CARICOM IMPACS
Caribbean Community Implementation Agency for Crime and Security

United Nations
Office on Drugs and Crime

CARIBBEAN MARITIME SECURITY STRATEGY & IMPLEMENTATION PLAN

SECURING THE BLUE ECONOMY FOR PRESENT & FUTURE PROSPERITY

JULY 2023

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FOREWORD

The CARICOM Implementation Agency for Crime and Security (IMPACS), the United Nations Office on Drugs and Crime (UNODC) Global Maritime Crime Programme (GMCP) and the US Department of State, Bureau of International Narcotics and Law Enforcement Affairs (INL) are proud to present the first-ever Maritime Security Strategy for the Caribbean member states.

It is an ambitious and bold Strategy, anchored in the belief that the maritime space provides untapped opportunities for increased prosperity and inclusive economic growth for all Caribbean States if countries sustainably leverage the blue economy›s valuable economic, social and cultural resources. The maritime space is a key frontier for the Caribbean States› aspiration and journey to enhance the lives and livelihoods of their citizens, create meaningful long-term jobs, reduce national debt levels, advance prosperity, increase resilience to climate change, and spur the diversification of national economies - all while maintaining the integrity and health of coastal and marine ecosystems.

However, to unlock the immense wealth of the blue economy, we must create an enabling environment. This can only be accomplished by ensuring the safety and security of the maritime space, developing resilient governance frameworks, strengthening the rule of law, and tackling the shared challenges and threats together.

The Caribbean Maritime Security Strategy (CMSS) constitute the region›s framework for achieving a safe and secure maritime space, promoting cooperation between Caribbean States, institutions and development partners, and addressing current and future internal and external maritime security challenges.

Developed through an inclusive consultation process with Caribbean States, regional agencies and development partners, the CMSS provides a sustainable and inclusive framework to create a safe and secure maritime sector and contributes to global peace and security. The CMSS outlines the Caribbean States› vision for the future and provides a clear direction «to protect Caribbean maritime interests, inclusive of the Blue Economy, by bolstering maritime security and governance to promote prosperity for all».

The CMSS is a pre-condition and the first step in the process for the Caribbean States to secure their maritime space and harness significant benefits from the blue economy. With the successful development of this CMSS, we must now focus on sustainable and effective implementation to deliver valuable and relevant results for the benefit of all people of the Caribbean in line with the 2030 Agenda for Sustainable Development and the Sustainable Development Goals.

We urge and invite all our stakeholders and development partners to read this Strategy and look for ways to support the Caribbean in achieving a safe and secure maritime space.

OCEAN ECONOMY
↑ 1.5 BILLION

Ocean economy is valued at $1.5 Trillion per year. (7th largest economy in the world). [CDB, 2018]

OCEAN VALUE BY 2030 GLOBALLY
3 TRILLION PER YEAR

Set to double to $3 Trillion per year. [CDB, 2018].

CARIBBEAN MARITIME SPACE

Over 82 times larger than land space within the Caribbean basin.
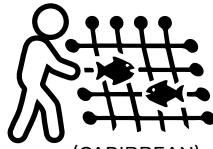
N° OF PERSONS WITH JOBS IN THE FISHERIES SECTOR
(CARIBBEAN)

64,000 directly employed in small-scale fisheries. 180,000 indirectly employed in related activities) [CDB, 2018].

OCEAN EMPLOYMENT BY 2030 GLOBALLY
[CDB, 2018] 40 MILLION
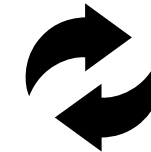
TRADE

Over 90% of Caribbean trade transits through our maritime domain. 80,000 ship calls per day traffic.

FISHING INDUSTRY

Fisheries resources in the Caribbean are the most overexploited in the world, with 55% of overexploited commercial fishery populations [FAO, 2020].

TOURISM 13.9% OF GDP

The Caribbean Region is the World's Most Tourist dependent Region. 13.9% of GDP in 2019 to the Caribbean; with some countries as much as 80% GDP [WTTC, 2022].

OFF-SHORE OIL & GAS INDUSTRY 37% OF GDP

Offshore Oil and Gas Industry accounts for over 37% of GDP for at least three countries in the Caribbean.

CARIBBEAN MARITIME SECURITY STRATEGY

VISION

To protect Caribbean maritime interests, inclusive of the Blue Economy, by bolstering maritime security and governance to promote prosperity for all.

STRATEGIC GOALS

1. Enhance Understanding of the Maritime Domain to Identify Security Threats and to Facilitate Real-Time and Effective Responses to Them.
2. Protect the Caribbean Population, its Economies, Borders and Critical Infrastructures.
3. Develop Maritime Security Governance Capacity and Capability.
4. Strengthen Maritime Legal Frameworks to Improve Information Sharing, Enhance Cooperation and Increase Interdiction, Investigation, Prosecution, Adjudication and Effective Penalization.
5. Enhance Capabilities in Science, Technology, Innovation, Cyber Activity and Collaborative Research to Advance Maritime Security, Governance and Development.

PRINCIPLES

**RESPECT FOR THE RULE OF LAW
INCLUSIVENESS AND EQUITY
ENVIRONMENTALLY SUSTAINABLE
CULTURE OF COOPERATION**

SOCIAL DEVELOPMENT

STRATEGIC BENEFITS OF THE STRATEGY

SAFETY

SECURITY

SDGs

| 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE | 13 CLIMATE ACTION | 16 PEACE, JUSTICE AND STRONG INSTITUTIONS |

ECONOMIC DEVELOPMENT

STRATEGIC BENEFITS OF THE STRATEGY

ECONOMIC GROWTH

EMPLOYMENT

POVERTY REDUCTION

PROSPERITY

SDGs

| 1 NO POVERTY | 8 DECENT WORK AND ECONOMIC GROWTH |

ENVIRONMENTAL SUSTAINABILITY

STRATEGIC BENEFITS OF THE STRATEGY

SUSTAINABLE DEVELOPMENT

SDGs

| 13 CLIMATE ACTION | 14 LIFE BELOW WATER |

BACKGROUND

The Caribbean[1] Maritime Security Strategy (CMSS) is a call for action; a call to protect our maritime interests; a call to identify how the Caribbean States can work together as a region to harness their maritime resources in a sustainable, secure environment to achieve prosperity for the benefit of all citizens, in accordance with international rules and principles.

In order for the economies of our countries to become more resilient and to enhance the lives and livelihoods of our communities, we must harness the opportunities of the Blue Economy[2] for present and future prosperity and the sustainable economic development of the Caribbean. As a region connected by water, the small island developing states (SIDS) of the Caribbean have vast ocean resources at their disposal relative to their land mass. The coastal states around the Caribbean basin also share in those ocean resources and rely heavily on the maritime domain, as well. The Blue Economy provides valuable economic, social and cultural resources and is therefore the lifeblood of our economy[3]. It provides jobs for millions of Caribbean citizens, is a source of food security, accounts for 18% of the Region›s GDP (World Bank, 2016), and is integral to who we are: our culture, heritage, lives and livelihoods.

However, the Region is currently not fully harnessing the potential of the Blue Economy. The Blue Economy, if well managed, offers scope for the Caribbean states to realise more revenue from their resources and create opportunities to reinvest in their citizens, contribute to creating

meaningful long-term jobs, reduce national debt levels, reduce poverty, advance prosperity, increase resilience to climate change, and add both diversity and complexity to national economies. In the High-Level Panel for a Sustainable Ocean Economy research, ‹*Transformations for a Sustainable Ocean Economy*› (2020), it is noted that every $1 (USD) invested in sustainable ocean solutions could yield at least $5 (USD) in benefits, including social, health, economic and environmental benefits.

To realise the potential of the Blue Economy, we must create an enabling environment. This can only be accomplished by ensuring the safety and security of the Blue Economy. The security of the Region's maritime domain cannot be understated, and it is of particular strategic importance to the Caribbean. Therefore, the importance of maritime safety and security is incontestable.

The Strategy is inextricably linked to existing national and regional Crime and Security Strategies; including existing national and sub-regional maritime strategies and the Plan of Action of the 2019 Technical Working Group for Maritime and Aerial Domain Security Cooperation.

The Strategy defines the key security priorities for the Caribbean to be able to advance the Blue Economy – setting out a comprehensive approach to managing the present and emerging risks that the Region faces. Recognising that the challenges are multifaceted but that solutions have common bases, the Strategy promotes cooperation, coordination, communication and networks nationally, between the Caribbean States and regional institutions, as well as with cooperating and supporting international partners.

The Strategy also recognises that Maritime Security is not just about what happens at sea. Maritime Security must be understood as an extension of the Region's internal security. What happens on land may

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1 For the purposes of this Strategy, the following states are included: Antigua and Barbuda, Bahamas, Barbados, Belize, Dominica, Dominican Republic, Grenada, Guyana, Haiti, Jamaica, Montserrat, St Kitts and Nevis, St Lucia, St Vincent and the Grenadines, Suriname, and Trinidad and Tobago.
2 The Blue Economy refers to the sustainable and inclusive maritime economic activities that form the backbone of our national economies.
3   Goal 14 specifically recognises the critical contribution the ocean can make to the development of the smallest and most vulnerable nations.

also create the conditions that allow for the development of the Blue Economy. Poorly planned coastal development and land-based sources of pollution negatively impact the maritime domain and threatens the marine food chain. At the same time, maritime crimes that are committed at sea always involve individuals who return to land.

The CMSS also recognises that a Whole-of-Government approach at the national level and a coordinated, collaborative approach at the regional level, with support from our international partners, is necessary to protect the Region's maritime interests.

The Strategy seeks to build on the ongoing work of the Caribbean States and the various national and regional mechanisms established to advance security in the Caribbean. The CARICOM Implementation Agency for Crime and Security (IMPACS), the Caribbean Regional Fisheries Mechanism (CRFM)[4] and the Regional Security System (RSS) are fundamental, established mechanisms to assist in this collective maritime effort along with our international partners, international agencies, academia, the private sector, and civil society organizations.

To that end, Caribbean States recognise national and regional institutions as having leading responsibility in guiding the collective approach to Maritime Security. It is also recognised that the Caribbean states must work with their neighbours to achieve goals set out in the CMSS to secure the sustainability and safety of the Caribbean Basin in accordance with SDG 13: (Climate Action), SDG 14: (Life Below Water) and SDG 16: (Peace, Justice and Strong Institutions).

A critical theme that permeates throughout the Strategy is that the security of the maritime domain is vital to increase the prosperity of our communities, create new government financial revenue streams, create jobs and a means of diversifying countries' economies. The prerequisite is security! *Investments in the security of the Blue Economy are not just good for the sustainability of the sea. Investments in safety and security represent an excellent business proposition.* The return on investment into Maritime Security is the prosperity that comes from a safe, secure and stable maritime domain.

