

## CEPF Final Project Completion Report

*Instructions to grantees: please complete all fields, and respond to all questions, below.*

<b>Organization Legal Name</b>	<i>World Resources Institute</i>
<b>Project Title</b>	Building the Capacity of Civil Society to Shape Public Policy Reform in the Caribbean to Protect Biodiversity and Ecosystem Services
<b>CEPF GEM No.</b>	62344
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**CEPF Region: Caribbean**

**Strategic Direction: Support Caribbean civil society to achieve biodiversity conservation by building local and regional institutional capacity and by fostering stakeholder collaboration**

**Grant Amount: \$254,843.00 US**

**Project Dates: April 2013-September 2015**

**1. Implementation Partners for this Project (*list each partner and explain how they were involved in the project*)**

The main implementing partners in this project:-

- Jamaica Environment Trust (JET) Jamaica Environment Trust (JET) is a local environmental non-governmental organization (NGO) operating in Jamaica since 1991. JET's mission is to ensure the best possible stewardship of Jamaica's natural environment through a range of programmes designed to protect natural resources, increase environmental awareness and advocacy in civil society and ensure the inclusion of environmental issues in national development planning. JET was the lead national organization in the TAI coalition.
- Windsor Research Centre, WRC is a local NGO formed in 2002 and based in Sherwood Content, Trelawney (Cockpit Country). The mission of the WRC is to promote research in the Natural Sciences with particular reference to the conservation of Cockpit Country; to act as a repository for this research; and to disseminate information to ensure the best-possible protection and management of Cockpit Country.
- The Caribbean Coastal Area Management Foundation C-CAM promotes sustainable development and conservation of the natural environment. Since its inception it has focused on the Portland Bight area, working to get the area declared and managed as a Protected Area under the Natural Resources Conservation Authority Act.

- North Cockpit Country Local Forest management Council is a citizen and community based initiative to foster the management of the forests in the Cockpit Country in partnership with the Forestry Department of Jamaica.

JET with assistance from CCAM conducted research on laws and practice relating to access to information, public participation and access to justice for environmental matters. The Jamaica TAI assessment was launched in June 2014 by the entire TAI coalition with the recommendations sent directly to government agencies for action in reform processes. [http://www.accessinitiative.org/sites/default/files/TAI\\_REPORT\\_EXEC\\_SUMMARY\\_0.pdf](http://www.accessinitiative.org/sites/default/files/TAI_REPORT_EXEC_SUMMARY_0.pdf) . JET and CCAM led an advocacy campaign to increase transparency in the development approval process for a proposed transshipment port in the Portland Bight. This includes dissemination of information on the importance of the area through a website for the campaign ([www.savegoatlands.org](http://www.savegoatlands.org) ), creation of materials, organizing stakeholder meetings, using the Access to Information Act (approx. ten requests for information) to obtain information about the proposed development. JET led the development of a website to track developments in or near protected areas ([www.developmentalert.com](http://www.developmentalert.com) ). In addition Windsor Resource Center and the North Cockpit Country Local Forest management Council led efforts to prepare local communities in the Cockpit country to advocate on the Government of Jamaica’s plans for a protected area and against opening up mining in this area. JET supported this work with advocacy and media training. The JET, Windsor and Cock Pit country Management Council demanded action on the closure of Cockpit country to mining activities.

Our regional partners were

- INSAPROMA,( Dominican Republic) and
- ADHEN ( Haiti)

Both regional partners were trained in the conduct of a legal assessment using the Environmental Democracy Index tool (EDI) <http://www.environmentaldemocracyindex.org/country/dom> ( Dominican Republic) <http://www.environmentaldemocracyindex.org/country/hti> ( Haiti) and on advocacy strategies around engagement in Legal Processes around the Regional Convention on P10 <http://www.cepal.org/en/topics/principle-10> . Their organizations each held national level presentations of the findings from EDI and they participated in a Regional meeting in March 2014 in Jamaica to discuss the status of access rights (Access to information, public participation and access to Justice) in relation to environmental decision-making).

### **Conservation Impacts**

#### **2. Describe how your project has contributed to the implementation of the CEPF ecosystem profile**

The project worked in two priority corridors in Jamaica Cockpit Country–North Coast Forest–Black River Great Morass Corridor, Jamaica and Portland Bight Protected Area Corridor, Jamaica and sought to foster capacity for civil society to engage in dialogues around policy, law and practice to improve the participation of civil society in decision-making around biodiversity and protected areas. These are areas identified as high risk to large infrastructure development. The project built strategic coalitions for research and advocacy to (1) Declare and give legal

protection status to the Cockpit country and retain the ban on mining in the cockpit country (2) Improve the process by which civil society can participate in Environmental Impact Assessment decision-making including in the two project sites with target local communities to ensure a fair process of deliberation of project alternatives, and consideration of conflicts of interest between developers and consultants as well as consideration of the opinion of the public (3) provide increased transparency on large infrastructure decision—making in the Portland Bight Protected Area Corridor including on the agreement between the Government of Jamaica and the Chinese to build a large port and harbor Development in this area (4) Provide a system for civil society in Jamaica to monitor infrastructure in or near protected areas through the development alert online platform (5) Create a sustained platform for action through a coalition of groups in Jamaica ( TAI coalition) and through-out the region ( DR and Haiti)that become part of an international network working at both he national and regional level to improve accountability and decision-making in the Caribbean about the environment and natural resources as part of -the Latin America and Caribbean Regional Principle 10 Process to create a legally binding convention for the region.

