



**Final Evaluation of the Environmental Protection and
Maritime Transport Pollution Control in the Gulf of
Honduras Project GRT/FM-9179-RS**

Final Report

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Acronyms

ADA: Environment Diagnostic Analysis
ALIDES: Central American Sustainable Development Alliance
CCAD: Central American Commission on Environment and Development
COBIGUA: Guatemala Banana Company
COCATRAM: Central American Maritime Transport Commission
CPN: National Port Commission - Guatemala
ENP: National Port Authority - Honduras
EMPORNAC: National Port Company - Guatemala
ESMA: Especially Sensitive Maritime Area
GEF: Global Environmental Facility
IDB: Inter-American Development Bank
IMO: International Maritime Organization
IW LEARN: International Water Learn Exchange and Resource Network
MACHC: Mesoamerican and the Caribbean Hydrographic Commission (MACHC)
MAREA: Regional Program for Aquatic Resources Management and Economic alternatives
MAR fund: Mesoamerican Reef Fund
MARN: Environment and Natural Resources Ministry – Guatemala
MARPOL: International Convention for the Prevention of Pollution from Ships
NGO Non-governmental Organization
NOAA: National Oceanic and Atmospheric Administration
OHI: International Hydrographic Office
PAE: Strategic Action Plan (Plan de Acción Estratégico)
PROARCA: Regional Environmental Program for Central America
SAM: Mesoamerican Reef System
SERNA: Natural Resources Secretary – Honduras
SICA: Central American Integration System
SOPTRAVI: Public Works, Transport and Housing Secretary – Honduras
TRIGOH: Trinacional alliance for the Gulf of Honduras Conservation
TNC: The Nature Conservancy
UGAP: Port Environmental Management Unit
URCP: Regional Project Coordination Unit
USAID: United States Agency for International Development
WWF: World Wildlife Fund

Executive Summary

In 2005, the Non-Refundable Financing Agreement GRT/FM-9179-RS was countersigned by the Central American Commission for Maritime Transport (COCATRAM) and the Inter-American Development Bank (IDB), in order to execute the “Environmental Protection and Maritime Transport Pollution Control in the Gulf of Honduras Project”, hereafter referred to as ProGOH. The Agreement provided for non-reimbursable financing in the amount of US\$ 7.2 million, out of which US\$ 4.8 million were to be granted by GEF and US\$2.4 million by the countries involved, i.e. a 67-33% ratio.

The global objective of the Project is to support the implementation of a Strategic Action Plan (SAP) that should translate into benefits for the region, as it will contribute to stabilize water quality in the Gulf of Honduras and prevent the degradation of vulnerable marine and coastal ecosystems in the Mesoamerican Barrier Reef System (MBRS), which is threatened by pollution and constitutes the largest reef barrier in the occidental hemisphere. This shall be achieved by protecting international waters and their resources, as well as by promoting their sustainable use, in line with the objectives of GEF Operational Program 10.

The development objective of the Project is to contribute to reverse the degradation of marine and coastal ecosystems within the Gulf of Honduras. This would be achieved by enhancing the prevention and control of maritime transport-related pollution within the Gulf of Honduras, by enhancing the prevention and control of maritime transport-related pollution in the major ports and navigation lanes, improving navigational safety to avoid groundings and spills, and reducing land-based inputs to the Gulf of Honduras.

The specific objectives of the Project are:

- a) To create and consolidate a regional network aimed at controlling maritime and land-based pollution in the Gulf of Honduras, which involves the development of institutional and economic schemes which guarantee the sustainability of the Action Plan;
- b) To build long-term capacity to gather, arrange, analyze, and disseminate maritime environmental information as supplementary to the Environmental Information System (EIS) of the MBRS;

c) To increase navigational safety in key ports and adopt innovative approaches in order to reduce marine environmental pollution related to operational and accidental spills into the sea, and

d) To conduct environmental management in the sub-regional network of five ports within the Gulf of Honduras, through the undertaking and execution of investments and action plans, including demonstration pilot activities and the involvement of the private sector.”

Evaluation of fulfillment of Global Objectives, Project Objectives and Project Outcomes. A document review was performed which included, among other documents, the half-yearly reports prepared by the Regional Project Coordination Unit (RPCU) (the latest report available dates from December, 2011), filings with the Management Committee, minutes, evaluating missions’ reports, and the Progress Monitoring Report; also, conversations were held with local stakeholders and field visits were performed for purposes of verifying fulfillment levels. In most cases, the situation regarding the Global or Regional aspect was the same as pointed out in the Mid-Term Evaluation: there are no indicators available to facilitate the evaluation in that respect.

Components Evaluation. Progress was evaluated based on project reports, document analyses, and interviews and meetings held. Comparing the result of this evaluation to that of the Mid-Term Evaluation, it may be concluded project performance slightly improved between the two evaluations.

Budget Spending. As of June 30, 2012 the project had spent US\$3,422,933.32, i.e. 71.3% of the total GEF grant. The unspent budget amounts to US\$ 1,377,066.08, and according to an estimation based on commitments assumed, a balance close to US\$750,000.00 will remain unspent, which means the total spending will be close to 85%.

Fulfillment degree based on the current Logframe Matrix. The project did not completely meet all the objectives and goals defined in the Project Document; the Mid-Term Evaluation had already warned this could happen unless significant corrective measures were taken.

The Mid-term Evaluation proposed a list of needed adjustments to fulfill the achievement of the Projects’s Objectives (see Mid-term Evaluation Report, Annex 5) including adjustments to the indicators. It has been observed that subsequent biannual evaluations have not taken into account the adjustments in the Logical Framework and neither started

the reporting of those indicators that at that moment were not being monitored nor reported. Annex 4 shows the details of the adjustments.

Extrapolating the half-yearly report of December 2011 to July (i.e., the date of this evaluation) and to September 2012 (project closing date) and supplementing it with information and inputs provided by the URCP, visits and interviews to local actors, and document reviews, and cross-analyzing said information with the budget spending, it may be concluded that the indicators related to the components and their activities reached a fulfillment level close to 70% to the date of this Evaluation, and could reach 85% at the end of the project.

Analysis of fulfillment of Project Assumptions. The project was designed under the assumption that it would be executed according to GEF concepts and definitions, especially those in connection with “global”, “regional”, “international waters”, “transboundary” and “incremental costs”. The Mid-Term evaluation pointed out that they had not been fully discussed and, therefore, not completely assimilated. This final or terminal evaluation revealed that attempts were made to overcome said weakness (mapping of regional aspects such as navigation lanes, important ecosystems, etc.), but the non-assimilation of said concepts and definitions prevailed up to the end of the project, which is reflected in both the interviews performed and the main project outputs.