DEVELOPMENT OF THE CARIBBEAN MARITIME SECURITY STRATEGY

PARTICIPATING STATES

ANTIGUA AND BARBUDA, BAHAMAS, BARBADOS, BELIZE, DOMINICA, DOMINICAN REPUBLIC, GRENADA, GUYANA, HAITI, JAMAICA, MONTSERRAT, ST KITTS AND NEVIS, ST LUCIA, ST VINCENT AND THE GRENADINES, SURINAME, AND TRINIDAD AND TOBAGO

OCTOBER 2021 →

PROJECT LUNCH

NOVEMBER 2021 →

CMSS MULTINATIONAL STRATEGY DEVELOPMENT TEAM ESTABLISHED CARIBBEAN WIDE MARITIME SECURITY SURVEY CONDUCTED

MARCH 2022

1ST DRAFT CMSS FINALISED SECURITY THREAT CHECKLIST DEVELOPMENT

MAY 2022 →

REGIOINAL WIDE CMSS CONSULTATION CONTINUED

OCTOBER 2022 →

2ND DRAFT CMSS PRESENTED TO THE 24TH MEETING OF CONSLE

MARCH 2023

3RD DRAFT CMSS AND IMPLEMENTATION PLAN PRESENTED TO STATED AND REGIONAL ORGANISATIONS FOR FINAL INPUT AND VALIDATION

APRIL 2023

CARICOM HEADS OF GOVERNMENT APPROVES AND ADOPTS THE CMSS

The CMSS was developed by CARICOM IMPACS in collaboration with Caribbean States and supported by partners.

The Caribbean Maritime Security Strategy is an initiative in furtherance of the decision of CARICOM heads of government to prioritize Maritime Security in the Caribbean. CARICOM IMPACS, with support from our partners, has led the process of developing the CMSS. The strategy has been pivotal in setting an agreed position among the Participating States'´ on the future direction of Maritime Security in the Caribbean. The CMSS sets out the Caribbean Maritime Security plan for the next five years to provide the framework for the region to optimize the benefits of the Blue Economy.

The CMSS was developed through an inclusive process involving numerous consultation rounds. The consultations aimed to obtain the opinions, inputs and feedback of Participating States'´, regional organizations, cooperating and supporting partners and Maritime Security experts on the present and future direction of Maritime Security for the Caribbean for effectively and comprehensively addressing the Caribbean Maritime Security challenges, as well as, how the region desires Maritime Security to develop. A survey was also launched to obtain the Participating States' views on Maritime Security, the challenges, threats and possible responses.

The Participating States and regional organizations nominated representatives to serve on a Multinational Strategy Development Team (SDT) to provide advise the Strategy drafting Team. The Strategy was presented for review at the Twenty-Fourth Meeting of the CARICOM Ministerial Council for National Security and Law Enforcement (CONSLE).

Following the CMSS presentation to CONSLE, the draft Strategy was revised, and its Implementation Plan was developed. To develop the Implementation Plan, a review of the approaches identified in each Strategic Goal was undertaken, and actions and activities were assigned to each of these approaches. This was followed by a scan

Auxilium Worldwide
Contributing to Global Harmony

CRFM
Caribbean Regional Fisheries Mechanism

of the Region's current maritime environment to determine what actions have already been taken or are already being pursued. A key component of this scan was consultations with Participating States and Regional entities.

The 3rd draft CMSS and its Implementation plan was presented to Caribbean Participating States, regional organizations and maritime experts to provide final inputs, feedback and comments in **April 2023.** Virtual consultations were held with clusters of Caribbean Participating States, regional organizations and cooperating and supporting partners from **17-19 April 2023.**

The consultations were geared at receiving:
· Information on the actions, programmes, projects and activities that Caribbean Participating States are already involved in that will affect the successful execution of the CMSS. This incorporated ongoing work being conducted with regional and international partners under the various strategic goals and current initiatives in Caribbean Participating States.
· Areas that Caribbean Participating States required support to execute components of the implementation which are relevant to them.
· Suggestions for regional coordinated programmes/initiatives.
· Guidance and confirmation on the indicators to monitor progress and realistic timeframes to achieve same.
· Priorities for action under each of the strategic goals.

This is intended to build upon work that has already been undertaken thereby avoiding duplication and resulting in the rollout of activities in a timely manner. In addition, programme and project activities will be driven by the inputs of the relevant CARICOM Standing Committees which include Commissioners of Police, Military Chiefs, Heads of Corrections and Prisons, Chiefs of Immigration, Comptrollers of Customs and Heads of Intelligence agencies.

The common and shared views of the Caribbean Participating States were further incorporated into this present Strategy and Implementation Plan.

The Strategy **was approved, in principle** on 5 October 2022 in Trelawney, Jamaica, at the Twenty Forth Meeting of the Council of Ministers of National Security and Law Enforcement and the Twenty Fifth Meeting of the Council of Ministers of National Security and Law Enforcement **approved** the Maritime Security Strategy as all concerns were addressed in the document.

STRATEGIC CONTEXT

The Caribbean is a region connected by water. For Caribbean Small Island Developing States (SIDS)[5] , the maritime environment is the lifeline of the Region and is key to economic development. The water within our common maritime space facilitates over 90% of the movement of goods. The offshore energy sector contributes over 37% of Guyana, Suriname, and Trinidad and Tobago's GDP, whilst in Antigua and Barbuda, St. Lucia, and the Bahamas, tourism contributed 83%, 59% and 43% to GDP, respectively, in 2019 (WTTC, 2022). 61% of Jamaica's population lives in communities within five kilometres of the coast, and the island's two major cities, Kingston and Montego Bay, as well as 10 of Jamaica's 14 parish capitals, are all located along the coast. The Dominican Republic, the second fastest-growing economy in Latin America and the Caribbean, has consolidated and sustained its economic development (at an average rate of 5.3% over the past decade), among others, thanks to tourism and the establishment of free trade zones, both largely dependent on maritime commerce and

5   The Strategy acknowledges that the Caribbean SIDS are at varying levels of development.

the ability of the Dominican Republic to keep its waters and coastlines secure.

There is much hope and untapped opportunities for increased prosperity for all Caribbean States if countries sustainably leverage their maritime sector and the Blue Economy. Currently, the Caribbean derives limited benefits from the maritime sector, particularly cruise tourism and fisheries. Foreign vessels poach millions of dollars of fish from the Caribbean waters with impunity. The fisheries resources in the Caribbean are the most overexploited in the world, with 55% of overexploited commercial fishery populations (FAO, 2020).

The Caribbean can seize significant benefits from maritime base industries such as fisheries, tourism, and shipping. Additionally, emerging industries such as offshore wind, tidal and wave energy, ultra-deep oil and gas exploration and production from previously inaccessible waters, offshore aquaculture, seabed mining and marine biotechnology for food, health products and pharmaceuticals present novel possibilities. With blue economic innovation accelerating at a rapid pace, there are also maritime opportunities that the region likely has that have never even been explored.

The Caribbean is no stranger to climactic events. As much as the security of the states that experience natural disasters like hurricanes, earthquakes and volcanic eruptions may be impacted, the security of the whole region is diminished by the drain on resources and reduction in vigilance that necessarily accompany humanitarian assistance and disaster response and relief (HADR) operations. This annual challenge presents a security threat that must be confronted by all states, collectively, as criminal groups routinely capitalize on the vulnerability that comes with climactic events.

The maritime sector can significantly contribute to economic growth and improve livelihoods and jobs. Additionally, the maritime sector can also address critical challenges such as high unemployment, low growth, food security, poverty, and resilience to climate change. [6]

The Caribbean States must position themselves as thought leaders in the maritime sector and the Blue Economy to leverage new sources of finances and assist in the region's transition to more resilient and innovative societies. But to do so requires a safe and secure maritime domain to create the conditions for the Blue Economy to develop and thrive.

Therefore, as a Region, we must address the threats, potential dangers and hindrances that underpin maritime opportunities and, by extension, increased prosperity in the Caribbean. Security is a prerequisite for the maritime domain and the Blue Economy.

The reliance on water means that the maritime space must be secured to protect and enhance the quality of our life on land. The Caribbean Maritime Security Strategy serves as a comprehensive framework to identify how the Caribbean States can work together as a region to secure the sea that unites them for the benefit of all.

PRINCIPLES

The Strategy is underpinned by four fundamental principles which reflect our values and practical experiences in dealing with the Maritime issues:

1. **ADHERENCE TO THE RULE OF LAW**
2. **PROMOTION OF INCLUSIVENESS AND EQUITY**
3. **ENVIRONMENTAL SUSTAINABILITY**
4. **CULTURE OF COOPERATION**

The principles articulate how we conduct our work and what we expect from our partners working with us in this Region.

1. ADHERENCE TO THE RULE OF LAW

The Caribbean States are rule base societies. All activities in the Maritime Domain must adhere to the rule of law, upholding laws, regulations and norms. Government institutions must always act within legal mandates. Adherence to the rule of law should govern policy, operational choices and decision-making. We also believe that effectively adhering to the United Nations Convention on the Law of the Sea is necessary for promoting the Blue Economy.

2. PROMOTION OF INCLUSIVENESS AND EQUITY

All activities and programmes should be impartial and fair. The effective inclusion and active participation of all societal groups, especially women, young people and local communities, are essential to realizing the full potential of the Blue Economy. The Strategy calls on all implementing partners to encourage, support, and strive to provide opportunities to a diverse and inclusive maritime industry.

3. ENVIRONMENTAL SUSTAINABILITY

While the Strategy aims to strengthen security in the maritime domain to improve the quality of life of the citizens of the Caribbean, we must ensure the earth's supporting ecosystem is not compromised. We must strive for economic efficiency, social equity and environmental accountability. The CMSS recognises and strongly emphasises the enforcement of environmental regulations to ensure the sustainable development of the Blue Economy. An oil spill or other pollution event could be as damaging to people of the Caribbean as a major security incident. By embracing sustainability, the Caribbean States will increase their food and financial security, thereby enhancing the quality of life for all their people.

4. CULTURE OF COOPERATION

To successfully secure the maritime domain, inclusive of the Blue Economy, requires a Whole-of-Government approach at the national, sub-regional and regional levels. Programmes and practices should encourage participation and cooperation. While this Strategy focuses on security of the maritime domain, it will become evident that wider cooperation is required. Preservation and improvement of human life – whether through search and rescue operations, Maritime Law Enforcement, or security sector response – is most effective when done in a cooperative manner. As the people of the Caribbean are at the heart of this Strategy, so too is cooperation.