### **3. Summarize the overall results/impact of your project**

The "Building Civil Society to shape Policy Reform" project has improved significantly civil societies ability to advocate and shape public policy in relation to protected areas and proposed developments that may affect them in Jamaica through the conduct of research and advocacy in the two target areas of the project, Cockpit Country and the Portland Bight Corridors.

Advocates from communities in both areas have been galvanized to take action to place protected area conservation and the importance of public participation in policy decision-making at the center of Governments current decisions in both targeted areas.

The long term impacts of the project are (i) amendments to legislation that requires the proactive dissemination of environmental information ( Access to information Act and more effective public consultation processes around development decision-making through the EIA process ( EIA regulations under the NRCA Act) (ii) Improved monitoring of project level decision-making in and around protected areas by civil society through the use of the Development Alert! online platform (iii) a declaration on the boundary for Cockpit Country and to have the area closed to mining. (iv) Advocacy to Save the Goat Islands in the Portland Bight Corridor and have the area closed to Port Development (v) Research on the status of access rights in Jamaica, Haiti and the Dominican Republic to create a platform for reforms in the region.

#### **Planned Long-term Impacts - 3+ years (as stated in the approved proposal)**

*List each long-term impact from Grant Writer proposal*

(1)Reform of the development control process with a specific focus on ensuring the mainstreaming of biodiversity conservation into decision-making and adoption of new Jamaican standards to improve access to information, public participation and access to justice in this process.

(2)Policy Decisions on Biodiversity Protection and Protected Areas that will contribute to ensuring the protection of the Cockpit Country- North Coast Forest- Black River Great Morass

Conservation Corridor from Mining and other activities that will destroy the biodiversity in the area.

#### 4. Actual progress toward long-term impacts at completion

- **PROGRESS under (1) and (2)**
- The TAI Coalition Advocacy strategy was updated to include two main recommendations from the TAI report: I) Improve dissemination of environmental information by inclusion of a legal mandate for government agencies to proactively disseminate environmental information and II) Get EIA regulations passed with 2 requirements for public consultation in proposed legal reform (See Appendix A for a copy of the updated Advocacy Action Plan).
- Pursuant to the action items in the TAI Jamaica Coalition's advocacy plan, JET issued follow up letters in April 2015 to government agencies regarding inclusion of the two main recommendations from the TAI Report [http://www.accessinitiative.org/sites/default/files/TAI\\_REPORT\\_EXEC\\_SUMMARY\\_0.pdf](http://www.accessinitiative.org/sites/default/files/TAI_REPORT_EXEC_SUMMARY_0.pdf) . The details of these letters are:
  - 1. JET wrote to the Minister of Information on April 15, 2015 advising that we had written to the Director of the Access to Information Unit regarding an update on the status of amendments to the Access to Information Act and requesting that the amendments include proactive dissemination of environmental information.
  - 2. JET wrote to the Permanent Secretary in the Ministry of Water, Land, Environment and Climate Change on April 15, 2015 requesting an update on the development of drafting instructions for Environmental Impact Assessment Regulations as well as timelines for public consultation and enactment.
  - 3. The TAI coalition wrote all Cabinet ministers on April 24, 2015 enquiring about the status of plans to declare a boundary for Cockpit Country and to declare the area closed to mining.
  - On August 3, 2015 JET received a letter from the Ministry of Water, Land, Environment and Climate Change advising that drafting instructions for the EIA regulations have been prepared by the Ministry in collaboration with the National Environment and Planning Agency and are currently being reviewed in the light of recommendations received from JET and other stakeholders. The Ministry further indicated that it expected the review to be completed by the end of August 2015 at which time instructions would be submitted to the Chief Parliamentary Counsel for draft Regulations to be prepared.
  - In addition, JET's CEO (Diana McCaulay) met with the Minister of Science, Technology, Energy and Mining (MSTEM) on June 24, 2015 to seek an update on the status of the boundary declaration for Cockpit Country. The Minister advised that the declaration would be made by the end of July with a declaration for closure to mining being made shortly thereafter. A joint recommendation from the Mining and Environment Ministries regarding the Cockpit Country boundary has been sent to Cabinet. This was the subject of an article in the media on August 10, 2015.
  - JET and Windsor Research Centre held a strategy session with key community leaders in Cockpit Country (Catadupa) on April 8, 2015 to develop an advocacy strategy to obtain a declaration on the boundary for Cockpit Country and to have the area closed to mining. JET's CEO (Diana McCaulay) made a presentation on how to engage with the media. 54 persons attended. Those present at the meeting also

decided to have a community stand at the crossroads of Gibraltar, Madras and Caledonia where prospecting by Noranda is now occurring. The demonstration took place on July 21, 2015 and also received media coverage.

**Planned Short-term Impacts - 1 to 3 years (as stated in the approved proposal)**

*List each short-term impact from Grant Writer proposal*

(1) By the end of the Project, the capacity of the Jamaican TAI national coalition of at least five civil society organisations will be built to effectively: (i) use rights to information; (ii) assess current public participation procedures in the development process; and (iii) call for greater transparency and accountability in the EIA and permit approval process.

(2) Increased and more effective engagement by civil society on improving EIA processes through the EIA reform process led by the EIA committee of NEPA.

