratively developing the contract arrangements, and securing funds.
- ii) Pursuing various means to re-invigorate community trust and engagement, including but not limited to reviewing experience in Montego Bay, Jamaica and reviewing and renewing the 2016 Management Plan through community engagement.
- iii) Clear public communications on the rationale and intent for shared management.

Pillar 2 Legislation and Regulations; work on this includes:

- iv) Investigating legal arrangements and making minor regulatory changes to legalise and empower shared operations and enforcement.

Pillar 3 Sustainable Financing, work on this includes:

- v) Investigating and developing options for effective financial support. In Year One, this means a strategy for financing the operational and capital needs for GAMPA, including a recurrent arms-length budget allocation, donor support for start-up, and acceptance in principle of new tourism levies and increased user fees.

Pillar 4 Reinvigorating Fisheries Division MPA Program; work on this includes:

- vi) Hiring MPA program staff and developing the capacity and capability for shared management, contract management, and enforcement.
- vii) Organising and implementing a renewed National MPA Committee.

Step Three: 2026 Shared Operations Contract Implementation Begins

Legal and policy changes in place and contract signed with community group. Staff hired and fully equipped.

Step Four: 2028 Review and Assessment of Operations Experience

Once there has been experience with this “contractual” model, it will be possible to consider moving to the next stage. Formal, transparent collaborative review and assessment of experience, and of whether and how to move further toward a model based on Option 3, should take place in 2028.

Section 6: Final Words

Grand Anse is, in its totality, a national treasure, and it is not being well managed. The nation risks losing both this treasure and its national reputation as a high-quality and safe tourist destination, along with the income that comes with it. This risk is due to the consequences of

an under-regulated asset facing the increasing pressures now being experienced under and on the water and on the adjacent beaches and land. Without a single or a coordinated cross-Ministry and community-based governance focus on Grand Anse as a whole, the future is bleak.

For more than fifty years, this writer has been privileged to live, visit, and work in some of the world's most significant cultural and natural heritage areas. On six continents, I have experienced both the best and the worst examples of stewarding these places. Currently they all face enormous common challenges. The biggest of these challenges are the forces of climate change and the risk of biodiversity loss due to mass tourism, rampant economic development pressures, and the need to respond to the imperatives of feeding and housing some of the world's poorest people, many of whom live immediately adjacent to the places where the wealthy live and play. Rich and poor countries face the same challenges, and all are struggling.

However, there are reasons for hope. Among the best examples of stewardship are those places where farsighted Governments have recognised that they alone cannot solve the problems that the future will bring. These governments are investing in partnerships with local peoples, as well as assistance from the global community, to put in place new collaborative governance regimes that are innovatively funded.

Grenada has an opportunity to learn from the rest. Poised between the rich and the poor, and possessed with a vibrant democratic government, it is blessed to sit amidst one of the globe's natural jewels: its marine environment – in particular, the waters and beaches of Grand Anse. They are relatively unspoiled today, but that will not last if Government fails to act effectively to find a way to share governance with the Grenadian community in a new holistic management body and harness the growing global awareness and funding potential of the wider world.

The approach presented here for advancing shared management of the Grand Anse MPA component may well not be the selected path forward, but it is hoped that this document will at very least spark and inform debate and result in a vision and an action plan. Experience in many other places clearly shows that if Grenada were to adopt such a vision, others would surely contribute to its achievement. The alternative would be a path to the tragic loss of what is so unique and special here.

Appendix I: Working Group Comments ON THE ORIGINAL DRAFT: An

unofficial Working Group was called together in March 2024 to assist the author in this work. Due to unexpected events, such as Hurricane Beryl, retirement of some members, and work pressures for others, the group did not meet after the summer of 2024. Nonetheless, the author provided copies of the Discussion Draft that was the foundation for this Final Report and attempted to keep members up to speed as the final report was prepared.

The following members provided specific written comments on the original Draft:

Trevor Bartholomew, Grand Anse Fisherfolk Association:

1. Should include some provision for the treatment of effluent from hotels and businesses along the coastline that enter the water by various means.
2. Enforcement: This is where Grand Anse Fisherfolk Association can be utilized as an alternative to the loss of revenue to those who can no longer fish within the MPA and do not have fishing vessels that could take them outside of the zone.
3. Changes to legislation in these parts tend to take decades, if they are passed at all. Our road map should outline defined steps that we can take in the interim to implement and enforce the MPA.
4. What are the low hanging fruits that we could immediately implement that would restore stakeholder confidence in the MP(A)? Without these, the entire project falls flat. Would it be a more usable option for the Trust to report to the Permanent Secretary? I am not sure that the minister would have the time or the required information to be of value directly to the trust.