RISKS AND THREATS

Caribbean States are subject to a diverse range of threats that affect each country in differing ways and degrees. These threats include, but are not limited to:

TRAFFICKING & SMUGGLING

ILLEGAL, UNREPORTED AND UNREGULATED FISHING (IUU)

ILLEGAL EXTRACTION OF MARINE NATURAL RESOURCES

CLIMATE CHANGE

PIRACY & ARMED ROBBERY AGAINST SHIPS

TERRORISM

ILLEGAL DUMPING/ POLLUTION/ MARPOL VIOLATIONS & THREATS TO THE ENVIRONMENT

CYBER-CRIMES AFFECTING THE MARITIME DOMAIN

MALICIOUS DAMAGE TO MARITIME INFRASTRUCTURE (CABLES, PORTS, SHIPS)

IMPACT OF NON-MARITIME EVENTS (HEALTH, EMERGENCIES, A PANDEMIC, BREAKDOWN IN GOVERNANCE)

The Region is no stranger to Maritime Security threats. For decades, illicit supply chains have cut across the peaceful waters of the Caribbean and brought wave after wave of new challenges for us. The pressing challenges of ten years ago, of illicit trafficking and smuggling, Illegal, Unreported, and Unregulated (IUU) Fishing, Illegal dumping, plastics, other land-based pollutants, and discharge from ships remain, and are key threats to the Blue Economy and are negatively impacting habitats and biodiversity.

The **illicit trafficking of both firearms**[7] **and drugs** by sea have a devastating impact on security on land. Illegal drugs are a key driver of criminality in the Caribbean and increasingly illegal firearms have proliferated through the region, increasing the rate of violent and even lethal crime. This underscores the fact that our reliance on the water means that we must secure the maritime space to protect and enhance the quality of our lives on land.

While **go-fast trafficking and the use of artisanal fishing vessels** to traffic drugs remAin critical concerns, the region has seen a significant increase in **large-volume containerized trafficking**. Numerous major drug busts in Europe have tied back to Caribbean States. In some cases, products produced in the region have been used to hide the drugs on commercial ships.

Illegal migration has intensified, owing much to instability in neighbouring states and perceived opportunities in the Caribbean. Migrant smugglers and human traffickers have seized the opportunity to pursue profit by moving humans through the region at much higher rates. Migrant detention has placed new strAins on national sub-regional and regional agencies, and the co-location of such smuggling with other forms of smuggling and trafficking has complicated the interdiction and prosecution of maritime crime.

7   Illegal firearms are responsible for more than 75% of homicides in many Caribbean Participating States''.

IUU fishing is a significant contributor to overfishing, which remAins one of the most serious threats to the ocean›s health. IUU fishing depletes fish stocks, destroys marine habitats in the Caribbean and threatens food security[8], the livelihoods and well-being of cOAStal communities and the rule of law. IUU fishing diverts legitimate government revenue away from boosting national economic growth to criminal enterprises and threatens the potential of Caribbean States to realize a sustainable Blue Economy. Caribbean States must continue fighting against illegal fishing, advocating for the reporting of all fishing, and must encourage states to take stock of the marine environments and regulate them accordingly. They must also be proactive in using their diplomatic instruments internationally to close any regional or international blind spots. The Strategy supports the International Declaration on Transnational Organized Crime in the Global Fishing Industry (Copenhagen Declaration) and encourages other States to support the Declaration. The Strategy also acknowledges the leading role the Caribbean Regional Fisheries Mechanism plays in addressing fisheries issues and priorities at the national, sub-regional, regional and global levels.

Piracy and armed robbery at sea are no longer just historical issues. Attacks on both fishing vessels and commercial vessels in recent years have even involved murders at sea. Given the importance of maritime commerce to our lives on land and given our reliance on fish as a source of dietary protein, attacks on both shipping and fishing have significant national security and economic implications. The Strategy notes the need to ensure that legislation is actually fit for purpose, such that crimes cannot be committed with impunity.

New threats and risks have also emerged, including climate change, the Covid 19 Pandemic, cybercrime, malicious damage to maritime infrastructure, governance challenges and state responsibilities, most notably flag state responsibilities.

Climate change significantly impacts the maritime environment ecosystems biodiversity and food security, affecting the abundance and distribution of marine life. Acidification and ocean warming are causing widespread ocean damage to coral reefs[9]. Rising sea levels through climate change present challenges to the extent and location of maritime zones lawfully established under the United Nations Convention on the Law of the Sea (UNCLOS), creating uncertainty over rights to exploit biological and mineral resources in the sea and on the seabed. Climate change puts livelihoods at risk and may drive future migration and criminal activities in the Region. In the Caribbean, sea level rise of 1 metre is projected to endanger up to 60% of resorts, damage or cause the loss of 21 Airports and severely flood 35 ports.[10] Rebuilding the region's resorts alone is projected to cost the Caribbean $10–$23 billion in 2050.[11]

The **Covid-19 pandemic** has rAised the spectre of public health as a Maritime Security concern. Every maritime agency has had to adjust to this new operating environment, and the Caribbean is no exception. The cruise industry´s particularly extensive operations in the Caribbean have made covid on passenger vessels a matter of global attention. The security implications of interdicting migrant vessels or trafficking vessels where no force is needed to have a potentially lethal

9   Unabated climate change could cause coral reef tourism revenue losses of over 90% (A sustAinable Ocean economy)

10   Pachauri, R.K., L. Mayer and Intergovernmental Panel on Climate Change, eds. 2015. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change 2014: Synthesis Report. Geneva: Intergovernmental Panel on Climate Change. https://ar5-syr.ipcc.ch/ipcc/ipcc/ resources/ pdf/IPCC_SynthesisReport.pdf.

11   Nicholls, M. 2014. "Climate Change: Implications for Tourism: Key Findings from the Intergovernmental Panel on Climate Change Fifth Assessment Report." University of Cambridge. https://www. cisl.cam.ac.uk/ business-action/low-carbon-transformation/ ipcc-climate-science-business-briefings/pdfs/briefings/ipcc-ar5-implications-for-tourism-briefing-prin.pdf.

8   The fisheries and aquaculture sector is critically important to the Caribbean countries achieving the mandate issued by the CARICOM Heads of Government at the Thirty-third Inter-Sessional Meeting of the Conference, to reduce the region's food import bill by 25% by 2025.

exchange due to the virus have heightened the risks for Maritime Law Enforcement operations. The pandemic has highlighted the importance of protecting global supply chAins and shipping routes and how they can impact the domestic stability of states. With the closure of Air routes in 2020, new modalities of maritime criminal activity arose, and the Caribbean must be vigilant in monitoring how that increased illicit reliance on the maritime space continues to evolve.[12]

Increased cyber incidents have been detected and reported by the maritime industry in the Region. While cyber security is a major area of interest and concern on land, it is an often-overlooked threat to the maritime environment. Both information technology and operational technology can be attacked in ways that disrupt port operations, jeopardize safe navigation, raise concerns for environmental spills, cause financial loss, and facilitate other criminal activity. With the spectrum of maritime activities throughout the region – from fishing to shipping to cruise tourism to offshore energy – the Caribbean has to develop greater capacity to detect, and counter cyberattacks and to have resilience in place to safeguard the marine environment, the free flow of maritime activities, and the Blue Economy. Full implementation of the CARICOM Cyber Security Strategy is critical in enhancing resilience against cyber threats to the Blue Economy. The Strategy acknowledges the Dominican Republic, the first country in the Caribbean to ratify the Budapest Convention and its active role in promoting accession to the Budapest Convention and regional cooperation for countering cybercrime.

Maritime infrastructure in the Caribbean has been vital to the states of the region throughout history, but it has become more so in recent years. Ports serve as the connection between states and international maritime commerce and are thus vital to the economies of every state in the region. At the same time, marinas, piers, and other coastal and nearshore infrastructure play a critical role in tourism and economic activities that bolster the economies of the states. Furthermore, offshore energy infrastructure continues to be vital and may become more extensive as new technologies are pursued. And submarine cables are critical communication infrastructure that allows for the states to be connected to the internet and thus to the global economy. Threats to any of this infrastructure must be proactively identified and addressed, as the region cannot afford the disruption of any of it. While some threats come from climatic events and acts of nature, securing maritime infrastructure is tantamount to securing the national economies of the region.

Governance challenges also greatly impact the maritime domain of the region and can open the door to debilitating security problems. When any state has a breakdown in its ability to effectively govern itself, it not only jeopardizes the security and wellbeing of the citizenry but sets the conditions for illicit and nefarious actors to seize upon the chaos. That translates into new smuggling and trafficking routes, migrant flows, and an inability to work effectively as a region. That state can become both a magnet for external criminal actors and the source of criminality based on desperation. Rule of Law is a pillar of this Strategy, and it is critical to maritime and regional security.

As a region with many major maritime flags, **flag state responsibility** is a critical challenge and concern for the Caribbean. With commercial and fishing vessels flying the flags of Caribbean States all over the world, States of the region must understand and proactively address the risks related to sanctioned actors and criminals exploiting flag registries for illicit purposes. Legal regimes and processes must be in place to cover the spectrum of eventualities that come with being a flag state. And we, as a region, must be careful not to let our reputation

12 Ian Ralby, Michael Jones and Errington Shurland, "Maritime Crime During the Pandemic: Unmasking Trends in the Caribbean," Center for International Maritime Security, 30 July 2020, avAilable at https://cimsec. org/maritime-crime-during-the-pandemic-unmasking-trends-in-the-Caribbean/

and legitimacy be damaged by the expediency of actors looking to commit crimes around the world while flying our flags.

Preservation of the marine environment is a necesSARy prerequisite for the Blue Economy to thrive, so **marine environmental protection** is a critical priority. An oil spill, intentional dumping or other pollution events can be more harmful to the marine environment than any discrete incident of IUU fishing and more detrimental to the security of the state than an actual attack.

Preservation of human life is fundamental to this Strategy as well as to the interests of all Caribbean Participating States, so both **Search and Rescue (SAR)** and efforts to establish and maintain **food security** are critical competencies. More people die at sea each year from drowning than from security incidents. A genuine commitment to human security, therefore, requires ensuring a functional search and rescue capability, as well as the capacity to maintain security operations during SAR efforts. Additionally, humans cannot live without food. Given the Caribbean's geography as well as our globalized food supply chains, we likely do not realize how much we rely on the maritime domain for food. With fish prices making even local fish too expensive for most, our other food supplies largely arrive by boat. Prioritizing the free flow and consistent movement of those supplies – including and especially during the aftermath of natural disasters and climactic events like hurricanes – is critical to sustaining the lives of people throughout the region.

The risks and threats to our Blue Economy are often transnational and can only be managed through a joint regional approach. Geopolitical challenges may intensify these challenges and pose new risks to the Region's maritime domain. This is why working together as a region is vital to advancing the security and prosperity of all the states of the Caribbean.