(3) Recommendations from the TAI Assessment will be utilized to inform and influence the review of the EIA and Biodiversity/Protected area policy in Jamaica.

(4) By the end of Project, more effective monitoring of government decision-making in the Cockpit Country- North Coast Forest- Black River Great Morass Conservation Corridor by the TAI national coalition and the public through use of an online interactive mapping platform to allow participation in monitoring the development approval process.

(5) By the end of the Project, strengthening of 2 civil society organisations (DR and Haiti) to understand gaps in their legislative framework on rights to access information, public participation and access to justice (with a focus on biodiversity/ development control and protected area laws).

(6) By the end of the Project, increased regional networking, learning and best-practice sharing approaches by at least three civil society organisations (to engage in the conservation and mainstreaming of biodiversity protection into legal frameworks).

**5. Actual progress toward short-term impacts at completion**

The TAI Coalition convened by JET is comprised of four environmental NGOs - Windsor Research Centre, North Cockpit Country Local Forest Management Committee, the Caribbean Coastal Area Management Foundation and JET. Representatives from these four NGOs were trained by WRI to conduct research on laws and practice relating to access to information, public participation and access to justice for environmental matters. Training also included method to advocate for reform using the results of the TAI assessment. This training took place in August 2013 during a three day workshop.

JET and CCAM continue to be engaged in an advocacy campaign to increase transparency in the development approval process for a proposed transshipment port in the Portland Bight. This includes dissemination of information on the importance of the area through a website for the campaign ([www.savegoatislands.org](http://www.savegoatislands.org)), creation of materials, organizing stakeholder meetings, using the Access to Information Act (approx. ten requests for information) to obtain information about the proposed development and litigation. As a part of this advocacy strategy, JET and

CCAM will also work to improve the EIA process as well as promote the proactive dissemination of information relating to the environment.

Using the Access to Information Act, JET obtained a copy of the drafting instructions for proposed EIA regulations which was circulated to the TAI coalition. JET had previously prepared and submitted a review of key elements that should be contained in these regulations. The TAI Coalition selected this as one of the case studies to be assessed under the TAI assessment. Through interviews conducted with officials as a part of the assessment, the TAI Coalition learned that the government was in the early stages of EIA reform. Although the government had not yet embarked on a public consultation process to gain input into the development of the regulations, they expressed an intention to hold stakeholder consultations. The Ministry of Environment and NEPA have not yet advised on the timeline for stakeholder and public consultations on the proposed EIA regulations and finalization of the regulations. However, as indicated above, the Ministry of Water, Land, Environment and Climate Change advised that drafting instructions for the EIA regulations have been prepared by the Ministry in collaboration with the National Environment and Planning Agency and are currently being reviewed in the light of recommendations received from JET and other stakeholders. JET will work with the TAI coalition to follow up on this as well as options to encourage members of civil society to become engaged in a consultation process.

The mapping website, Development Alert!, was launched in Jamaica on November 20, 2014 at a public press event. The goal of Development Alert! is to allow anyone to become informed about proposed developments in Jamaica and their environmental impacts. The website provides information on current and new applications for proposed developments as well as recently approved developments. There are also useful resources on how to participate in decision-making in an easy and accessible format. Sixty-one (61) people attended the event. Since the launch of the website in November 2014, there has been 4,846 users and 5,616 sessions. (See Appendix F for a Google Analytics Report on the website use). There has been no additional comments on new developments posted to the website concerning controversial developments such as the proposed transshipment port at Goats Islands in the Portland Bight Protected Area and the Negril Breakwaters project. The illegal reporting feature of the site has been amended to permit WRI, JET and regulatory bodies to receive notifications when developments are uploaded via this method. The website is currently maintained in-house using information obtained via the Access to Information Act. A total of 121 projects and 150 documents have been uploaded (See Appendix F for Development Alert! Website Projects and Upload Table).

JET has demonstrated the website to various government agencies (NEPA on December 12, 2014, Forestry Department on March 26, 2015, Water Resources Authority on March 30, 2015 and Mines and Geology Division on May 26, 2015) as well as the Jamaica Institute of Architects on June 29, 2015 and obtained their feedback. This has been positive particularly as it relates to the reporting of potentially illegal developments by the public. Some government agencies have suggested that ATI requests be made on a bi-annual basis instead of monthly so as to assist with sourcing and upload of information to the site. They have also requested that they receive an alert when potentially illegal developments are reported. We ideally want them to reference Development Alert on their sites and we are still working to get agreement on this.

Two advertisements for Development Alert! were placed in the Gleaner on July 29 and 31, 2015 and the site has been revised to facilitate report of potentially illegal developments to regulatory bodies. A maintenance manual was created for JET.

The Access Initiative (TAI) and the World Resources Institute (WRI), designed The Environmental Democracy Index (EDI), a web-based index that measures the adequacy of countries' legal provisions for access rights in an environmental context (access to information, public participation and access to justice).

The EDI was conducted in Jamaica, Haiti and the Dominican Republic and the results have been analysed. The preliminary findings were shared during the TAI regional meeting held in Jamaica on November 20-21, 2014. These were presented by JET as well as Mr. Jean Andre Victor, Executive Director of Association Haitienne de Droit de l'Environnement (AHDEN), Haiti and Mr. Euren Cuevas, Executive Director, Instituto de Abogados para la Proteccion del Medio Ambiente, Dominican Republic.