Considering the indicators used for the development objective, it may be concluded that no significant value has been attached to the principle of regional capacity as opposed to the aggregation of national capacities –which is not the same.

Project Buy-in. In the 3 countries a generalized awareness of the project was evidenced, especially as regards hydrography, the formation of Port Environmental Management Units (Unidades de Gestión Ambiental Portuaria or UGAPs) or similar bodies (in some cases the units are not only working on environmental issues but on issues related to environmental security and therefore their name will not be UGAP), the social stakeholders’ network and the regional information module. In addition, the degree of awareness was closely tied to the field of specialization, for instance: officials involved in environmental issues had a better understanding of the project in the fields of environmental diagnosis, the strategic environmental plan, and the monitoring system, meanwhile maritime transport officials were more familiar with the study performed on navigation safety.

The local stakeholders contacted who are considered part of the Network were partially aware of the scope of the project, but stated they had been updated on the project and involved in it from the moment they became part of the network.

At regional level, the COCATRAM officials contacted had a detailed understanding of all project components. The Central American Commission on Environment and Development (Comisión Centroamericana de Ambiente y Desarrollo or CCAD) evidenced no project buy-in and no project involvement, in spite of being the co-executing agency.

It may be concluded that the stakeholders contacted had a good understanding of the project.

The Executing and the Co-Executing Agencies. COCATRAM is the executing agency and CCAD the co-executing agency.

While in the early years of the project COCATRAM did not assume full leadership in the project execution, this situation dramatically changed during the course of the project, with COCATRAM exerting the leadership and even investing cash funds to cover unexpected expenses incurred by the project.

CCAD had a weak or nearly no participation throughout project implementation. Although CCAD justified this situation arguing that they lacked an Executive Secretary for several years, the RPCU pointed out that once an Executive Secretary was elected and duly instructed on the scope of the project, CCAD's participation did not change, remaining as poor as before.

IDB's role as Executing Agency. This was the first GEF project for the Bank and thus its first experience dealing with GEF concepts. In the early years of project execution staff turnover occurred among international sectorial specialists in both the technical and the financial field, but this situation changed in the last years of the project.

Although the Bank's proceedings are widely regarded as burdensome and time-consuming, the evaluator's opinion is that a significant percentage of this perception is due to a deficient understanding of the meaning of "non-objection" and of consultancy hiring and procurement proceedings. That is to say, the parties involved in the project should have had a better understanding of proceedings and rules.

Evidence points to the fact that the Bank conducted an orderly and systematic control of the budget, of procurement and hiring proceedings, and performed a proper monitoring of indicators.

A number of random tests were conducted to determine Bank response times to requirements made by the RPCU after the Mid-Term Evaluation, which evidenced that response times were appropriate (5 business days at the most). In spite of this, a more in-depth review of proceedings was conducted in order to establish the reason for some “delays” pointed out by the RPCU, which concluded that several requirements made by the RPCU were incomplete or did not duly fulfill the Bank’s rules.

Project Replicability. The project is certainly replicable, provided that corrective steps are taken regarding the aforementioned weaknesses and findings, and that the lessons learned discussed later in this document are taken into account. The fact that globally relevant ecosystems need to be jointly managed by the countries involved is undeniable, and there are many areas worldwide where this issue has not been addressed. In the Central American region itself there are some coastal areas that require said approach: Bahía Salinas between Costa Rica and Nicaragua, Cayos Miskitos between Honduras and Nicaragua, Fonseca Gulf, and the Gulf of Honduras itself.

Lessons Learned. For ease of understanding, we will summarize the numerous lessons learned under the following areas:

1. Design: this project has shown that in an area subject to ongoing discussions and disputes over border limits, great involvement of the Foreign Affairs Ministries is necessary at the design stage, in order to establish if the GEF concepts whereupon the project will be based are fully accepted or if they require safeguards, or if the project interferes with legal disputes held at other levels.

2. Participation Agreements and Commitments: we have learned from the project that strong and effective commitments from the executors and co-executors are necessary. The lack of involvement or “weak” involvement of a co-executor is a weakness which on no account should affect the Coordinating Unit.

We have also learned from the project that it is necessary to establish clear commitments, implementing mechanisms and documentation regarding matching funds as one of the most effective ways of guaranteeing the proportionality established by Clause 1.03 of the Non-refundable Fund Agreement.

3. Nationalities, Biases and Coordination. This is not the first time this issue arises when dealing with regional projects. In some cases the impression that a national is more prone to favor their nation and fellow nationals is stronger than in other cases but, one way or another, this issue is always present and, in a region that even with ups and downs works

towards integration, this issue is especially recurrent. The lesson learned in this respect is that criticism will very likely arise when a regional coordinator from “x” nationality hires people from their same nationality, and criticism will be even greater if the regional coordinator is a national from the country where the regional office of the project is located. Finding a solution to everyone’s satisfaction can often become a real challenge. The lesson learned in this respect is that it is advisable to find a regional coordinator who is not a national from the country where the regional office of the project is located or to find a way to effectively balance nationalities within the Coordinating Unit.

4. Project Management, Technical and Scientific Expertise. Experience shows that a Coordinating Unit should strike a balance between project management (planning, budgeting, procurement, monitoring, etc.) and technical and scientific expertise. The swift execution and success of the project is highly dependent on this balance, which should be therefore sought right from the beginning.

5. Rules and Proceedings. One of the weaknesses affecting several regional projects executed in the region in the past few years is the lack of understanding of GEF’s and the project executing agency’s rules and proceedings by the coordinating units, the project focal points, and all stakeholders at large. This project is no exception, and we have learned that project planning should allow for training activities on rules and proceedings, with such activities being repeated during the project execution in order to address staff turnover.

6. Use of new Communication Technologies. Projects usually allocate part of their budget to meetings, workshops, and seminars. Traveling and accommodation expenses in the region have surged in the past few years and are likely to remain high. Projects of a regional nature are usually developed in areas of tourist interest, which is quite logical considering that, as stated in the Central American Convention on Biodiversity, those areas protect more than 75% of the region’s biodiversity, which is actually what tourists want to see. Therefore, projects should seek to use more virtual means of communication and information exchange (Skype, conference calls, dropbox, sharing point, among others), and limit face-to-face meetings.

The existence of Management Committees or Regional Committees or specific commissions for researching any given set of issues is possible and feasible through those new means of communication.

Project Sustainability. Authorities from the 5 ports widely agree that measures have already been taken to guarantee the sustainability of the project investments already made at national level; in all cases reference has been made to the establishment of UGAPs or similar bodies and their fitting out and training, as well as the fitting out and training of the Hydrography Units in the 3 countries.