STRATEGIC GOALS

The Strategy sets out five strategic goals that Caribbean Participating States commit to implement to realise the vision of the Strategy: "*To protect Caribbean maritime interests, inclusive of the Blue Economy, by bolstering Maritime Security and governance to promote prosperity for all.*":

1. Enhance Understanding of the Maritime Domain to Identify Security Threats and to Facilitate Real-Time and Effective Responses to Them
2. Protect the Caribbean Population, its Economies, Borders and Critical Infrastructures
3. Develop Maritime Security Governance Capacity and Capability
4. Strengthen Maritime Legal Frameworks to Improve Information Sharing, Enhance Cooperation and Increase Interdiction, Investigation, Prosecution, Adjudication and Effective Penalization
5. Enhance Capabilities in Science, Technology, Innovation, Cyber Activity and Collaborative Research to Advance Maritime Security, Governance and Development.

The five Strategic Goals are interconnected, complement each other, are aligned with Caribbean States' priorities and complement states' foreign policy, law enforcement, environmental and defence objectives.

The Strategic Goals identify a set of bold yet pragmatic objectives for how to secure the Caribbean Blue Economy through meaningful actions. The CMSS acknowledges that an integrated rather than a sectoral approach is required to enable change across the Blue Economy. The Strategy builds on the pragmatic solutions already being implemented in the Region. The Strategic Goals are further elaborated in the implementation Plan below.

IMPLEMENTATION PLAN

This Implementation Plan operationalizes the CMSS and translates the goals and approaches into actionable items. The implementation plan aims to deliver cross-sectoral actions in a comprehensive and coordinated manner while promoting Caribbean maritime interests and principles. To facilitate this, the Implementation Matrix provides a detailed listing of the actions, areas of responsibility, timeframe and areas of assistance and support required to achieve the objectives of the Strategy. Additionally, it lists each action›s key indicators that will allow the measurement of the achievements under the CMSS. Thereby providing a basis for effective monitoring and evaluation. This CMSS Implementation plan sets out the activities to be achieved in the Caribbean over the next five years.

The Implementation Plan is in line with CARICOM and the Caribbean Participating States Blue Economy vision and interests, policies, strategies and legislation. It builds on, rather than duplicates or competes with, initiatives by relevant sub-regional, regional institutions and Caribbean Participating States.

Details of the Actions, Activities and identification of ‹Who› is responsible for implementation, in accordance with each strategic goal are outlined below.

STRATEGIC GOAL 1

ENHANCE UNDERSTANDING OF THE MARITIME DOMAIN TO IDENTIFY SECURITY THREATS AND TO FACILITATE REAL-TIME AND EFFECTIVE RESPONSES TO THEM

Strategic Goal 1 focuses on providing information, intelligence and understanding of current maritime risks and threats, evolving trends, and emerging capability gaps to inform decision-making and shape strategic and operational planning activities. To understand the scale of the challenges and opportunities ahead, it will be necessary to gain and share a comprehensive overview of what is happening in our regional maritime space, including both legitimate and illicit activities, and how best to address them. We must effectively detect, assess, monitor, and analyse relevant maritime activities and fuse relevant information and intelligence streams to generate a shared understanding of the maritime domain.

Strategic Goal 1 will be met through complementary activities, including collection, analysis and sharing of the understanding of the maritime threats; establishing maritime domain awareness; and identifying and implementing international best practices.

OBJECTIVES	APPROACH	PERFORMANCE INDICATORS	TIMELINE	RESPONSIBLE ENTITY / LEAD AGENCY	PARTNER AGENCY		
			YEARS 1-2	YEARS 2-3	YEARS 3-5		
STRATEGIC GOAL 1: **ENHANCE UNDERSTANDING OF THE MARITIME DOMAIN TO IDENTIFY SECURITY THREATS AND TO FACILITATE REAL-TIME AND EFFECTIVE RESPONSES TO THEM**							
1.1 To collect, analyse and share understanding of the maritime threats	1.1.1 Given the speed with which the Maritime Security context is changing, CARICOM IMPACS, supported by the RSS, will develop and review a Caribbean Maritime Security Risk Assessment (MSRA) yearly to ensure that the policy response remAins fit for current and future challenges.	Annual Caribbean Maritime Security Risk Assessment Report				CARICOM IMPACS	RSS
	1.1.2 Review and promulgate academic and industry publications and articles that cover regional Maritime Security to sensitise stakeholders	Briefings and Reviews of Academic and industry publications from CARICOM IMPACS sent to Participating States´´ at least on a half yearly basis				CARICOM IMPACS	RSS OECS ACS
	1.1.3 Through the collection of information and intelligence conduct strategic intelligence to consistently understand Caribbean Maritime Security threats	Number of Maritime Intelligence Reports sent to Participating States´´				CARICOM IMPACS	RSS
	1.1.4 Create and mAintAin regional maritime crime databases and share with all stakeholders	Regional Maritime Crime Database established				CARICOM IMPACS	RSS CRFM
	1.1.5 Conduct and or participate in yearly strategic and operational exercises to test the flow of information amongst stakeholders	Number of Live Operations involving Maritime Issues Number of Desktop Operations involving Maritime Issues				Caribbean Participating States´´ CARICOM IMPACS RSS	CRFM BJI/BRC

	Activity	Output				Lead	Partners
	1.1.6 Increased capabilities and protocols to gather Advance Passenger Information and Advance Cargo Information from pleasure crafts arrivals and departures	Data elements from the Convention on Facilitation of International Maritime Traffick (FAL Convention) integrated into the Advance Passenger Information System Finalisation of Supplemental MOU between IMPACS and CCLEC to share Regional Clearance System (RCS)[13] and APIS and ACIS data	🟩			CARICOM IMPACS	RSS CCLEC
	1.1.7 Create a public awareness campAign to demonstrate the importance of Maritime Domain Awareness and its security for optimal returns from the Blue Economy	Sensitisation sessions for Parliamentarians and Senior Public Officials in critical agencies such as Ministries of Agriculture, Energy, Planning and Development, Security, Finance, Tourism and Works and Transport Participating Agency websites contAins a page dedicated to Maritime Security	🟩	🟩	🟩	Caribbean Participating States´´ CARICOM IMPACS	CARICOM Secretariat OECS RSS CCLEC CCCCC OECS ACS
	1.1.8 Advance community outreach and engagement programmes to better understand Maritime Security situational awareness.	Awareness programmes and materials created to target: COAStal Communities Fisheries Sector stakeholders and actors Exploratory industries such as oil and natural gas stakeholders Tourism sector stakeholders	🟩	🟩	🟩	Caribbean Participating States´´	CRFM
1.2 To understand and visualise the activities carried out in the Caribbean maritime domAin as a key enabler to counter Maritime Security threats	1.2.1 MAintAin and strengthen CARICOM IMPACS Maritime Unit existing capabilities of a regional advanced Maritime Domain Awareness platform, and further integrating other sources of information, with 24/7 watch floor analysts at CARICOM IMPACS to support operational and strategic early warning, risk alerts, risk profiles, intelligence reports, maritime analysis, and mapping of the regional maritime risks	Established and fully staffed Maritime Unit at CARICOM IMPACS Upgraded Maritime Domain Awareness Software package TrAining of Staff in areas including risk alerts, risk profiles, intelligence reports, maritime analysis, and mapping of the regional maritime risks Increased access to Maritime Domain Awareness Systems and platforms Regular information sharing sessions to highlight new issues and insights	🟩	🟩	🟩	CARICOM IMPACS RSS	Caribbean Participating States´´ CRFM

13 Regional Clearance System - the system that stores all passenger, crew and conveyance information provided by a captAin or agent of a conveyance to the competent government authority – managed by CCLEC

Objective	Activity	Output				Lead	Partners
	1.2.2 Enhance the network of sensors and sources that contribute to Maritime Domain Awareness through national, regional and international partnerships	Partnership Agreements with agencies to establish increase access to sensor capabilities at the regional and national level Participating States'' and Regional Entities purchase additional capacities			■	CARICOM IMPACS Caribbean Participating States''	RSS CRFM
	1.2.3 Create a national point of contact (focal point) network through which all information flows in and out at the national level	National Points of Contact named for each Participating States'' Reporting Procedure and template for National Points of Contact to share information with Regional agencies established	■	■	■	Caribbean Participating States'' CARICOM IMPACS	RSS CRFM CCCCC OECS ACS
	1.2.4 Conduct national and regional maritime capability gap analyses	Consultancy established to determine Caribbean Participating States'' and regional agencies capabilities in the maritime domAin Gap analysis report identifying areas for improvement and action		■	■	CARICOM IMPACS RSS	Caribbean Participating States''
	1.2.5 Expand the use of modernized and automated systems to make small craft vessel registration, ownership, and operation, as well as crew and cargo identification, more transparent and readily avAilable in a timely manner	Project Proposal developed and presented to CONSLE to enable the acquisition automated systems for small craft vessel registration, ownership, and operation, as well as crew and cargo identification	■			CARICOM IMPACS CRFM	Caribbean Participating States''
	1.2.6 Develop a proposal for Caribbean States'' to connect their cOAStal radars or share radar feeds for complete coverage of the Caribbean space to counter illicit activities.	Project Proposal developed and presented to CONSLE to enable the connection of cOAStal radars Additional data provided by Participating States'' to regional bodies to contribute to a comprehensive regional piCTUre		■		CARICOM IMPACS RSS	Caribbean Participating States''
1.3 To identify, share and learn lessons from national, international and global activity to counter Maritime Security threats	1.3.1 Increase Maritime Domain Awareness linkages with third States through collaboration and intelligence sharing	MOUs and Cooperation Agreements established with identified third states and/or agencies	■	■	■	CARICOM IMPACS Caribbean Participating States''	BJI/BRC

STRATEGIC GOAL 2

PROTECT THE CARIBBEAN POPULATION, ITS ECONOMIES, BORDERS AND CRITICAL INFRASTRUCTURES

Strategic Goal 2 focuses on protecting the Caribbean population, countries' economies, borders and critical infrastructure. This includes addressing the direct threats to citizens' lives resulting from criminal activity; threats to the quality of life resulting from the breakdown of law and order; negative impacts to livelihoods, including environmental damage and reputational damage; threats to national reputation that can in turn harm economic prospects; and failure to appreciate the earning potential of the maritime sector.

Strategic Goal 2 also focuses on protecting the safety and security of our borders, ports, offshore installations, other critical infrastructure, and Caribbean-flagged vessels. We must safeguard countries' trade abilities by protecting communications infrastructure, including subsea cables. We need to enhance the security of port infrastructure and ensure that border controls in ports are implemented as effectively as possible. Protecting marine resources from poaching and damage will contribute to food security, protection, and revenue generation by sustainable fisheries and tourism to enhance the Region's development agenda.