Ian Noel, Grenada Port Authority:

1. We need to clearly articulate and differentiate the roles of the GPA and the Maritime Administration. They are two distinct entities occupying the same space but are governed by totally different acts, each with very specific roles and responsibilities. It's not just a matter of semantics; given that the GAMPa is located within the limits of the Port of St. George's, certain aspects of its operations will be governed and regulated by the Ports Authority Act and regulations and therefore affected by actions of the GPA.
2. On the other hand, the Maritime Administration is responsible for the administration of the Shipping Act and therefore has the mandate of regulating maritime activities in all waters of Grenada, especially maritime safety and protection of the marine environment.
3. The above-mentioned points should be clearly articulated in the context of shared management for the GAMPa (under legislation and jurisdiction responsibilities and overlaps).

Christine Finney, Eco-Dive Grenada:

1. Fully endorse and support the intent and direction to a holistic community based approach, and encourage early action to improve management of GAMPa, without which the natural environment will continue to deteriorate.

Appendix II: Acknowledgements:

This work is entirely the product of the author. All misunderstandings, errors, and omissions are

his responsibility and his alone. However, production of the report would not have been possible without the advice and counsel of many people from a diversity of backgrounds in Grenada— in particular, the contributions of Working Group members Trevor Bartholomew, Grand Anse Fishermen’s Association Roland Baldeo, former MPA Coordinator; Christine Finney owner Eco-Dive Grenada and Director GHTA; Olando Harvey, former MPA coordinator and current Nature Conservancy, Caribbean Office; Ian Noel, (former) Grenada Port Authority; Jenifer James, CEO Grenada Sustainable Development Trust Fund; and Andrea Thomas, Fisheries, Grenada.

Mr. Justin Rennie, currently acting Chief Fisheries Officer, provided considerable continuing and patient advice and insights, and his staff always did what they could to facilitate this work. Many other Grenadians provided support, insight, and education. These include: Jude Bernard, Chair, Save Camerhogne Park; Patrick Braithwaite, MAYAG and Island Waterworld; Aldwyn Ferguson, Gouyave Fishermen; James Finlay, Former Chief Fisheries Officer; Arlene Friday, CEO, GHTA; Andrew Augustine; Tom Geer, President GSDA; Ingram Harford, Grand Anse Fisherman; Kendra Hopkin, GHTA; Neal Mader; Clare Morrall, Professor, St. George's University; Stephen Nimrod, Professor, St. George's University; Phil Saye, former owner of Dive Grenada and Advisor GTA. A number of senior staff of the government of Grenada were of enormous help, including: P.S. Merina Jessamy; P.S. Issac Bhagawan; P.S. Peron Johnston; Petra Roach (CEO) and Nikoyen Roberts (Manager), Grenada Tourist Authority; and Nyasha Moore-Regis, former Infrastructure and Planning Authority.

For ICCF, Mel Turner (who wrote the Protected Areas System Plan for Grenada) has been a fountain of knowledge. He provided supportive counsel and served as navigator and advisor for the work and was a bridge to ICCF itself, where Katherine Brantley has provided remarkable and compassionate administrative support to an often bewildered and grumpy volunteer.

Finally, special recognition and gratitude must be given to Denzel Adams, the Project’s “on-island” representative, organiser, and facilitator, without whom this work would not have been brought to these Conclusions.

To all of these and those whom I have neglected to mention here, the author offers deep appreciation and thanks.

Appendix III: Sources

2012 Report on the review of the Grenada Fisheries (Marine Protected Area) Regulations 2001
SRO 78: Baldero et al

2014 Marine Protected Area Fee Harmonisation Study For 6 Countries in the Lesser Antilles:
Global Parks

2015 Integrated Coastal Zone Management Policy for Grenada, Carriacou and Petite
Martinique

2016 GAMPa Draft Management Plan: Floyd Homer

2017 Revenue Generation Mechanism for Grenada's Marine Protected Area: Sanford

UNDATED Proposed New Governance Structure for the Management of Marine_ Protected
Areas in the State of Grenada Model: National MPA Management Body with Arrangements for
Co-Management: no author

2014 Evaluation of National Legal and Organisational Frameworks for MPA Management and
Recommendations: Caribbean Island Countries Charline Gaudin; Caribbean Aqua-Terrestrial
Solutions – CATS Programme Component 2 Management of Coastal Resources and
Conservation of Marine Biodiversity

2024 Grenada Tourism Authority: Statistics

Grenada Fisheries Act 1999 Amendment

Grenada 2001 Fisheries (Marine Protected Areas) Regulation