It has been agreed that many of the project activities shall be executed at national level by port authorities or at regional level by COCATRAM, in both cases at their own expense. This especially applies to activities related to water quality monitoring, bathymetry studies, maintenance of key stakeholder networks, navigational lane review and updating, among others. Most respondents consider it would be quite unworkable to demand payment of tariffs, fees, taxes or other types of charges to secure ProGOH's investment.

Project sustainability will largely depend on the UGAPs or similar bodies; it is the officials in charge of those bodies who know in greater detail on what components the project has worked.

Privately operated ports recognize environmental sensitivity is a clear ProGOH output, and believe that the environmental issue is here to stay, and stated they have already included it in their administrative system, which has been verified by the evaluator.

Results Sustainability Likelihood. This is one of the most relevant aspects for GEF in any project final evaluation. Therefore, based on document reviews, interviews and communications, field visits, and the evaluator's own judgment, an evaluation is performed to establish whether results will be sustainable over time once the cooperation resources end, recognizing the assessment will be subject to uncertainty levels.

The result of the evaluation is based on the assessment of 4 dimensions rated as follows:

- **Likely (L).** There are no or negligible risks that affect this dimension of sustainability.
- **Moderately likely (ML).** There are moderate risks that affect this dimension of sustainability.
- **Moderately unlikely (MU).** There are significant risks that affect this dimension of sustainability.
- **Unlikely (U).** There are severe risks that affect this dimension of sustainability.

The overall rating cannot be higher than that of the lowest-rated dimension, that is to say, the lowest rating prevails for all dimensions.

Results Sustainability Likelihood of the Project is rated as ML.

Assessment of the 5 GEF criteria:

The Evaluation Policy provides that assessments must meet five criteria (not applicable in all assessments), and therefore this assessment has sought to meet them and these are the ratings:

a. Relevance: it was found through interviews, document review and field visits that project objectives are a priority in all three countries and have been incorporated in the work of the implementing agency. And as pointed out in the Mid-Term Evaluation, the weakness is that the project gave a more national than regional approach. It is fair to recognize the efforts of civil society organizations and some government officials to find that the objectives of reducing the degradation and conservation of ecosystems of the Gulf are seen regionally.

b. Effectiveness: Project partially achieved the expected results, regional results were expected, however, those were more national in scope. In various paragraphs of this evaluation is mentioned the difficulty of achieving regional outcomes when there are certain differences between countries that do not favor the exchange of information or working together in activities outside the office.

c. Efficiency: The project has not reached the expected efficiency. At the time of this evaluation it was executed the 71.3% of the budget and it is expected that at the closure the rate increases up to 84%. As mentioned in other sections, the project has had a low budget implementation every year. Justifications for this situation are many and possibly all valid, but the final result is that a remnant will be approximately of \$ 750 thousand.

d. Effect: Independently that the project has not reached 100% of its objectives, it is accepted by all respondents that the incidence reached has allow the 5 ports to have now within the operational structure the Environmental Management Units or similar and that the consideration of the environmental issue both in the COCATRAM and port authorities as a reality.

e. Sustainability: The sustainability of the project, with information obtained through visits to places of operation of the project, interviews with key stakeholders and documentation reviewed, is guaranteed and the financial, socio-political, institutional and environmental risks associated with their achievement are moderate and is not expected to affect the results in the medium and long term.

Conclusions. The ProGOH partially achieved the objectives outlined in the Project Document, thus the balance of the project is positive. However, there is no quantitative

way unavailable to determine whether it was possible to stabilize the water quality degradation or reverse, qualitatively we can say that established a solid basis to prevent degradation of marine ecosystems threatened.

Clearly, efforts were made to have new institutional arrangements (creation of UGAP or similar) and strengthening of existing ones (Hydrography Units) and have succeeded in training, equipment and soon with corporate budget. Local capacity has been created, which will be updated regularly, to collect, organize, analyze and disseminate information. But regional capacity was not properly institutionalized (operating protocols, manuals, communications, etc.), task that will fall on the regional organizations responsible for it: COCATRAM and CCAD.

Recommendations. It is recommended that the Steering Committee accepts the results achieved and to increase the level of commitment it is recommended to agree to the resources needed for sustainable results over time and thus achieve the stabilization of water quality in the Gulf of Honduras and reduce the threats of degradation of the ecosystems.

It is also recommended that COCATRAM and CCAD increase their impact on governments to ensure that the results obtained during the execution of the project are properly institutionalized in countries and in the programs of both agencies. There should be a final effort to achieve synergies among the countries with the results. For example, regional action protocol spill, communication protocol between ports, hydrographic information sharing, among others. These protocols should not only be "defined" but implemented jointly.

1. General Background

Over more than 50 years the Central American region has striven to operate in an integrated manner. Many efforts have been made to achieve such goal and the results show little progress. In 1994, strong efforts were made in the search for “accessible” subjects and work areas to develop jointly in an integrated manner. Due to the interest in the subject and the fact that joint actions are easy to undertake – without many political hindrances – progress could be made.

In this context, and clearly due to the high spirits of Río '92, an agreement among all countries to jointly work on environmental matters which promote sustainable development was executed and the Central American Alliance for Sustainable Development (Alianza Centroamericana para el Desarrollo Sostenible or ALIDES) is formed.

ALIDES eased the way for joint work and made it possible to set into practice some of the agreements the Central American region as a whole had signed in the heyday of Río 92, among them, the Central American Biodiversity Convention¹. Article 18 of said Convention defines the priority areas that need to be protected and approached at a regional level (jointly by the 7 countries of the Region) because, all together, those areas account for 75%² of Central American biodiversity. Among the areas that need to be jointly addressed, the Gulf of Honduras is one of the most important.

In addition to the Gulf of Honduras, the Convention defines other areas of regional relevance:

Maya Biosphere Reserve – Fraternidad or Trifinio Biosphere Reserve –Gulf of Fonseca –Río Coco or Solidaridad Reserve – Miskito Keys – International System of Protected Areas for Peace (Spanish acronym SIAPAZ) –Bahía Salinas Reserve –La Amistad Biosphere Reserve – Sixaola Reserve –Darién Region.

After the execution of ALIDES, in late 1994 the region formed an alliance (named CONCAUSA) with the United States to work jointly on various subjects contemplated in

¹ The full name is Convention for Biodiversity Preservation and Protection of Priority Wilderness Areas in Central America.

² CCAD 2003

ALIDES, and in 1997, in Tulum, Mexico, the heads of state of Mexico, Guatemala, Belize and Honduras held a meeting and agreed to work together to preserve Gulf of Honduras ecosystems, in particular its coral reefs.

Four years after the Declaration of Tulum, in 2001, the GEF³-World Bank Project “Mesoamerican Reef System⁴” starts its implementation through the Central American Commission on Environment and Development (CCAD), which is the environment body of the Central American Integration System (SICA).