OBJECTIVES	APPROACH	PERFORMANCE INDICATORS	TIME-LINE	RESPONSIBLE ENTITY/ LEAD AGENCY	PARTNER AGENCY		
			1-2 YEARS	YEARS 2-3	YEARS 3-5		
STRATEGIC GOAL 2: **PROTECT THE CARIBBEAN POPULATION, ITS ECONOMIES, BORDERS AND CRITICAL INFRASTRUCTURES**							
2.1 To address regional maritime crime issues by increasing regional capability	2.1.1 Develop and advance a proposal to resource a regional vessel or fleet manned by a regional crew for deployment in critical sectors to interdict and monitor threats to the Caribbean for the consideration of CONSLE	Project Proposal developed and presented to CONSLE to enable the connection of cOAStal radars		(green)		RSS Caribbean Participating States'' CARICOM IMPACS	CRFM
	2.1.2 Conduct sub-regional maritime patrols	Increased sub regional patrols conducted between and among Participating States'' including the RSS and partners	(green)	(green)	(green)	RSS Caribbean Participating States''	
	2.1.3 Facilitate bilateral and multilateral ship-rider agreements to enable multi-national patrolling	Guidance and model documents developed to facilitate ship-rider agreements Ship-rider agreements established and signed			(green)	Caribbean Participating States'' CARICOM IMPACS	OECS
	2.1.4 Develop an information strategy to deter illicit trafficking and poaching, including a hotline for citizens and fishermen to report unusual activities	"Hotline" established in each Participating State National information strategy to deter illicit trafficking and poaching developed in each Participating State		(green)		Caribbean Participating States''	OECS CNFO
	2.1.5 Develop regional capacity to mAintAin Maritime Security during HADR	Guidance developed to establish the options for how to mAintAin Maritime Security during HADR operations Regional exercise conducted to test out regional security response during HADR	(green)	(green)	(green)	CARICOM IMPACS RSS	Caribbean Participating States''

	2.1.6 Enhance regional Maritime Domain Awareness (MDA)	National SOPs developed for responding to MDA information from regional centres National table top exercises (TTXs) conducted to ensure interagency information flow and understanding of MDA information Guidance developed to understand, what certAin MDA indicators mean for Maritime Security Reports produced to identify regional trends				CARICOM IMPACS	Caribbean Participating States´´ RSS CRFM
2.2 To protect infrastruCTUre in the maritime space	2.2.1 Establish national resilience plan for submarine cables and other maritime infrastruCTUre	National Resilience Plans developed				Caribbean Participating States´´	CARICOM IMPACS RSS
	2.2.3 Establish regional guidance on approaches to submarine cable protection	Guidance Paper on Submarine cable protection				CARICOM IMPACS	Caribbean Participating States´´
	2.2.4 Conduct a Baseline assessment of the regional Maritime Security communications infrastruCTUre	Consultancy established to determine regional capability in Maritime Security communications infrastruCTUre Gap analysis report identifying areas for improvement and action				CARICOM IMPACS RSS	Caribbean Participating States´´
2.3 To enhance port security	2.3.1 Develop regional interagency port security processes, regulations and SOPs to harmonise operational procedures[14]	CONSLE approved incorporation of Port Security as a Standing Committee under the CARICOM Security ArchiteCTUre Established and operational Regional and National Maritime Single Windows				CARICOM IMPACS	
	2.3.2 Review and Update Counter-terrorism procedures and conduct exercises	Updated national and regional counter-terrorism procedures with Maritime DomAin issues included Maritime Counter-Terrorism trAining conducted Counter-Terrorism Exercises conducted in the Maritime DomAin				CARICOM IMPACS RSS	Caribbean Participating States´´

14 In accordance with the Facilitation Convention, SOLAS Chapter XI/2 and the International Ship and Port Facility Security (ISPS) Code, the ILO/IMO Code of Practice on Security in Ports and other guidance.

						Lead	Support
	2.3.3 Identify vulnerable locations/ports that are exploited by criminals	List of Vulnerable Locations/ports identified for each Participating States´´, Updated Annually	■	■	■	Caribbean Participating States´´	CARICOM IMPACS RSS
	2.3.4 Support and assist the implementation of the ISPS Code and relevant IMO regulations to promote port security control functions and reduce vulnerability.	Assessment report of Vulnerable Locations/Ports All Ports comply with ISPS Code and relevant IMO Regulations and Circulars	■	■	■	Caribbean Participating States´´ ACS	CARICOM IMPACS RSS
	2.3.5 Develop and implement risk-based contingency and response plans Aimed at effectively reacting to threats to maritime transportation and critical maritime infrastruCTUre	Risk based contingency and response plans for Maritime Transportation and critical Maritime InfrastruCTUre developed at the national and regional level	■	■	■	Caribbean Participating States´´ CARICOM IMPACS ACS	CDEMA RSS CCCCC CRFM
	2.3.6 Increase detection capabilities for chemical, biological, radiological, nuclear and explosive (CBRN-E) risks in ports and on ships.	Acquisition of equipment by Participating States´´ to facilitate enhanced detection of CBRN-E Capacity Development and TrAining in CBRN-E undertaken in Participating States´´ Provide information about benefits of the 2005 Suppression of Unlawful Acts at Sea Convention to states that are not party to it Provide implementation support to states that are parties to the 2005 Suppression of Unlawful Acts at Sea Convention			■	Caribbean Participating States´´ CARICOM IMPACS RSS	CDEMA CCCCC CRFM CARPHA ACS
2.4 To protect fisheries resources	2.4.1 Establish inter-agency trAining opportunities to harmonise law enforcement efforts with those of fishery departments	Joint civil-military trAining among key agencies conducted on an annual basis	■	■	■	Caribbean Participating States´´ CRFM RSS	CARICOM IMPACS
	2.4.2 Develop interagency SOPs for fisheries protection	Model SOPs/Guidance Documents developed on interagency cooperation to facilitate Fisheries Protection National SOPs established based on regional model and guidance document		■	■	CRFM Caribbean Participating States´´	
	2.4.3 Develop communications mechanisms for fishing communities to report crime and suspicious activity	Mobile application developed to allow for anonymous reporting of Maritime and fisheries related crimes	■	■	■	CARICOM IMPACS	CRFM Caribbean Participating States´´ OECS

	2.4.4 Develop mechanisms to prevent Illegal dumping of plastics, garbage, e-waste, other land-based pollutants, discharge from ships and petroleum products at sea	National Sensitisation sessions on implications of illegal dumping of land-based pollutants into the sea National Regulations and legislation updated/developed to protect agAinst illegal dumping Mobile application developed to allow for anonymous reporting of Maritime and fisheries related crimes to CARICOM regional intelligence mechanism		■	■	Caribbean Participating States´´	CCCCC CRFM CARICOM IMPACS OECS
2.5 To ensure the security of borders.	2.5.1 Identify key routes illicit and nefarious actors use for conducting unlawful maritime activities	Continued use of Maritime Domain Awareness software Merging of National and Regional maritime sensory data into intelligence products to identify illicit actors Continued trAining and capacity development of Regional and National maritime Units	■	■	■	Caribbean Participating States´´ CARICOM IMPACS	RSS CRFM
	2.5.2 Conduct maritime interdiction operations agAinst migrant smuggling, trafficking of human beings and other illicit trafficking activities	National and regional Maritime Operations conducted at least annually	■	■	■	Caribbean Participating States´´ RSS	CARICOM IMPACS
	2.5.3 Develop cOAStal surveillance and intervention capacity	Acquisition of cOAStal surveillance equipment by Participating States´´		■	■	Caribbean Participating States´´	RSS CARICOM IMPACS
	2.5.4 Establish regional policies to handle migrant issues	Regional Migration Policy established	■			CARICOM SECRETARIAT Caribbean Participating States´´	CARICOM IMPACS
	2.5.5 Build on relevant experiences, such as the U.S. Southern Command-sponsored combined and joint exercise "Tradewinds" continue to support multilateral exercises.	Continued conduct of regional exercises and operations and participation of Caribbean Participating States´´ and regional agencies in International and regional exercise such as exercise Tradewinds	■	■	■	Caribbean Participating States´´	RSS CARICOM IMPACS CDEMA

2.6 To protect the maritime reputation of Caribbean flag states	2.6.1 Support states in exercising flag state responsibility over vessels flying Caribbean flags	Guidance developed for flags states concerning general flag state responsibility Guidance developed for flag states regarding fishing vessels Guidance developed for flag states regarding commercial vessels Guidance developed for flag states regarding passenger vessels Guidance developed for registries to conduct due diligence on applications				CARICOM IMPACS	CRFM Relevant International Partners
	2.6.2 Support states in ensuring legal regimes and processes are able to handle extraterritorial incidents	Guidance developed for legal provisions needed to meet flag state responsibilities Consultancy established to support states in updating legislation				CARICOM IMPACS	
2.7 To protect the marine environment of the Caribbean	2.7.1 Support states in ensuring adequate oil spill and other pollution response	Compiled information on the national oil spill and pollution response plans of all Participating States˝ Published information about how to access external support in the event of an oil spill or pollution incident Guidance developed on how to mAintAin security amid an oil spill or pollution response				CARICOM IMPACS	RSS
	2.7.2 Support states in addressing existing natural and man-made pollutants that diminish the maritime domAin	Guidance developed on options for cleaning up marine pollution Guidance developed for countering natural phenomena like SARgassum that undermine the Blue Economy				CARICOM IMPACS	RSS CRFM
2.8 To protect the lives of the people of the Caribbean	2.8.1 Support states in mAintAining and advancing their Search and Rescue capabilities	Published information about the Search and Rescue architeCTUre of the region and the contacts for the Regional Maritime Rescue Coordination Centre Guidance for how to surge Search and Rescue capacity when needed				CARICOM IMPACS RSS	Caribbean Participating States˝ RMRCC
	2.8.2 Support the region and all states in establishing and mAintAining food security	Guidance developed on how the region can prioritize food security in the maritime domAin to ensure the consistent flow of food supplies to all Participating States˝				CARICOM IMPACS	Caribbean Participating States˝ RSS

STRATEGIC GOAL 3
DEVELOP MARITIME SECURITY GOVERNANCE CAPACITY AND CAPABILITY

Strategic Goal 3 focuses on developing Maritime Security governance capacity and capability, including promoting the enhancement of regional operational coordination, cooperation, communication, and networks in the Caribbean. A large number of government agencies and other stakeholders from the public and private sector, academia and civil society have a legitimate stake in Maritime Security and Maritime Law Enforcement.[15] In order to address a range of Maritime Security-related threats, including emerging threats and changing priorities, a multidisciplinary, Whole-of-Government approach is needed at both national and regional levels. Key to ensuring effective cooperation, coordination and communication between stakeholders is political will at the highest level of government. **The maritime sector and Blue Economy must be viewed as opportunities for increased prosperity that warrant investment and protection.**

Additionally, to advance the CMSS, it is essential to establish national and regional cooperative mechanisms, for example, National Maritime Security Committees, with focal points to enhance communication and coordination of efforts. This will help to match regional capability against the assessed maritime threats and opportunities, and to identify gaps in coverage. Good maritime governance also means making sure that people working at sea can do so in a secure environment.