The EDI website and results was launched on May 20, 2015 in Washington DC and both JET and WRI issued a joint press release. JET also did a social media launch of EDI on that day.

Representatives from JET, AHDEN and INSAPROMA attended a meeting in Washington DC in November 2013 to learn how to conduct the EDI assessment. As mentioned above, these representatives shared the results of the assessments at the launch of the TAI report at a TAI regional meeting in Jamaica on November 20-21 2014. Representatives from their respective governments also attended the meeting during which participants discussed recommendations for reform and agreed on a regional strategy for promoting access rights through the Latin American and Caribbean Declaration on Principle 10. See

<http://www.cepal.org/rio20/principio10/default.asp?idioma=IN> for information on the Declaration and progress on the regional agreement.

## **6. Describe the success or challenges of the project toward achieving its short-term and long-term impact objectives**

**Government reform process:** Projects seeking to advocate for policy and legislative changes often take years of effort. This was a challenge in this project that was known at its inception. Commitment has been sought from the Access to Information Unit Jamaica for the proposed changes suggested to the new Access to Information legislation currently under consideration by Cabinet as a result of the TAI assessment and they have been received favorably.

The EIA Regulations have not yet been taken out for consultation despite JET's best effort through the project. However communication from both the Ministry of Environment and NEPA have indicated that JET's submission will be taken into account. We still believe our efforts to date which will be continued after the project date and will result in long term outcomes for the project and acceptance of a number of the recommendations.

**Time period for decision-making on Cockpit country Boundaries and Closure to mining:** The project has successfully achieved an announcement by the Government that Cockpit Country is closed for mining during the project period but decisions on the boundaries have still to be made see <http://go-jamaica.com/pressrelease/item.php?id=5927> <http://jamaica-gleaner.com/article/news/20150522/pickersgill-takes-stand-says-no-mining-cockpit-country> This has created uncertainty over whether the closure includes all the areas proposed by civil society and the Maroons. Successful advocacy on the closure for mining had some controversy

during the project when activities when haul roads were being developed near Stewart town last year <http://www.jamaicaobserver.com/latestnews/JET-expresses-alarm-at-bauxite-mining-in-Cockpit-Country> . Advocacy is still happening led by Windsor to stop prospecting activities in the areas around the Cockpit country. <http://nationwideradiojm.com/cockpit-conflict-residents-want-end-to-prospecting-activity/>

**Continued maintenance of Development Alert!:** JET continues to use Development Alert! for its advocacy and use it for public awareness of projects within and around protected areas and their risks and to promote the participation of the public. For the last three months from November 2015- January 2016 there has been a total of approximately 1400 new visitors to the website. Users are primarily from Jamaica, the US, Russia, and Brazil with young people between 25-34 being the primary users of the website. Continuing to develop communication campaigns around the website and enhance usage is dependent on funding to track and manage the website plus personnel to carry out this task. JET continues to maintain the website with the support of WRI paying licensing fees to support its operation however a consistent source of funding will be necessary to ensure its success. This is worrisome and needs to be addressed in future proposals. A communications plan and funding for general maintenance is still required.

**Continued supporting effort of the TAI Coalition:** Having created a coalition to work and carry out activities under this project was a success. Different groups helped and supported both the conduct of the research and then advocacy activities. JET's capacity in some cases was relied on to ensure the outputs were successfully completed. It was difficult given the weak state of many Jamaican NGOs and competing responsibilities under other projects to always get all the partners support for all activities. Continued engagement of the Coalition will be maintained as these groups remain part of the TAI network.

## **7. Were there any unexpected impacts (positive or negative)?**

The project resulted in a very strong relationship with our Dominican Republic Partner who took leadership not only in the conduct of the EDI assessment but in regional work. The opportunity resulted in a very strong partnership between INSAPROMA and the Dominican Republic Government which has led to their strong regional leadership in this process.

## **Project Components and Products/Deliverables**

### **Component 1 (as stated in the approved proposal)**

*List each component and product/deliverable from Grant Writer*

Component 1: (1) TAI Assessment of the development control process/protected area policy and biodiversity protection using TAI methodology conducted by JET and Coalition members

1. Three-day training workshop for TAI National Coalition members on how to conduct a TAI Assessment held by April 2013 (WRI, JET, WRC)
2. Report on the results of the TAI assessment and recommendations for reform published by September 2014 (WRI, JET, WRC)
3. Mapping tool website developed by March 2014 (Contractor supervised by WRI and JET)
4. AMENDMENT 2015 Development Alert Manual and Training for Staff and in-house web developer and upgrades to website based on user feedback ( May 2015 - Contractor supervised by JET and WRI)

## **8. Describe the results from Component 1 and each product/deliverable**

1. Training materials produced for the TAI training workshop. The three-day TAI training workshop was held August 21-23, 2013. A work plan and strategy for the TAI assessment was prepared
2. The report was completed in November 2014 and launched at a TAI regional meeting held on November 20 – 21, 2014. Hard copies of the report were disseminated to 33 civil society and government stakeholders. Additional copies were printed in May 2015 and disseminated to participants of an Access to Information Stakeholders Meeting held on May 21, 2015. The report is also available on JET's website at <http://www.jamentrust.org/advocacy-a-law/advocacy-law-publications/the-access-initiative-report.html> .A press release was issued on the report following the launch but this was not published
3. The Development Alert website was completed and launched on November 20 2014 at a public press event attended by 61 people. The website can be viewed here: [www.developmentalert.org](http://www.developmentalert.org) .JET held meetings with government agencies (NEPA, Forestry Department, Water Resources Mines and Geology Division and Jamaica Institute of Architects) to sensitize them about the site and get their feedback.
4. The website is updated monthly with information received via the Access to Information Act. Blue Raster has created a Content Maintenance Manual and a local web developer has been trained to handle any future maintenance outside of in-house updating and monitoring