From that moment on, discussions began about the need to have other regional bodies and sectors not traditionally involved in preservation participate in the conservation of the Gulf of Honduras. The Central American Maritime Transport Commission (COCATRAM) and the port authorities of the ports located in the Gulf were bound to participate, as they play a major role in the preservation of their ecosystems. It was only in 2005 that the execution of the “Environmental Protection and Maritime Transport Pollution Control in the Gulf of Honduras Project” began.

In September 2010, the project’s Mid-Term Evaluation was conducted, and in July 2012, two months after the project’s closure, the Final Evaluation took place. This document presents the main results, the lessons learned, and the recommendations of this Final Evaluation.

GEF final or terminal evaluations aim at providing a comprehensive and systematic account of the project, evaluating its design and implementation, and it further has four supplementary purposes:

- a. To promote accountability and transparency, and to assess and disclose levels of project accomplishment
- b. To synthesize lessons that help improve the selection, design and implementation of future GEF activities
- c. To provide feedback on issues that are recurrent across the portfolio and need attention, and on improvements regarding previously identified issues

³ GEF Global Environmental Facility

⁴ “...it is an ecosystem of approximately 1,000 km long comprising four countries. It begins at Cape Catoche, at the North of Quintana Roo, Mexico, it goes along the coasts of Belize and Guatemala and it ends at the Islas de la Bahía/Cayos Cochinos complex on the northern coast of Honduras” (SEMARNAT 2010)

- d. To contribute to the GEF Evaluation Office databases for aggregation, analysis, and reporting on the effectiveness of GEF operations in achieving global environmental benefits and on the quality of M&E across the GEF system.

The guides clearly set forth a concept that is worth mentioning:

This evaluation must not be used, nor is it an opinion, a preliminary assessment or justification, for a second phase of Gulf of Honduras Project.

2. Project Background

In 2005, the Non-Refundable Financing Agreement GRT/FM-9179-RS was countersigned by the Central American Commission for Maritime Transport (Comisión Centroamericana de Transporte Marítimo or COCATRAM) and the Inter-American Development Bank (IDB), in order to execute the “Environmental Protection and Maritime Transport Pollution Control in the Gulf of Honduras Project”, hereafter referred to as ProGOH. The Agreement provided for non-reimbursable financing in the amount of US\$ 7.2 million, out of which US\$ 4.8 million were to be granted by GEF and US\$2.4 million by the countries, i.e. a 67-33% ratio.

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The development objective of the Project is to contribute to reverse the degradation of marine and coastal ecosystems within the Gulf of Honduras. This would be achieved by enhancing the prevention and control of maritime transport-related pollution within the Gulf of Honduras, by enhancing the prevention and control of maritime transport-related pollution in the major ports and navigation lanes, improving navigational safety to avoid groundings and spills, and reducing land-based inputs to the Gulf of Honduras.

The specific objectives of the Project are:

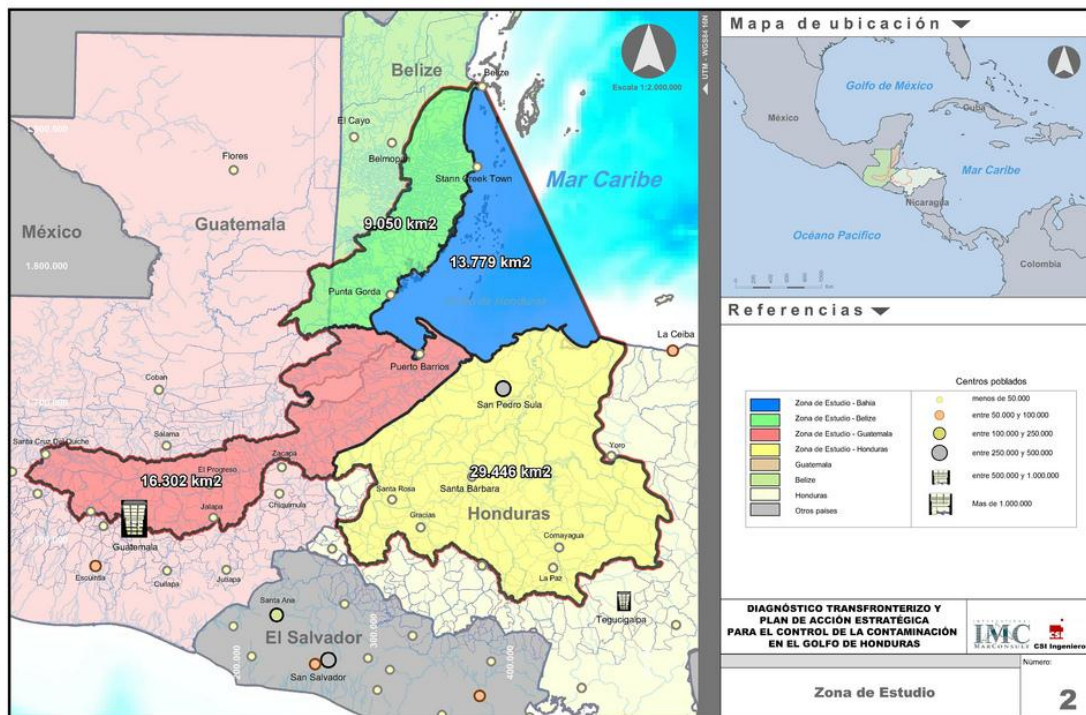
- a) To create and consolidate a regional network aimed at controlling maritime and land-based pollution in the Gulf of Honduras, which involves the development of

institutional and economic schemes which guarantee the sustainability of the Action Plan;

b) To build long-term capacity to gather, arrange, analyze, and disseminate maritime environmental information as supplementary to the Environmental Information System (EIS) of the MBRS;

c) To increase navigational safety in key ports and adopt innovative approaches in order to reduce marine environmental pollution related to operational and accidental spills into the sea, and

d) To conduct environmental management in the sub-regional network of five ports within the Gulf of Honduras, through the undertaking and execution of investments and action plans, including demonstration pilot activities and the involvement of the private sector.”



Since the first project payment was made in early 2006, and its estimated term is of 4 years, the mid-term evaluation was expected by the beginning of 2008. Due to delays related to project commencement, which took place in early 2007, the mid-term evaluation was scheduled for 2009.

Political events in Honduras in 2009 originated a stay in the project of approximately 8 months, which gave rise to a phase lag in its plan. Consequently, the evaluation was postponed for the third quarter of 2010.

The 3 countries and the COCATRAM emphasized their interest⁵ in the project and the importance of safety and of minimizing pollution in the region, and further pointed out as essential activities the setting of a Stakeholders' Network and of a baseline for monitoring water quality, the declaration of a Special Area under MARPOL convention, the Strategic Action Plan (SAP) and the execution of demonstration projects.