Another key feature of the Strategy is facilitating effective maritime security and law enforcement through **increased interoperability** between agencies and States at national and regional levels. This includes standardisation of equipment, joint and/or shared training programmes, implementation of standard operating procedures and sharing of information, both for situational awareness and to promote best practices.

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15 Head of Government Office; Head of Government (Prime Minister's Office); National Security Councils (Cabinet struCTUre); Ministry of National Security (Department of Home/Internal AffAirs); Defence Force Headquarters (Ministry of Defence); Navy and/or COASt Guard (if separate) (Ministry of Defence); Air Force/Air Guard (Ministry of Defence); Police Force, Maritime or COAStal Police (Dept of Home/Internal AffAirs); Customs and Excise organisation (Dept of Finance); Maritime or COAStal Police; Customs and Excise organisation (Dept of Finance; Immigration organisation; Fisheries organisation; Attorney General/Chief Prosecutor (Dept of Justice); Disaster Planning & Preparation (Dept of Home/Internal AffAirs) Ministry of Tourism; Port Authorities (Ministry of Transport); Maritime Authority (Ministry of Transport); National Intelligence service (Dept of Home/Internal AffAirs) Police Intelligence/Special Branch (Dept of Home/Internal AffAirs); Ministry of Labour (Dept of Home/Internal AffAirs); Ministry of Communications (or private company) (Dept of Home/Internal AffAirs) Ministry of Planning.

OBJECTIVES	ACTIONS	PERFORMANCE INDICATORS	TIMELINE			RESPONSIBLE ENTITY/ LEAD AGENCY	PARTNER AGENCY
			YEARS 1-2	**YEARS 2-3**	**YEARS 3-5**		
STRATEGIC GOAL 3: **DEVELOP MARITIME SECURITY GOVERNANCE CAPACITY AND CAPABILITY**							
3.1 To establish a mechanism to oversee the implementation of the strategy	3.1.1 Designate a national focal point to facilitate information flow between states and to regional security entities	National focal point to facilitate information flow between states and to regional security entities identified and appointed in each Participating States´´	🟩			Caribbean Participating States´´	CARICOM IMPACS RSS CRFM
	3.1.2 Promote the establishment of an inter-agency high level 'National Maritime Security Committee' to set the strategic direction for the security of the Blue Economy, advance the CMSS at the national level and ensure the execution through supporting working groups	Permanent National Maritime Security Committees established and operational in each Participating States´´	🟩			Caribbean Participating States´´	CARICOM IMPACS RSS CRFM
	3.1.3 Establish national action plans to implement CMSS lines of operation	CMSS National Action Plan developed and approved in each Caribbean Participating State	🟩			Caribbean Participating States´´	CARICOM IMPACS RSS CRFM
	3.1.4 Establish national Maritime Security operational centres/ units/desk involving civil and military authorities to prevent and mitigate risks and threats to Maritime Security and improve coordination between civil and military maritime stakeholders	National Maritime Security Operational Centres/Unit/Desk established in each Participating State		🟩	🟩	Caribbean Participating States´´	CARICOM IMPACS CRFM
	3.1.5 Integrate the Dominican Republic in CARICOM maritime operational efforts	Dominican Republic Officer(s) seconded to CARICOM IMPACS Maritime Unit	🟩			Dominican Republic CARICOM IMPACS	Caribbean Participating States´´

	3.1.6 Integrate the French Departments and Dutch Overseas Territories in CARICOM maritime operational efforts	Established relationships and procedures for the cooperation and sharing of intelligence and information between French and Dutch overseas department Maritime Units and the CARICOM Maritime Unit	▮			CARICOM IMPACS	Caribbean Participating States´´ RSS
	3.1.7 Strengthen the Caribbean Regional Integrated Maritime Security Operations Network of COASt Guard LiAisons to enable real time coordination and decision-making	Caribbean Network of COASt Guard LiAisons meet at least once annually	▮	▮	▮	CARICOM IMPACS Caribbean Participating States´´	RSS CRFM
	3.1.8 Create mechanisms whereby national resources, capabilities and assets can be shared regionally between participating nations	Cooperation Agreements established between and among Participating States´´ to share Maritime resources, capabilities and assets Coordinated procurement of common or interoperable capabilities among Caribbean Participating States´´	▮	▮	▮	Caribbean Participating States´´	CARICOM IMPACS RSS
	3.1.9 Establish a regional funding mechanism to support implementation of the Strategy	Resource Mobilisation Plan developed and approved	▮			CARICOM IMPACS Caribbean Participating States´´	
3.2 To create regional and national trAining and education opportunities and coordinate the scope, range and type of such opportunities in partnership with cooperating and supporting States and organisations	3.2.1 Conduct a trAining needs analysis at both regional and national levels to identify trAining gaps	Inventory of the existing regional and national trAining activities, as well as the trAining delivered by partners from outside the Region and international organisations completed	▮	▮		CARICOM IMPACS Caribbean Participating States´´	RSS

	3.2.2 Generate new maritime trAining and education opportunities within the Region that utilises existing national and regional trAining facilities	Consultations and negotiations with external trAining and education providers to offer resources and courses which are most needed and are harmonised with this strategy New maritime TrAining and Educational Programmes designed by Regional TrAining and Educational Institutions				CARICOM IMPACS Caribbean Participating States'´	UWI RSS Caribbean National Universities
	3.2.3 Promote and encourage exchange trAining programmes in the maritime domAin between and among Caribbean States and Partner Countries	Exchange of and cooperation Programmes in the area of maritime trAining and education, between States established Programme established for the exchange of liAison officers between organisations and agencies, regionally and nationally				Caribbean Participating States'´	
3.4 To increase interoperability among Caribbean States	3..4.1 Coordinate and exercise regional responses to emerging threats	Regular regional exercises (both live and table top) conducted at least on an annual basis Maritime domAin issues included in all regional exercises Regional SOPs drafted to enable regional tactical communications Regional Maritime Security communication plan established and operationalised Regular brown bag sessions to interact with experts on key topics				CARICOM IMPACS Caribbean Participating States'´ RSS	
	3.4.2 Build an all-inclusive regional vessel database	Regional Vessel Database established and populated Regional Vessel Database updated on an ongoing basis Links developed with Global Fishing Vessel Record at the Food and Agriculture Organization (FAO)				CARICOM IMPACS	RSS CRFM Caribbean Participating States'´
	3.4.3 Participate in national, regional and international maritime exercises to develop the capabilities of local, regional and international partners	Caribbean States participate in National, regional and international maritime exercises on an ongoing basis				Caribbean Participating States'´	RSS CRFM CARICOM IMPACS

3.5 To reduce the negative impact of climate change	3.5.1 Continue to rAise the issue of climate change in global events addressing ocean governance and the Blue Economy.	Caribbean States participate in regional and international events related to Climate Change and advocate on issues relevant to the Caribbean				Caribbean Participating States´´ CCCCC	CARICOM Secretariat
	3.5.2 Advance South-South cooperation to address the negative impacts on climate change and the Blue Economy.	TrAining opportunities advanced through South-South Cooperation Sensitisation sessions among South-South Nations Sharing of expertise/ technology agreements among States from the region and those external to the region Joint Conferences organised in with the Region's States on climate change issues in the Blue Economy				CCCCC Caribbean Participating States´´	CARICOM Secretariat OECS
	3.5.3 Develop protocols for improved security amid climactic events	Toolkit developed to advise on resources that could be avAilable to support security amid climactic events Exercise regional security operations when national capacity is directed toward Humanitarian Assistance and Disaster Relief missions				CARICOM IMPACS	RSS
3.6 To increase regional and international cooperation	3.6.1 Advocate for global compliance with UNCLOS rules	Caribbean States participate in global forums and advocate for the region on UNCLOS issues Presentations/Papers presented to Global fora on UNCLOS issues				Caribbean Participating States´´	CARICOM Secretariat
	3.6.2 Encourage international cooperation with organisations such as the IMO	Cooperation Agreements signed with Maritime Organisations				Caribbean Participating States´´ CARICOM IMPACS	
	3.6.3 Promote public-private interaction and, where possible, cooperation on Maritime Security, governance and development	Engagement in public-private dialogues Enhanced engagement between regional agencies and the regional maritime sector Enhanced engagement with maritime industry associations including flag state bodies, port bodies, and shipping associations					

STRATEGIC GOAL 4

STRENGTHEN THE LEGAL MARITIME FRAMEWORK TO ENHANCE COOPERATION AND INCREASE INTERDICTION, INVESTIGATION PROSECUTION, ADJUDICATION AND EFFECTIVE PENALIZATION

Strategic Goal 4 focuses on strengthening the Region›s legal maritime framework to further enhance cooperation and increase interdiction, investigation and successful prosecution to mitigate harm from maritime security threats. Necessarily that also requires the judicial and administrative capacity to adjudicate and penalize wrongdoing. The transboundary nature of maritime security risks and threats posed several legal challenges for states, particularly in asserting and exercising jurisdiction. Legislation is the genesis of implementation as it is from legislation that all the necessary measures to be taken derive their legitimacy.

The Strategy takes into account States' rights and obligations conferred on them by the international legal instruments, in particular, the United Nations Convention on the Law of the Sea (UNCLOS). regional agreements and other arrangements to which they are Parties, and aspirational goals and targets such as the 2030 Agenda for Sustainable Development and the Sustainable Development Goals.

Increasing the rate of successful prosecutions and bringing cases to a legal finish across the Region will serve as a deterrent to and disruptor of criminal activity and will be a metric for analysing the strategy›s success. Improving and harmonising legal capacity, including national criminal laws and legislation with higher penalties and imprisonment terms, enabling the implementation of international and regional legal instruments, will be a priority for the successful implementation of the CMSS.