### **Component 2 (as stated in the approved proposal)**

*List each component and product/deliverable from Grant Writer*

Component 2: Jamaica National Coalition and Advisory Group established

1. By July 2013, a national coalition and advisory committee created to conduct the assessment and provide advice. The national coalition will include at least 5 NGOs at least one member will be a LFMC from the KBA). The Advisory Panel will include the participation of Government representatives (NEPA, Forestry Department and the Trewlany Parish Council) as well as a representative from the Media. ( JET)
2. 1-2 Training workshops held with the three LFMCs in the Cockpit Country- North Coast Forest- Black River Great Morass Conservation Corridor and national coalition members held by; August 2014 Two Advisory committee meetings held by August 2014. ) ( included as Component 5 in Grant Writer but added here to ensure ease of reporting of results)
3. TAI assessment report launched with key government representatives from agencies including the National Environment and Planning Agency and the Ministry of Water, Housing and Environment to communicate the findings and recommendations by November 2014 ( TAI Jamaica Coalition)

### **Describe the results from Component 2 and each product/deliverable**

1. A National Coalition was established and is comprised of the Jamaica Environment Trust, The Caribbean Coastal Area Management Foundation, the Windsor Research Centre and the Cockpit Country North Local Forest Management Committee. The National Advisory Panel was established and includes government representative from the National Environment and Planning Agency, The Water Resources Authority and a media representative from Panos Caribbean.
2. A meeting was held with the National Advisory Panel on November 14, 2013 to review the selection of proposed case studies for the TAI assessment and to launch the TAI assessment .One workshop was held on July 24, 2014 in Elderslie, St. Elizabeth with 77 participants from Elderslie, Maroon Town, Flagstaff and Niagara. The objective of the workshop was to discuss with residents the important features of Cockpit Country, the status of proposals to mine and brief overview of mining laws (primarily rights of landowners and land occupiers and duties of mining companies). Following this workshop, representatives from JET, Elderslie, Maroon Town and Niagara issued a press release objecting to plans to mine Cockpit Country. Two interviews were conducted and aired on radio with IRIE FM and Power 106.  
A second workshop was held in Cockpit Country at Duanvale, Trelawny on September 25, 2014. Approximately 60 persons from surrounding communities (Duanvale, Clarks Town, Wakefield and Deeside) attended. The third and last workshop was held in Cockpit Country at Sawyers on March 25, 2015. JET presented on the laws and community rights. 51 persons attended. JET and Windsor Research Centre held a strategy session with key community leaders in Cockpit Country (Catadupa) on April 8, 2015 to develop an

advocacy strategy to obtain a declaration on the boundary for Cockpit Country and to have the area closed to mining. JET's CEO (Diana McCaulay) made a presentation on how to engage with the media. 54 persons attended. Those present at the meeting also decided to have a community stand at the crossroads of Gibraltar, Madras and Caledonia where prospecting by Noranda is now occurring. The demonstration took place on July 21, 2015 and also received media coverage. Four radio interviews were conducted and aired on Beyond the Headlines (May 18, 2015), Nationwide (May 19, 2015), Mello FM (May 21, 2015) and Irie FM (May 21, 2015). Six articles were published in the Gleaner on May 18, 19, 20, 22 and 25, 2015 and one in

3. The TAI report was launched at the Terra Nova Hotel in Kingston on November 20, 2014 with 38 civil society and government stakeholders in attendance including representatives from the National Environment and Planning Agency and the Ministry of Water, Land, Environment and Climate Change. Copies of the report were sent to 33 government, academic and civil society organisations. JET continues to post case studies from the report on the JET facebook page. Two recommendations from the TAI report were incorporated into the TAI Jamaica Coalition Advocacy Plan (Developing EIA regulations and Proactive Dissemination of Environmental Information).

### **Component 3 (as stated in the approved proposal)**

*List each component and product/deliverable from Grant Writer*

Component 3: Influence strategy and advocacy campaign, targeting NEPA, Ministry of Mining and Environment, local parish councils, Forestry Department, Ministry of Local Government, Ministry of Mining and the Jamaica Bauxite Institute, developed and implemented to communicate the findings arising from the TAI assessment including policy and regulatory reforms by Coalition.