The Mid-Term Evaluation emphasized the need to consolidate the concepts of "regional", "global", "transboundary" and "international waters" and, in view of the delays in the execution of the project, it recommended extending the project by 16 months.

Upon the re-scheduling of the dates recommended at the Mid-Term Evaluation and the adjustment of the new calendar due to unforeseen events in the execution, during the 4th Meeting of the Management Committee held in Belize, in April 2012, the closure of the execution term was set on July 30, 2012 and the term for the last disbursement was set on September 30, 2012.

Mid-Term Evaluation also concluded that many of the Logframe indicators had not been measured or were not duly considered, and recommends adjusting them to conform to the progress of the project and to the new reality.

Under Clause 3.06 b) of the Non-reimbursable Financing Agreement, a terminal evaluation of the Project must be performed during the last six months of execution, taking into consideration the results and impact indicators, pursuant to the conditions and guidelines previously agreed with the Bank, and this is the terminal evaluation report.

The evaluation was conducted between June 1 and June 31, 2012. It was based on field visits, on-site, telephone or email discussions with key stakeholders, reviews of documents created by the Inter-American Development Bank, GEF, ProGOH, and other projects

⁵ At the 7th Meeting of the Project's Management Committee held in September 2010, the results of the Mid-Term Evaluation were shown, the time schedules and budgets were adjusted and the interest of the 3 countries and of COCATRAM in the project goals was ratified.

working or that have worked at the Gulf of Honduras, and reviews of the budget and the indicators. The evaluation results are shown in this report.

3. GEF's Evaluation and Follow-Up Policy and Terminal Evaluation Guide

3.1. Evaluation and Follow-Up Policy

GEF's Follow-Up and Evaluation Policy, which guides ProGOH's evaluation, sets forth two main purposes for the evaluations which, summarized, are as follows:

3.1.1. Promotion of accountability through the evaluation of results, effectiveness, processes and performance, all of which according to their contribution to the benefits of the global environment.

3.1.2. Promotion of learning, feedback and information exchange on the results and lessons learned, between GEF and its partners, to improve knowledge and performance.

GEF's policy defines "evaluation" as follows:

"...it is an assessment, as systematic and impartial as possible, of an activity, project, program, strategy, policy, sector, operative area, etc. Its purpose is to determine the relevance, the impact, the effectiveness, the efficiency and the sustainability of interventions and contributions of the involved parties. An evaluation must furnish information based on evidence that is believable, reliable and useful, facilitating the timely incorporation of findings, recommendations and lessons in the decision-making processes".

The Evaluation Policy sets forth that the evaluations must meet five criteria (which do not apply to all evaluations), and therefore this evaluation has intended to comply with them; they are as follows:

- "a. **Relevance**—Determine the extent to which the activity is aligned to the national development priorities and institutional policies, including changes over time.
- b. **Effectiveness**—Determine the extent to which a goal has been achieved or is likely to be achieved.
- c. **Efficiency**—Analyze the results obtained with respect to the expenses incurred, as cost-effectively as possible [...].

- d. **Effect**—Changes and positive and negative effects, foreseen and unforeseen, produced by an intervention in progress. Within the context of GEF, the results include the project's direct outputs, the short and middle-term direct effects, and the long-term impact including the benefits agreed upon for the global environment, the replication effects and other local effects.
- e. **Sustainability**—Verify to what extent the results of the intervention are likely to prevail once the program has finished. Projects must be sustainable at an environmental, financial and social level”.

This evaluation has been conducted in compliance with the minimum requirements established by GEF which, summarized, are as follows:

- a. **Independence.** The evaluator has not been involved in any of the activities it evaluated nor has he/she directly or indirectly been involved in the project's design, execution or supervision.
- b. **Impartiality.** In the evaluation, the strongest and weakest points of the project are presented, the stakeholders' viewpoints were taken into account, and impartiality and lack of biases were present in all evaluation phases.
- c. **Transparency.** The purpose of the evaluation was clearly exposed at all times, this report intends to be user-friendly, and the sources consulted and methodology used can be verified.
- d. **Disclosure.** Lessons learned and findings stemming from the ProGOH evaluation are shared in this evaluation and have been discussed with key stakeholders in a workshop that took place in San Pedro Sula, Honduras, on August 8, 2012.
- e. **Ethics.** The wellbeing, beliefs and habits of the people involved were taken into consideration throughout the evaluation process, no conflict of interest arose and where an institution or person requested that information provided be kept confidential, this was observed. No infringements worth reporting to GEF or to the Bank were registered and no interference by any person in the work performed occurred.
- f. **Credibility.** The evaluation is based on reliable and verifiable data and observations.
- g. **Usefulness.** This evaluation is presented in a clear and concise manner in order to be useful, and it intends to show findings, problems, conclusions and recommendations in an integral and balanced fashion.

GEF establishes a rating for the results, based on relevance, efficiency and effectiveness. The ratings are as follows:

- a. Highly satisfactory (HS).** The project had no shortcomings in the achievement of its objectives in terms of relevance, effectiveness, or efficiency.
- b. Satisfactory (S).** The project had minor shortcomings in the achievement of its objectives in terms of relevance, effectiveness, or efficiency.
- c. Moderately satisfactory (MS).** The project had moderate shortcomings in the achievement of its objectives in terms of relevance, effectiveness, or efficiency.
- d. Moderately unsatisfactory (MU).** The project had significant shortcomings in the achievement of its objectives in terms of relevance, effectiveness, or efficiency.
- e. Unsatisfactory (U).** The project had major shortcomings in the achievement of its objectives in terms of relevance, effectiveness, or efficiency.
- f. Highly unsatisfactory (HU).** The project had severe shortcomings in the achievement of its objectives in terms of relevance, effectiveness, or efficiency.

3.2. Guidelines for Terminal Evaluation of GEF financed projects

GEF final or terminal evaluations aim at providing a comprehensive and systematic account of the project, evaluating its design and implementation, and have four supplementary purposes:

1. Promote accountability and transparency
2. Summarize lessons that may be used for improving future GEF actions
3. Provide feedback on recurring subjects in GEF's portfolio
4. Contribute to improve operations quality in order to produce global environmental benefits and also the quality of GEF's Monitoring and Evaluation systems.

The guides clearly set forth a concept that is worth mentioning:

This evaluation must not be used, nor is it an opinion, a preliminary assessment or justification, for a second phase of Gulf of Honduras Project.

4. Methodology

The evaluation was conducted between June 1st and July 31st, 2012 and followed an extensive agenda of consultations (a list of contacted people is enclosed herewith as Exhibit 1), meetings, interviews, document review (documents reviewed are enclosed in Exhibit 2), and field visits in the three countries. The evaluation always took into consideration the search for global benefits – which is the spirit of GEF funds – and the achievement of regional objectives –which are the global objective of the project- in the

sense of reaching goals and results “coordinated at a regional level”. For this reason, the evaluation is mainly focused on those components and on the lessons learned that this project may contribute for the benefit of the global environment.