OBJECTIVES	APPROACH	PERFORMANCE INDICATORS	TIMELINE	RESPONSIBLE ENTITY/ LEAD AGENCY	PARTNER AGENCY		
			1-2 YEARS	2-3 YEARS	3-5 YEARS		
STRATEGIC GOAL 4: **STRENGTHEN THE LEGAL MARITIME FRAMEWORK TO ENHANCE COOPERATION AND INCREASE INTERDICTION, INVESTIGATION PROSECUTION, ADJUDICATION AND EFFECTIVE PENALIZATION**							
4.1 To improve national legal capability and legislation	4.1.1 Identify gaps in national legislation which hinder the delivery of successful prosecutions	Gap Analysis report conducted and presented		▓		CARICOM IMPACS	
	4.1.2 Support legal drafters in the drafting of new national legislation	Programme developed to provide legal drafting support to Caribbean States		▓	▓	CARICOM Secretariat Caribbean Participating States´´	CARICOM IMPACS
	4.1.3 Deliver legal trAining to legal personnel, judicial officials and Maritime Law Enforcement officers	Programme of TrAining activities and capacity building initiatives designed and executed in Caribbean States		▓	▓	CARICOM Secretariat Caribbean Participating States´´	RSS CRFM
	4.1.4 Establish the legal arrangements and protocols for sharing capability in the wake of HADR events	Legal Instruments executed at the regional and national level Standard Operating Procedures developed for national and regional responses		▓	▓	CDEMA Caribbean Participating States´´	CARICOM Secretariat
4.2 To improve regional legal capability	4.2.1 Enhance regional evidence collection, handling and presentation techniques, resources and equipment	SOPs and Guidance documents developed to guide evidence collection and handling and evidence presentation techniques, resources and equipment		▓	▓	RSS CARICOM Secretariat	Caribbean Participat-ing States´´

	4.2.2 Develop a Caribbean prosecutors' network within which to share best practice	Caribbean Network of prosecutors meet at least once annually				CARICOM Secretariat	CRFM CARICOM IMPACS RSS
	4.2.3 Develop best practice and guidance for the regional implementation of international treaties and conventions	Seminars conducted to enable knowledge sharing among states in the Caribbean Region and persons external to the region Guidance documents developed and shared with Caribbean States				CARICOM Secretariat	Caribbean
	4.2.4 Promote institutional reforms, where necesSARy, that would increase capabilities of prosecution systems	Regular gap analysis of national prosecutorial capabilities conducted Recommendations of gap analysis implemented				Caribbean Participating States´´	
	4.2.5 Sign, and ratify or accede to the Treaty of San Jose	Caribbean States sign and ratify the San Jose Treaty Position paper published on use of Treaty of San José for cooperative security, HADR settings, and non-drug offenses				Caribbean Participating States´´	CARICOM IMPACS
	4.2.6 Establish SOPs for financial investigations and mutual support in maritime prosecutions	SOPs and Guidance documents developed to guide financial investigations and mutual support in maritime prosecutions presentation techniques, resources and equipment				Caribbean Participating States´´	CARICOM IMPACS RSS

Objective	Action	Output						Lead	Support
	4.2.7 Encourage adoption and implementation of other international conventions relevant to Maritime Security that could help support the conditions for a prosperous Blue Economy	Regional advocacy of the UN Transnational Organized Crime Convention and its Protocols including those on Human Trafficking, Migrant Smuggling and Firearms Regional advocacy of the Arms Trade Treaty Regional advocacy of the Vienna Drug Convention Regional advocacy of the Suppression of Unlawful Acts at Sea Conventions and Protocols, 1988 and 2005		▩	▩				
4.3 To participate in international efforts to secure marine biodiversity beyond national jurisdictions	4.3.1 Support the advancement of the implementation of the new High Seas Treaty regarding sustAinable use of marine biological diversity of areas beyond national jurisdiction	Position Paper on the requirements for implementation of the High Seas Treaty Developed Caribbean Participating States´ actively work to advance adoption and implementation of the new High Seas Treaty, working to identify the security and law enforcement requirements and providing regional guidance on compliance	▩	▩	▩			Caribbean Participating States´ CARICOM IMPACS	CRFM

STRATEGIC GOAL 5

ENHANCE CAPABILITIES IN SCIENCE, TECHNOLOGY, INNOVATION, CYBER ACTIVITY AND COLLABORATIVE RESEARCH TO ADVANCE MARITIME SECURITY, GOVERNANCE AND DEVELOPMENT

Strategic Goal 5 focuses on enhancing national and regional capabilities in science, technology, innovation, and collaborative research to advance maritime security, governance and development. Rapid technological change and digital advances are reshaping the way we work and the security and safety of the maritime space, the marine environment, and the Blue Economy. Science and technology play a crucial role in supporting the understanding of, preparing for, and responding to, evolving and emerging threats to maritime activities. Big data, artificial intelligence (AI), autonomous vehicles and space technology are assisting in improving the understanding of the maritime domain, providing valuable insights and decision-making support for the Blue Economy. Caribbean States must harness the opportunity provided by research, science, AI, remote sensing technologies, and space technology, combined with traditional and local knowledge. Investment in and using the best available research, science, data, and technology is critical for informed maritime safety and security decision-making. The Region needs to pursue technical assistance, technology transfer and capacity building to advance the sustainable development of the Blue Economy. The advancement of technology in the Blue Economy, while primarily addressing maritime security, will directly contribute to the Caribbean Participating States digital transformation process.

Cybersecurity is becoming even more essential given the rapid introduction of emerging technologies such as autonomous vessels, blockchain, remotely piloted systems, and the internet of things in the maritime domain. To increase protection against malicious cyber activities, developing digital skills in the maritime domain is critical. We must ensure that our systems are resilient to cyber-attacks and have national and regional response capabilities to assist in the event of a cyber incident. The digital protection of our ships, port facilities, and critical maritime infrastructure is essential.

OBJECTIVES	ACTIONS	PERFORMANCE INDICATORS	TIMELINE	RESPONSIBLE ENTITY/ LEAD AGENCY	PARTNER AGENCY		
			1-2 YEARS	2-3 YEARS	3-5 YEARS		
STRATEGIC GOAL 5: **ENHANCE CAPABILITIES IN SCIENCE, TECHNOLOGY, INNOVATION, CYBER ACTIVITY AND COLLABORATIVE RESEARCH TO ADVANCE MARITIME SECURITY, GOVERNANCE AND DEVELOPMENT**							
5.1 To build our knowledge of the maritime domAin, how to secure it, how to govern it and how to develop it, through science and technology to inform evidence-based decisions	5.1.1 Partner with the scientific industry, academia, private sector and civil society to improve the quantity and quality of maritime domAin and the Blue Economy mapping data avAilable to expand our knowledge and help to identify emerging risks and threats.	Identification of and engagement with relevant institutions within the Caribbean that have expertise in Maritime Security, governance and Blue Economic development Partnership agreements between Regional agencies, Caribbean Participating States´´ with the scientific industry, academia, private sector and civil society to enhance the quality of the Blue Economy mapping data and maritime interests	(green)	(green)	(green)	Caribbean Participating States´´ CARICOM IMPACS	UWI National and Regional Universities
	5.1.2 Promote research between Maritime Security and development, with universities, in the framework of the Blue Economy and ocean governance, taking into account the potentially destabilising effects of climate change and environmental degradation as risk multipliers.	Research papers and/or publication with academia on the Blue Economy and ocean governance with a focus on climate change completed		(green)	(green)	Caribbean Participating States´´ CCCCC CRFM CARICOM IMPACS	UWI National and Regional Universities ACS
	5.1.3 Establish partnerships and make full use of the capacity offered by Earth Observation agencies for the identification of illegal activities at sea	Partnership agreements with Earth Observation agencies negotiated and established	(green)	(green)	(green)	CARICOM IMPACS	Caribbean Participat-ing States´´

	5.1.4 Encourage the optimal utilization of maritime safety and Maritime Domain Awareness (MDA) technology	Knowledge sharing workshops conducted with Caribbean States on maritime safety and maritime domAin technology Acquisition of maritime safety and Maritime Domain Awareness technology by Participating States´´ Enhanced analytical trAining for MDA	▉	▉	▉	Caribbean Participating States´´ CARICOM IMPACS CRFM RSS	
	5.1.5 Encourage the use of Integrated Vessel Tracking technology	Acquisition of integrated vessel tracking technology Integrated vessel tracking technology developed utilised		▉	▉	Caribbean Participating States´´ CRFM CARICOM IMPACS	RSS
	5.1.6 Strengthen the maritime domAin and Blue Economy digital infrastruCTUres, including capabilities of information sharing, surveillance and monitoring, nationally and regionally	Increased digital technology capabilities utilised for information sharing, surveillance and monitoring	▉	▉	▉	Caribbean Participating States´´ CARICOM IMPACS CRFM CCCC RSS	
	5.1.7 Increase the avAilability of capable unmanned aerial vehicles to support Maritime Security and environmental monitoring and surveillance	Acquisition of unmanned aerial vehicles Utilisation of unmanned aerial vehicles to support Maritime Security and environmental monitoring and surveillance	▉			Caribbean Participating States´´	CARICOM IMPACS RSS
	5.1.8 Promote and advocate for technical assistance and technology transfer from international partners to advance security in the Blue Economy	Technical cooperation agreement established Maritime assistance from partner States includes technology transfer Professionals trAined in advanced technology in the Blue Economy	▉	▉	▉	Caribbean Participating States´´ CARICOM IMPACS	CRDF UWI

	5.1.9 Compile centralized resources to assist in advancing Maritime Security, governance and development	Website launched contAining an annotated bibliography of Maritime Security, governance and Blue Economy resources relevant to the Caribbean Compilation of states' laws concerning maritime domAins and key threats Compilation of regional normative documents and other instruments relevant to Maritime Security, governance and the Blue Economy Library established of model documents and guidance to assist states in implementing different aspects of this CMSS				CARICOM IMPACS	
5.2 To protect from cyber threats	5.2.1 Develop regional and national cyber security policies and tools specific to the maritime domAin	Regional and national cyber security policies and tools adapted to include maritime components.				CARICOM IMPACS Caribbean Participating States''	CTU
	5.2.2 Promote and implement good practices guide for the maritime community and procedures for disseminating information on cyber- attacks in the maritime environment	SOPs and Guidance documents developed to guide procedures for disseminating information on cyber- attacks in the maritime environment				CARICOM IMPACS	CTU
	5.2.3 Establish a permanent Caribbean Maritime Expert Working Group on cyber-attack prevention in the maritime domAin	Caribbean Maritime Expert Working Group established for cyber security matters Documentation of existing national and regional cyber security strategies that impact the maritime domAin				CARICOM IMPACS	CTU RSS

MOVING FORWARD

Successful delivery of the Implementation Plan requires adopting a structured approach which consists of proper oversight, management, coordination, reporting and review of activities, as well as a system of monitoring and evaluation.

OVERSIGHT

- The Council for National Security and Law Enforcement (CONSLE) and the Dominican Republic will be responsible for the oversight of the CMSS and its implementation and will direct changes and updates required.

- A Steering Committee comprising CARICOM IMPACS, CRFM, RSS and the Dominican Republic, supported by partners, will be the technical agencies responsible for ensuring that the implementation of the strategic goals is done efficiently and effectively and that the plan remains relevant to the Caribbean environment. The Steering Committee will coordinate the activities across agencies responsible for implementing various aspects of the Strategy and guide and facilitate cooperation between entities to ensure no duplication of efforts as well as identification of any gaps. The Steering Committee will oversee and monitor resource mobilization efforts by implementing partners. The intention is not to undertake these activities for participating entities but to ensure coordination of approaches to donors.