1. An influence strategy and advocacy campaign plan developed by August 2013 to carefully push for the adoption of new processes for engagement and decision-making on the conservation and protection of biodiversity. The influence and advocacy campaign will seek to address the failure of development policies to integrate conservation and resource management in the North Coast Forest- Black River Great Morass Conservation Corridor in a systematic and participatory way. (TAI Jamaica Coalition and WRI)
2. Advocacy activities completed by the end of project to push policy influence targets (NEPA, Ministry of and the Environment, local officials, Forestry Department, Ministry of Mining and Jamaica Bauxite Institute) including radio, social media, press releases to adopt policies/processes that better integrate biodiversity conservation into proposed development regulatory processes. (TAI Coalition)

### **5. Describe the results from Component 3 and each product/deliverable**

1. TAI Coalition members continue to implement the influence strategy and advocacy campaign plan developed on August 23, 2013 during the TAI training workshop. The advocacy plan was updated following completion of the TAI research assessment to focus on preventing the construction of a transshipment port at the Goat Islands in the Portland Bight Protected Area, improving the EIA process and promoting the proactive dissemination of information relating to the environment.
2. JET continues to issue press releases on the issue of the proposed transshipment port in the Portland Bight Protected Area. JET issued a number of follow up letters in April 2015 to government agencies requesting inclusion of the two main recommendations from the TAI Report. The details of these letters are:
  - JET wrote to the Minister of Information on April 15, 2015 advising that we had written to the Director of the Access to Information Unit regarding an update on the status of amendments to the Access to Information Act and requesting that the amendments include proactive dissemination of environmental information.
  - JET wrote to the Permanent Secretary in the Ministry of Water, Land, Environment and Climate Change on April 15, 2015 requesting an update on the development of drafting instructions for Environmental Impact Assessment Regulations as well as timelines for public consultation and enactment.
  - The TAI coalition wrote all Cabinet ministers on April 24, 2015 enquiring about the status of plans to declare a boundary for Cockpit Country and to declare the area closed to mining. On August 3, 2015 JET received a letter from the Ministry of Water, Land, Environment and Climate Change advising that drafting instructions for the EIA regulations have been prepared by the Ministry in collaboration with the National Environment and Planning Agency and are currently being reviewed in

#### **Component 4 (as stated in the approved proposal)**

Component 4: Capacity of partners strengthened and TAI Legal assessment conducted in Dominican Republic/ Haiti

1. A Legal Assessments is to completed for the Dominican Republic/Haiti partners by January 2014. (INSAPROMA with WRI)
2. A Legal Assessments is to completed for Haiti partners by January 2014. (ADHEN with WRI)
3. Capacity Building meeting held in Washington with partners to train on (i) Conduct of Legal Assessment (ii) Advocacy strategies (iii) Engagement in Legal Processes around the Regional Convention on P10 by September 2013 ( WRI and INSAPROMA , ADHEN, JET)
4. Outreach efforts ( presentation of findings shared with interested civil society and Government representatives through one on one meetings and radio program) in Dominican Republic/ Haiti to be conducted by March 2014
5. Regional Meeting held by November 2014 including 35 representatives in total. (JET and WRI)

*each component and product/deliverable from Grant Writer*

#### **6. Describe the results from Component 4 and each product/deliverable**

1. The EDI was conducted in Jamaica, Haiti and the Dominican Republic and the results were analysed. The preliminary findings were shared during the TAI regional meeting held in Jamaica on November 20-21, 2014. These were presented by JET as well as Mr. Jean Andre Victor, Executive Director of Association Haitenne de Droit de l'Environnement (AHDEN), Haiti and Mr. Euren Cuevas, Executive Director, Instituto de Abogados para la Proteccion del Medio Ambiente, Dominican Republic.
2. Haiti assessment was seriously delayed and WRI had to spend extra staff time to support the conduct of the assessment by the researcher and reviewer including reviewing laws with the partners. The complete EDI website was launched in Washington, DC and globally on May 20, 2015. JET and WRI issued a joint press release. JET also did a social media launch of EDI on that day.
3. Outreach efforts were undertaken in both Haiti and the DR by both partners who shared this activity at the regional meeting.
4. A training session for the partners (JET, AHDEN and INSAPROMA) was held in Washington D.C. on November 6-7, 2013.
5. A regional meeting was held at the Terra Nova Hotel in Kingston Jamaica on November 20-21, 2014. Representatives from AHDEN, INSAPROMA, the St. Lucia National Trust and the Ministries of Environment in Haiti, the Dominican Republic and St. Lucia attended in addition to local Jamaican civil society groups and government agencies. 38 persons attended the

#### **1. If you did not complete any component or deliverable, how did this affect the overall impact of the project?**

All component deliverables were completed as part of this project. The Haiti Assessment was at significant risk for non-completion but extra staff time was utilized to support its completion but at least 3 months after the due date.

#### **2. Please describe and submit any tools, products, or methodologies that resulted from this project or contributed to the results**

The most relevant tool to this project is the TAI indicator methodology and also the Environmental Democracy Index Assessment. The TAI advocacy tool was also utilized as part of the project.

Please see links below

<http://www.accessinitiative.org/resource/advocacy-toolkit-tai>

<http://www.accessinitiative.org/resource/the-access-initiative-assessment-toolkit>

[http://www.environmentaldemocracyindex.org/about/background\\_and\\_methodology](http://www.environmentaldemocracyindex.org/about/background_and_methodology)

### **CEPF Global Monitoring Data**

Respond to the questions and complete the tables below. If a question is not relevant to your project, please make an entry of 0 (zero) or n/a (not applicable).