The evaluator would like to thank the Inter-American Development Bank staff, COCATRAM, the Regional Project Coordination Unit (RPCU), governments, organizations and stakeholders who participated in the project for their willingness to discuss, answer questions, show results on site, comment and discuss and to provide information supporting the results, conclusions and recommendations included in this report.

5. Evaluation Results

5.1. ProGOH most relevant dates.

The most relevant dates are as follows:

Approval date:	April 26, 2005
Signature date:	August 08, 2005
Effective date:	August 08, 2005
Eligibility date:	February 06, 2006
Actual commencement date:	January 01, 2007
Original date for the last payment:	February 08, 2011
Current date for the last payment:	September 30, 2012

The project officially started in August 2005 and its closure was scheduled for August 2010. Due to delays in hiring the first coordinator and the “stay” originated by Honduras political situation, the project’s schedule suffered a phase lag and the Mid-Term Evaluation concluded that the actual time elapsed was 44 months. As a result of said conclusion, the Project’s Management Committee in its 7th Meeting held in San Pedro Sula in September 2010, set and recognized January 01, 2007 as the commencement date –in order to establish a date including all the weeks lost for different reasons, which were well justified and facilitate project’s programming according to real timing- and, therefore, the project’s technical closure would be on December 31, 2011, in order to complete the 60-month execution term provided for in the Project Document. Later on, at Management Committee’s 9th Meeting held in Belize in April 2012, it was agreed that the Project’s final closure would be on September 30, 2012, in order to extend the execution term to 69 effective months, and 85 months from the beginning of the Project (without deducting the stay and the delays associated with the first hiring).

The 3 months that the final audit of the project will require, for which the COCATRAM will fund the RCPU's Coordinator and Financial Specialist salaries, need to be added to the execution term; hence, it will be conducted in 72 effective months and in 88, without deducting delays, which reflects a phase lag of at least 12 effective months.

5.2. Evaluation of achievement of Global objectives, Project objectives and Project outcomes.

A document review was performed which included, among other documents, the half-yearly reports prepared by the Regional Project Coordination Unit (RPCU) (the latest report available dates from December, 2011), filings with the Management Committee, minutes, evaluating missions' reports, and the Progress Monitoring Report; also, conversations were held with local stakeholders and field visits were performed for purposes of verifying fulfillment levels. In most cases, the situation regarding the Global or Regional aspect was the same as pointed out in the Mid-Term Evaluation: the indicators were not measured based on an appraisal of the regional synergy, and the addition of the 3 national efforts was deemed valid, although this is not consistent with the "regional" principle.

That being said, fulfillment of the global objective and specific objectives is appraised as follows:

5.2.1. Global Objective of the Project. According to the documents of the Project, the objective is **"...to support the implementation of a Strategic Action Plan (SAP) that should translate into benefits for the region, as it will contribute to stabilize water quality in the Gulf of Honduras and prevent the degradation of vulnerable marine and coastal ecosystems in the Mesoamerican Barrier Reef System (MBRS), which is threatened by pollution and constitutes the largest reef barrier in this hemisphere. This shall be achieved by protecting international waters and their resources, as well as by promoting their sustainable use, in line with the objectives of GEF Operational Program no. 10."**

This objective has been achieved in part. By the date of this evaluation, a SAP had not been duly approved and the Joint Management of the "International Waters" had not been achieved in order to avoid tension among the countries.

5.2.2. Development objective. The purpose is “...to contribute to reverse the degradation of marine and coastal ecosystems within the Gulf of Honduras. This would be achieved by enhancing the prevention and control of maritime transport-related pollution within the Gulf of Honduras, by enhancing the prevention and control of maritime transport-related pollution in the major ports and navigation lanes, improving navigational safety to avoid groundings and spills, and reducing land-based inputs to the Gulf of Honduras”.

Partially reached objective. The creation of the Environment Management Units or similar bodies at the 5 ports guarantees serious and permanent work to prevent and control pollution at ports and navigational lanes. For different reasons (fear of affecting free trade, economic implications and other factors), the project failed to define a Especially Sensitive Maritime Area (ESMA) which, according to MARPOL Convention, would significantly increase navigational safety (it would reduce the risk of groundings and related spills).

This development objective is measured through 11 indicators, as shown in the following chart, and includes an analysis of the regional considerations of each indicator, which shows a deficiency in the regional approach.

Indicator	Reported Achievement	Regional approach?
1. At least 1 regional sustainable institutional mechanism to prevent and control pollution has been created.	100%	YES
2. At least 1 proposal from stakeholders which are part of the Network is presented to the Regional Management Committee yearly	100%	NO, proposals were made at a country level
3. 80% of those trained on the Project's matters pass the skills evaluation	100%	NO
4. At least 1 best practice or policy is adopted by the ports in the 3 countries	100%	NO, policies are developed at a country level
5. 100% keeping the Internet site updated	100%	YES, but it is a management approach
6. At least 1 quarterly newsletter is published	100%	It could be, but it is a management approach
7. At least 3 alliances (in each country) are executed	100%	NO, they belong in the country level
8. At least 1 pollution prevention and control plan is adopted and approved	0%	Not achieved, due to URCP's external situations and that CD

			agreed to cancel it. In addition, it should be noted that approval of a plan does not imply effective implementation.
9.	4 operational plans are approved (1 each year)	100%	NO, they are issued at a country level
10.	At least 3 measures to improve navigational safety have been adopted	100%	NO, they belong in the country level
11.	At least 3 measures for prevention and control of environmental impact identified as high-risk are included in the operational plan in 3 ports at least	100%	NO, they belong in the port level

Considering the indicators used for the development objective, it can be concluded that no significant value was attached to the regional capacity principle, as opposed to the addition of national capacities, which is not the same.

For example, the indicator “at least 1 best practice or policy is adopted by the ports in the 3 countries” was measured as if best practices or policies had been adopted at a country level, while the relevant approach would have been to have a regional best practice (agreed upon by all the interested parties) implemented by the 3 countries.