- The Steering Committee will track progress on the CMSS approaches and accompanying actions and activities being undertaken by participating entities and countries. The Steering Committee will identify gaps and bottlenecks in implementation and seek to assist implementing partners in addressing them:

- CARICOM IMPACS will act as the Committee›s Secretariat and coordinate the Committee›s meetings. These meetings will be held quarterly (every three months) or more if required.
- Meeting attendance will remain primarily with the Steering/Oversight Committee members, and other agencies and partners will be invited as needed.
- The meeting will receive updates on the execution of action plan activities to determine success and challenges. It will also discuss any general trends in the sector, provide guidance to implementing agencies and determine what actions may need to be taken at a policy level that may require the intervention of the CONSLE.
- The Committee will review and monitor the agreed indicators and take steps to facilitate the successful delivery of the outlined programmes and initiatives.

ROLE OF IMPLEMENTING AGENCIES AND PARTICIPATING STATES

ROLE OF CONSLE

- The Council for National Security and Law Enforcement (CONSLE) will maintain responsibility for the oversight of the CMSS and its implementation and will direct changes and updates required. CONSLE will also approve any legal or cooperative arrangements with external partners, which may be needed to obtain technical assistance and funding and thereby strengthen human, equipment and financial capacities required to achieve strategic goals.

ROLE OF CARICOM IMPACS

CARICOM IMPACS is the Custodian of the CMSS. It will also support the Steering Committee in the fulfilment of all its responsibilities in the following ways:

- Chair and be the Secretariat of the Committee. Dedicated Staff will need to be assigned to the Secretariat to advance the implementation of the Strategy.
- Coordinate the reporting mechanisms to feed into the Oversight Committee oversight and decision-making responsibilities.
- Provide technical and expert advice and assist in the delivery of training, procurement of equipment and the development of legal instruments, regulations, protocols and best practices.
- Leverage relationships with development partners, donor agencies, CARICOM Member States, and third States. Of critical importance are the linkages with those third states which have established treaties, memoranda of association, conventions and other regional and bilateral agreements.
- Support negotiations with donors and development agencies, Caribbean States and third States to facilitate the delivery of activities under the CMSS.

- Report to CONSLE and CARICOM Heads of Governments on all relevant issues relating to the Strategy and its implementation

ROLE OF PARTICIPATING STATES''

Participating States will be required to support, contribute to and participate in CMSS programme activities. For effective Implementation of the CMSS, Caribbean Participating States commit to:

- **Designate National Focal Point** to facilitate information flow between states and regional security entities.
- Establish a permanent **National Maritime Security Committee.**
- Establish **National Maritime Security Operations Centres** to improve coordination between civil, law enforcement and military maritime stakeholders.
- **Establish National Action Plan or/and National Maritime Security Strategies** to implement CMSS lines of operation.
- Support the implementation of actions at the national, regional and international levels.
- Actively participate in meetings, seminars and workshops; share information.
- Provide input into timelines and indicators which are proposed in the Implementation Plan.
- Provide feedback to surveys.
- Adopt agreed policy and legislative frameworks and best practices.
- Provide adequate funding to support CMSS initiatives
- Report on the strategy/updates of actions taken

In so doing, the Implementation Plan will truly represent the interests of the region and direct the steps needed to advance the goals espoused by the CMSS.

ROLE OF CRFM

CRFM will support the steering committee in the fulfilment of all its responsibilities in the following ways:

- Provide technical and expert advice and assist in in the area of development, conservation, and management of the aquatic resources of the region and the fishery resources.

- Provide technical and expert advice and assist in the delivery of trAining, procurement of equipment and the development of legal instruments, regulations, protocols and best practices.

- Leverage relationships with development partners, donor agencies, CARICOM member states, and third states. Of critical importance are the linkages with those third states which have established treaties, memoranda of association, conventions and other regional and bilateral agreements.

- Support negotiations with donors and development agencies, Caribbean states and third states to facilitate the delivery of activities under the CMSS.

ROLE OF RSS

RSS will support the steering committee in the fulfilment of all its responsibilities in the following ways:

- Provide technical and expert advice and assist in the operations and exercise aspects of the CMSS.

- Cooperate with agencies and states in the implementation of the CMSS.

- Leverage experience, documentation and other resources that may be helpful in advancing the CMSS beyond the RSS member states.

ROLE OF SPECIALISED CARICOM INSTITUTIONS AND AGENCIES

In execution of the maritime strategy several components require the involvement of specialist regional agencies who will provide strategic and policy advice and technical expertise in their sector. They will serve in an advisory capacity to the committee. These include:

- Caribbean Community Climate Change Center (CCCCC) in the area of Weather and Climate Change.
- Regional Universities (including UWI and UTT).

ROLE OF PARTNER AGENCIES

Partner agencies will assist with the implementation of the strategy in coordination with the steering committee. This will include partner agencies such as the OAS, UNODC, and others.

REPORTING AND REVIEW MECHANISM

· Reporting and reviewing are essential to get a complete piCTUre of the effort made by Caribbean Participating States'´ and regional institutions and agencies in implementing the CMSS. There will be an annual reporting meeting, where presentation(s) are made on the achievement of the action items and to share lessons learned, best practices, risk analysis and threat information. The reports and/or presentations at this meeting will be informed by a reporting template which will be submitted by implementing entities to CARICOM IMPACS. CARICOM IMPACS will collate the reports submitted, review and bring the reports to the oversight committee's attention for the necesSARy noting and action.

· The annual reporting meeting will also review whether the CMSS and its implementation plan remAin fit for current and future challenges, considering the rapidly changing Maritime Security environment, technological changes, shifting political priorities, existing legal frameworks, and ongoing work in Maritime Security.

· The steering committee will publish regular reports on the implementation of this strategy, taking into account changes in the risks posed to the Caribbean Blue Economy and global threat.

MONITORING AND EVALUATION

· The steering committee will track the progress of the achievement of strategic goals. The indicators assigned to each approach will be used as the measure of success. To measure the progress, it is important that the steering committee receives information from implementing entities.

· This will allow for effective monitoring and evaluating of the progress towards achieving the strategic goals and measuring the impact of the actions taken. It also allows partner agencies to build upon work already undertaken and avoid duplication in the rollout of activities.

· Additionally, as required throughout the year, struCTUred and semi-struCTUred surveys/interviews may be conducted by CARICOM IMPACS to provide information on an as-needs basis to the steering committee and any required stakeholders.

· CARICOM IMPACS will also explore the development of a permanent online reporting tool to facilitate reporting by Participating States'´ and agencies.

RESOURCE MOBILISATION

- The mobilisation of financial, human, physical, technical, information technology and communication resources are essential to the success of the implementation plan. The CMSS steering committee will oversee the development of an overall resource mobilisation plan for the achievement of the CMSS strategic goals, and for mAintAining ongoing communication with regional and international partners to acquire the necesSARy resources´ required to implement key parts of the strategy. The strategy will be a valuable tool for engaging in struCTUred dialogue on a regular and continuous basis with regional and international partners.

- Caribbean Participating States´´ will be required to allocate adequate funding for national activities from their central budgets. The steering committee will, in their meetings, guide and remind states of the need to adequately prepare their budget submissions for CMSS issues in tandem with their budgetary cycles.

- Sensitisation sessions will be held with development partners and donors to acquAint them with the CMSS and to:
  - Highlight critical and priority areas for support.
  - Determine their areas of interest.
  - Coordinate donor and international partners' efforts with respect to the CMSS to prevent duplication of efforts and limit gaps in support for critical areas.

- Following from sensitisation sessions, project/funding proposals will be developed by the lead implementing agency on the specific activity. The steering committee will provide guidance where required. Implementing agencies making submissions to partners are expected to keep the steering committee informed. This is necesSARy to ensure the coordination of approaches to development partners and donors.

SENSITIZATION AND COMMUNICATION

- Communication of the CMSS to all key stakeholders is critical to achieving the strategic goals. Communication must be continuous throughout the various phases of the CMSS life cycle.

- Consultations will be held with all key stakeholders to receive their input to ensure that the CMSS comprehensively covers the key areas of Maritime Security. The key stakeholders targeted in Participating States´´ are senior-level officials ministries of national security, military, Coast Guard, Immigration, and customs. Presentations will be made regularly to the CONSLE and the heads of government to ensure policy alignment and political buy-in.

- The strategy will also be presented at forums with regional and international partners and donors to inform them of the key elements of the strategy and the importance of partner and donor involvement to the strategy's success and their programmes in the Blue Economy. These may include cluster meetings of donors and partners as well as meetings with individual donors.

- The key highlights of the strategy will be placed on the websites of all the steering committee members. Caribbean Participating States´´, CARICOM institutions, agencies, and partners are invited to rAise awareness of the CMSS.

- As progress is made on the strategic goals, these will be shared on all appropriate media – print and electronic with government agencies and the general public. Initiative and success stories of the strategy will be presented and portrayed on social media to mAintAin momentum. The steering committee members will take responsibility for the sensitisation and communication aspect.

RISKS AND ASSUMPTIONS

The mAin risk identified is that of limited resources to implement the CMSS. The resource mobilisation plan is expected to address this issue by working in partnership with Participating States´´, international and regional development partners and donors. The following assumptions have been made in developing the implementation plan:

· There is commitment to collaboration by national and regional stakeholders, which will be achieved through regular engagement of the steering/oversight committee with stakeholders.

· The appropriate human resources at the national and regional levels are made avAilable to take part in capacity development exercises.

· There is political buy-in and support for the adoption of international standards by the adoption/ implementation of laws and policies and injections are made to sustAin and build on national/ regional requirements.

· Regional agencies are sufficiently strengthened to coordinate, implement and sustAin regional activities.

ANNEX A: GLOSSARY

ACS	Association of Caribbean States
Ai	Artificial Intelligence
BJI	Blue Justice Initiative
BRC	Blue Resilience Centre
CARICOM IMPACS	Caribbean Community Implementation Agency for Crime and Security
CCLEC	Caribbean Customs Law Enforcement Council
CDB	Caribbean Development Bank
CMSS	Caribbean Maritime Security Strategy
CRFM	Caribbean Regional Fisheries Mechanism
CTU	Caribbean Telecommunications Union
FAO	Food and Agriculture Organisation of the United Nations
HADR	Humanitarian Assistance and Disaster Relief
INL	Bureau of International Narcotics and Law Enforcement Affairs
MDA	Maritime Domain Awareness
MOC	Maritime Operations Centre
OECS	Organisation for Economic Co-operation and Development
OECS	Organisation of Eastern Caribbean States
RMP	Recognised Maritime Picture
RMRCC	Regional Maritime Rescue Coordination Centre
RSS	Regional Security System
SAR	Search and Rescue
SIDS	Small Island Developing States
SOP	Standard Operating Procedure
SDGs	Sustainable Development Goals
UNCLOS	United Nations Convention on the Law of the Sea
UWI	University of West Indies
WTTC	World Travel and Tourism Council