- 3. Did your organization complete the CEPF Civil Society Tracking Tool (CSTT) at the beginning and end of your project? (Please be sure to submit the final CSTT tool to CEPF if you haven't already done so.)**

	Date	Composite Score
Baseline CSTT	N/A	
Final CSTT	N/A	

- 4. List any vulnerable, endangered, or critically endangered species conserved due to your project**

### **Hectares Under Improved Management**

Project Results	Hectares*	Comments
<b>5. Did your project strengthen the management of an existing protected area?</b>	N/A	<i>List the name of each protected area</i>
<b>6. Did your project create a new protected area or expand an existing protected area?</b>	N/A	<i>List the name of each protected area, the date of proclamation, and the type of proclamation (e.g., legal declaration, community agreement, stewardship agreement)</i>
<b>7. Did your project strengthen the management of a key biodiversity area named in the CEPF Ecosystem Profile (hectares may be the same as questions above)</b>	N/A	<i>List the name of each key biodiversity area</i>
<b>8. Did your project improve the management of a production landscape for biodiversity conservation</b>	N/A	<i>List the name or describe the location of the production landscape</i>

*\* Include total hectares from project inception to completion*

9. In relation to the two questions above on protected areas, did your project complete a Management Effectiveness Tracking Tool (METT), or facilitate the completion of a METT by protected area authorities? If so, complete the table below. *(Note that there will often be more than one METT for an individual protected area.)*

Protected area	Date of METT	Composite METT Score	Date of METT	Composite METT Score	Date of METT	Composite METT Score
N/A						

10. List the name of any corridor (named in the Ecosystem Profile) in which you worked and how you contributed to its improved management, if applicable.

The project worked in two priority corridors in Jamaica Cockpit Country–North Coast Forest–Black River Great Morass Corridor, Jamaica and Portland Bight Protected Area Corridor, Jamaica and build capacity for communities to engage in dialogues around policy, law and practice in decision-making around biodiversity and protected areas.

**Direct Beneficiaries: Training and Education**

<i>Did your project provide training or education for . . .</i>	Male	Female	Total	Brief Description
<b>11. Adults for community leadership or resource management positions</b>			Approx. 200	July 24, 2014 in Elderslie, St. Elizabeth with 77 participants from Elderslie, Maroon Town, Flagstaff and Niagara  Cockpit Country at Duanvale, Trelawny on September 25, 2014. Approximately 60 persons from surrounding communities (Duanvale, Clarks Town, Wakefield and Deeside) attended  Sawyers on March 25, 2015.. 51 persons attended.
<b>12. Adults for livelihoods or increased income</b>				
<b>13. School-aged children</b>				
<b>14. Other</b>				

15. List the name and approximate population size of any “community” that benefited from the project.

( see above)

*Community name, surrounding district, surrounding province, country*

*Population size*



### 16. Socioeconomic Benefits to Target Communities

Based on the list of communities above, write the name of the communities in the left column below. In the subsequent columns under Community Characteristics and Nature of Socioeconomic Benefit, place an X in all relevant boxes.

Community Name	Community Characteristics							Nature of Socioeconomic Benefit													
	Small landowners	Subsistence economy	Indigenous/ ethnic peoples	Pastoralists / nomadic peoples	Recent migrants	Urban communities	Communities falling below the poverty line	Other	Increased income due to:				Increased food security due to the adoption of sustainable fishing, hunting, or agricultural practices	More secure access to water resources	Improved tenure in land or other natural resource due to titling, reduction of colonization, etc.	Reduced risk of natural disasters (fires, landslides, flooding, etc)	More secure sources of energy	Increased access to public services, such as education, health, or credit	Improved use of traditional knowledge for environmental management	More participatory decision-making due to strengthened civil society and governance	Other
									Adoption of sustainable natural resources management practices	Ecotourism revenues	Park management activities	Payment for environmental services									
Cockpit Country Elderslie, Maroon Town, Flagstaff and Niagara																				X	
Cockpit Country at Sawyers																				X	



## Lessons Learned

### **17. Describe any lessons learned during the design and implementation of the project, as well as any related to organizational development and capacity building. Consider lessons that would inform projects designed or implemented by your organization or others, as well as lessons that might be considered by the global conservation community**

Throughout the project period, the following observations were made in relation to project activities:

i) TAI Assessment Exercise - The TAI assessment report and training was a very thorough review of rights in Jamaica to information, participation and justice in relation to conservation, protected areas and development control. The research was to be completed by both Kingston based and also community based organisations. For community based organizations they found it difficult to collect data in the research templates as the internet connections were usually slow and erratic. The research also required follow up from Kingston based government agencies which were often non responsive and large amounts of time were required for follow up. The completed TAI report is largely due to the work of JET which also took on the role of lead organisation and coordinating all the activities from Kingston. Other coalition members were critical for the outreach to local communities but struggled to complete the research in a timely manner.

ii) Advocacy (eg. Cockpit Country and Goat Islands) – Multiple groups worked together on the advocacy for both the Cockpit country and Portland Bight. Groups were able to work together to support each other but working in a coalition in Jamaica on advocacy was difficult as there was different views on the risks associated with such advocacy held by various organisations in the coalition. The advocacy actions in this project were successfully implemented but it at times created tensions between partners.

iii) Development Alert! website: Development Alert is the first of its kind platform in the whole Caribbean. It has a lot of potential and has been embraced by Government agencies and professionals. However a funded plan for communication and general maintenance is required for any new website. While WRI will continue to provide funding to keep Development Alert ongoing. JET will still need to raise funding to continue to maintain the website and provide staff coverage to keep the site updated.

iv) Administrative requirements for a grant of this size were very taxing on our NGO partners and on WRI. While the GEM system worked well to allow tracking of activities to the components of the project additional requirements for submission of financial and performance reports that were included took a lot of staff time which was needed to actually implement the project. Reducing administrative requirements would have been very helpful to grantees including WRI.