5.2.3. Specific objectives. Its evaluation is as follows:

a) Create and consolidate a regional network to control maritime and land-based pollution within the Gulf of Honduras, which includes the development of institutional and economic frameworks that guarantee the Action Program’s sustainability

Partially reached objective. New national institutional frameworks, UGAPs and similar bodies are in place and operational, and have funds to secure their sustainability, but the regional network has not been consolidated.

b) Build long-term capacity to gather, arrange, analyze and disseminate marine environmental information as supplementary to the Environmental Information System (EIS) of the Mesoamerican Reef System (MBRS)

Partly reached objective. Thanks to the Project, local capacity pertaining to information gathering, arrangement and dissemination remains in most ports, and the system is operative.

c) To increase navigational safety in key ports and adopt innovative approaches in order to reduce marine environmental pollution related to operational and accidental spills into the sea

Partially reached objective. Studies on navigational safety were conducted, hydrographic work at ports was performed, but an electronic navigational chart for the Gulf was expected to be prepared and could not be done, nor a traditional chart. A particularly sensitive area under MARPOL Convention could not be delimited either.

d) Conduct environmental management in the sub-regional network of five ports within the Gulf of Honduras, through the undertaking and execution of investments and action plans, including demonstration pilot activities and the involvement of the private sector.

Partially reached objective. National and local management was conducted at the five ports, no local management was conducted, investment in equipment and training was made, and pilot projects were designed jointly with the private sector, but they were not executed.

5.2.4. Components Evaluation. Progress was evaluated based on project reports, document analyses, and interviews and meetings held. Comparing the result of this evaluation to that of the Mid-Term Evaluation, it may be concluded project performance slightly improved between the two evaluations, thus the Project's final rating is Moderately Satisfactory (MS).

Rating: Highly satisfactory (HS), Satisfactory (S), Moderately satisfactory (MS), Moderately unsatisfactory (MU), Unsatisfactory (U) and Highly Unsatisfactory (HU).

Component	Progress	Rating at Mid-Term Evaluation	Rating at Final Evaluation	Comparison
1: Regional capacity built to prevent and control maritime and land-based pollution.	During the term running from the mid-term evaluation until the final evaluation, the Project's Management Committee held 4 meetings. Two of the 6 members of said committee have remained in their positions, the rest have been replaced due to political changes in the participating countries. Training efforts have been undermined by technical staff's turnover at the port	MS	MS	No improvement

	<p>authorities. Golfonet was successfully migrated to COCATRAM's website. A Regional Information Module is in place.</p> <p>The Regional Communication Strategy was affected by the withdrawal of the facilitator on this subject.</p> <p>The relationship with IWlearn and MACHC has been maintained, as well as the relationship with other projects developed within the framework of GEF-IW.</p> <p>Involvement of the private sector was fostered by the local stakeholders' NETWORK, but such sector could not be involved in the execution of demonstration projects.</p> <p>UGAP or similar bodies are being set (recently in Port of Big Creek and soon in the Port of Belize). No evidence of protocols facilitating communication from a regional viewpoint among the UGAPs was found.</p>			
2: Strategic Action Plan	<p>During this period, the development of an ADA and a SAP was addressed; pollution-related information, environmental sensitivity maps, and other maps are available, but as of the date of this evaluation neither the ADA nor the SAP has been duly endorsed.</p> <p>The development of this component was seriously affected by the death of the specialist on this subject matter and the no-contracting of a substitute.</p> <p>This component is one among those affected by the reluctance to accept using GEF concepts, in particular those related to international waters and transboundary aspects, which situation is beyond the control of the other participants, of the Bank and of the RPCU.</p>	U	MU	One level upgrade
3: Improved safety in navigational lanes.	<p>This component in particular is the one that made the difference between being executed under CCAD's or COCATRAM's responsibility. Since this component's activities pertain exclusively to COCATRAM's technical field, and is an accepted practice that the navigational security is related to damages on the ships and not to environmental damages to ecosystems, it was decided that COCATRAM should take the lead.</p> <p>Quality diagnoses and recommendations were issued, which have not been implemented</p>	S	MS	One level downgrade

	<p>unfortunately.</p> <p>This component also contemplates improving the political and legal framework to enhance navigational safety, but it has not been done up to date.</p> <p>No communication plan among the ports (for example, a shared radio channel) has been developed.</p> <p>Demonstration projects were designed, but they were not executed for different reasons.</p> <p>Hydrography works were conducted in Belize and Guatemala, and Honduras already has a hydrography ship; however, by the date of this evaluation no bathymetries had been performed.</p> <p>The Electronic Navigational Chart was not prepared, nor was the Particularly Sensitive Area under MARPOL approved due to different reasons and justifications.</p> <p>At the end of the evaluation this component only shows results in terms of diagnosis and recommendations. Recommendations at a national level will probably be executed but implementation of regional ones will require additional efforts.</p> <p>This is the only component where the rating declined with respect to the mid-term evaluation for non-compliance with one of the project's strategic components.</p>			
4: Improved environmental management and risk reduction measures within the regional network of five ports located at the Gulf of Honduras.	<p>The "Environmental Management Improvement" consulting issued relevant recommendations, which have been delivered to the 5 port authorities. UGAPs are expected to put them into practice once all of them are set up and operational.</p> <p>Under this component, 3 demonstration projects were expected to be executed, but for different reasons they were not implemented, although they were designed.</p>	MU	MS	1 level upgrade
5: Project Management	<p>The component showing the highest improvement since the mid-term evaluation. Budget control was improved, more Management Committee meetings were held, management increased at a cost lower than the previous term.</p>	U	S	2 level upgrade

5.3. Budget Spending.

As of June 30, 2012 the project had spent US\$3,422,933.32, i.e. 71.3% of the total GEF grant. The unspent budget amounts to US\$ 1,377,066.08, and according to an estimation based on commitments undertaken, a balance close to US\$750,000.00 will remain unspent, which means the total spending will be close to 85%. The financial planning results are presented further below.

5.4. Fulfillment degree based on the current Logframe Matrix.

The project did not completely meet all the objectives and goals defined in the Project Document; the Mid-Term Evaluation had already warned this could happen unless significant corrective measures were taken. To this respect, the Mid-Term Evaluation states: *“From all the documentation reviewed –including the report of the consulting services hired, meetings’ minutes, half-yearly reports and others-, the interviews conducted, and the analyses performed – activities carried out, quality, methodological approach – it may be inferred that in the present conditions carrying out all the activities contemplated in the Project Document will be impracticable, and it will therefore be necessary to perform planning adjustments for the remaining term”*.

The Mid-term Evaluation proposed a list of needed adjustments to fulfill the achievement of the Projects’s Objectives (see Mid-term Evaluation Report, Annex 5) including adjustments to the indicators. It has been observed that subsequent biannual evaluations have not taken into account the adjustments in the Logical Framework and neither started the reporting of those indicators that at that moment were not being monitored nor reported. Annex 4 shows the details of the adjustments.

Extrapolating the half-yearly report of July 2011 to December 2011 to July (i.e., the date of this evaluation) and to September 2012 (project closing date) and supplementing it with information and inputs provided by the RPCU, visits and interviews to local actors, and document reviews, and cross-analyzing said information with the budget spending, it may be concluded that the indicators related to the components and their activities reached a fulfillment level close to 70% to the date of this Evaluation, and could reach 85% at the end of the project.