### ***Project Design Process (aspects of the project design that contributed to its success/shortcomings)***

TAI utilize a rigorous analytical process to come up with recommendations for improvement around legislation and practice in Jamaica on access rights. Government buy-in was critical through the whole process including as part of the review of case studies and the research. This approach to the project design we think is critical to achieve long term buy-in to the results.

Another important part of the project design was utilizing a coalition approach to advocacy. This protects the groups we are working with and also provides longer term opportunities for capacity building. We think this is a critical component to the success. Also we have clearly noted how this

requires continuous fostering and strong communications between partners. More time to work on building the coalition itself and supporting opportunities for in person meetings was needed as part of the project.

### **18. Project Implementation (*aspects of the project execution that contributed to its success/shortcomings*)**

The project initially required us to focus in 2 conservation corridors with more emphasis on the Cockpit Country. This stretched both the resources and time of our partners. While this was not initially thought to be a big problem in the design as the project was implemented the China Harbour Development in the Portland Bight Corridor became a huge focus of project partners. While there was little movement early on in the project on Cockpit country and more focus on Portland Bight this changed at the later stages of the project when it became clear that a ban on mining in the Cockpit country might be achieved. Focusing on one area may have been easier for all project partners but it may not have resulted in a large outcome. Thinking through strategically partner capacities and roles on a continuous basis should be a priority in any implementation process.

In relation to external assumptions, it was assumed that Civil society organizations, the Local Forest Management Committees, Government, media and private sector organizations would want to be part of the TAI National Coalition Advisory Panel and actively participate in the TAI Assessment. Despite having established good relations with these organizations and representatives, obtaining information for the TAI Assessment proved challenging as persons were very often unavailable or had very long response times.

Otherwise, overwhelming support for training workshops was received from communities in the Cockpit Country-North Coast Forest-Black River Great Morass Corridor and non-governmental organizations (Windsor Research Centre) collaborated with JET to deliver the training for these Communities by organizing venues, assisting with presentations and ensuring that workshops were well-attended.

### **19. Describe any other lessons learned relevant to the conservation community**

Utilizing technology to support conservation objectives is a space for continued innovation. Support to do this is need long term from funders. Protected areas continue to be at risk including ones in designated hotspots and monitoring systems and grants to quickly provide support for advocacy, technical and economic analysis is a long term need.

### **Sustainability / Replication**

### **20. Summarize the success or challenges in ensuring the project will be sustained or replicated**

Local Forest Management Committees in the Cockpit Country- North Coast Forest- Black River Great Morass Corridor have already successfully implemented some of their media and advocacy training as can be seen in actions in relation to the boundaries of the Cockpit country, advocacy to demand no mining in the Cockpit country and they have been able to participate in policy discussions more effectively.

The project activities have been integrated into JET's Environmental Law and Advocacy Programme whereby JET provides ongoing support to communities adversely affected by development projects and plans as has been the use of the Development Alert website.

JET continues to lead the TAI national coalition in Jamaica and participate in activities relevant to the advocacy for the incorporation of the TAI assessment recommendations for legislative reform on EIAs and on the Access to Information Act.

JET disseminated copies of the Report to policy makers, academics and various committees including the Access to Information Stakeholders Committee and has used social media to promote the recommendations. JET also intends to take steps to keep this committee vibrant.

The major risk to both the Development Alert! website and the ATI Stakeholders committee where advocacy is taken on Jamaica's Access to Information Act however remains that there is limited/no further funding for these activities.

**21. Summarize any unplanned activities that are likely to result in increased sustainability or replicability**

JET also continues to provide leadership in the Regional process for Principle 10 as well as INSAPROMA from the Dominican Republic. This is a progressive development that will allow continued advocacy for the incorporation of strong access rights into the legal framework of a number of countries in the Caribbean.

**Safeguards**

**22. If not listed as a separate Project Component and described above, summarize the implementation of any required action related to social, environmental, or pest management safeguards**

N/A

**Additional Comments/Recommendations**

**23. Use this space to provide any further comments or recommendations in relation to your project or CEPF**

## Additional Funding

**24. Provide details of any additional funding that supported this project and any funding secured for the project, organization, or the region, as a result of CEPF investment**

<b>Donor</b>	<b>Type of Funding*</b>	<b>Amount</b>	<b>Notes</b>
SIDA	Bi-lateral	SIDA -funding salary contributions \$13,586 - 5 additional days Lalanath de Silva; 15 additional days Carole Excell; and Lesly Baesens 4.5 additional days over the two years of the project	

*\* Categorize the type of funding as:*

- A Project Co-Financing (other donors or your organization contribute to the direct costs of this project)*
- B Grantee and Partner Leveraging (other donors contribute to your organization or a partner organization as a direct result of successes with this CEPF funded project)*
- C Regional/Portfolio Leveraging (other donors make large investments in a region because of CEPF investment or successes related to this project)*

## Information Sharing and CEPF Policy

CEPF is committed to transparent operations and to helping civil society groups share experiences, lessons learned, and results. Final project completion reports are made available on our Web site, [www.cepf.net](http://www.cepf.net), and publicized in our newsletter and other communications.

Please include your full contact details below:

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