Sustained efforts have been made by the project in order to keep a Physical Progress/Budget Progress ratio close to 1, and considering that to this date the project

shows a financial execution of around 71% and that according to estimations it will reach 85%, physical execution is expected to follow the same behavior.

This does not mean that the monitoring system failed, as it did not. Rather, it means that during planning some indicators were not measured, or were not adequately approached, as was the case of those related to regional aspects, demonstrations and pollution reduction achievements.

For example, the measurement procedure in component 1 is not sufficient to appraise **regional capacity** to prevent and control pollution. Indicators 1.1. and 1.2 are reported to be achieved at 100%, but this is inconsistent with reality. In addition, indicators 1.3 and 1.4 only measure activities and do not actually enable appraisal of the contribution to the regional capacity.

With respect to component 2, having a Strategic Action Plan in place, it was not approached regionally, in spite of having been implemented in the 3 countries. Evidence points to the fact that a Plan has been prepared, but the measurement only refers to the baseline and information included in the SAP. No information has been included on the result of the implementation of this SAP.

As regards component 4: Improved environmental management and risk reduction measures in the **regional network** of five ports located in the Gulf of Honduras. Although implementation in the regional network is clearly indicated in this component, demonstration projects were not executed, which weakens the regional synergy. In addition, indicators 4.2 and 4.3 were given a national approach (e.g., emphasis was placed on the 5 UGAPs individually, and no evidence exists of a regional integration among them at a later stage).

5.5. Quality of Outputs produced and Supervision.

During the evaluation the quality of certain actions and outputs produced during project development was reviewed. Based on the revision of those actions and outputs it can be inferred that the remaining actions and outputs also met quality standards, were carried out following available methodologies and resources, and were executed by qualified professionals or companies, selected through the procedures and regulations approved by the IDB.

Appropriate review and supervision of the agreements executed was also performed following internationally recognized good practices on the subject.

5.6. Relationships and Alliances with other projects.

Since its inception, the project was in contact and worked with other projects and organizations active in the Gulf of Honduras area. From its early years it profited from the information of other projects, in particular the Mesoamerican Barrier Reef System, and from others leaded by the Nature Conservancy (TNC), Healthy Reef, El Zamorano and the World Wild Fund (WWF), and it also established an alliance with the Mesoamerican and the Caribbean Hydrographic Commission (MACHC) and with the US agency National Oceanic and Atmospheric Administration (NOAA) and with the International Hydrographic Bureau (Oficina Hidrográfica Internacional or OHI). Furthermore, it established relations with Marfund and other funds, organisms and projects (such as MAREA) which could eventually finance activities or do business in the region.

The RPCU has also been in contact with other GEF projects in the field of international waters, it has taken part with other officers of the participating governments and COCATRAM in experience-exchange meetings and it has been regularly in contact with experts related to such projects.

5.7. Demonstration Projects.

One of the strategies designed and incorporated in the Project Document was the use of demonstration projects, and it was specifically pointed out that “...they will be confirmed at commencement of the project execution phase, after which a regional agreement on the priority demonstration projects, their execution, supervision and accountability will be established ...”

The demonstration projects were conceived but not executed; several justifications were given: little funding to finance the entire project, extremely complicated contractual procedures to engage the private sector that would contribute most of the funding, little time to execute them, among others.

This evaluation considers that the justifications are probably valid, but the strategy of using demonstration projects was not fulfilled.

5.8. Mid-term and Long-term Impacts.

As compared with baseline conditions, the project reduced the mid-term and long-term risks of generating negative impacts on sensitive areas recognized by their ecological value (mangrove, reefs and others), by their economic value (housing and production areas), or by their social value (fishery and tourism). Unfortunately, the project did not measure to what extent these risks have been reduced.

Presently, there is greater awareness in port authorities, maritime authorities, port users, municipalities, NGOs, and the public in general; and governments, stimulated by the awareness raised and with the information gathered and now available at the Regional Information Module, are expected to continue with the risk reduction task.

Several respondents stated that one of the clearest ways of reducing the impact in the future is through the declaration of a Particularly Sensitive Area, while others argued that with a simple effort made to increase and improve navigation support additional progress could be made towards risk mitigation. While both actions could be conducted at a national level, they would certainly not have the same impact as if they were conducted regionally.

5.9. Analisis of fulfillment of Project Assumptions.

The project was designed under the assumption that it would be executed according to GEF concepts and definitions, especially those in connection with “global”, “regional”, “international waters”, “transboundary” and “incremental costs”. The Mid-Term evaluation pointed out that they had not been fully discussed and, therefore, not completely assimilated. This final or terminal evaluation revealed that attempts were made to overcome said weakness (mapping of regional aspects such as navigation lanes, important ecosystems, etc.), but the non-assimilation of said concepts and definitions prevailed up to the end of the project, which is reflected in both the interviews performed and the main project outputs.

5.9.1. The weakness of the project’s regional approach. It persisted, and the explanation given in this respect by the majority of respondents is based on the politic differences between countries.

Evidence was found on the willingness to work and have regional instruments or frameworks for regional cooperation in place, notwithstanding the boundary issue. However, to the date of this evaluation, no such instrument or framework was found, although this was an aspect sought in the project's Strategy, paragraph 1.26 of the Project Document, which reads as follows: ***"The project is essentially regional and transboundary in nature and will enable the coastal states responsible for the Management of the Gulf of Honduras and its basin to build new and improve on existing regional cooperative frameworks, ensure adherence to international conventions, as well as strengthen laws, regulations, and management regimes to reduce existing and potential degradation originated by pollution, which, due to its nature, surpasses national borders and threatens an ecosystem of global importance"***.

As indicated in section 5.4, non-assimilation of the regional concept and of the added value implied therein led various indicators used to measure both the components and the development objective to be focused on the national level, rather than on the regional level. The combination of the 3 national efforts is not equivalent to the regional character sought in the project's strategy.

5.9.2. The importance of understanding and assimilating the "international waters" and "transboundary" concepts. Most respondents attached great value to this aspects, and kept in mind that the justification for obtaining the funds already spent by ProGOH was based on proving that the project fully "fitted" GEF Operational Program No. 10, which seeks, among other objectives, ***"...to develop and implement International Waters projects that demonstrate ways of overcoming barriers to the use of best practices for limiting releases of contaminants causing priority concerns in the International Waters focal area, and to involve the private sector in utilizing technological advances for resolving these transboundary priority concerns"***.

Reference was also made to the fact that the main objective of the funds for International Waters ***"...is the promotion of a collective management of transboundary water systems and the subsequent implementation of a wide range of political, legal and institutional reforms and investments that contribute to the sustainable use and maintenance of ecosystem services"***.

In general, the actors contacted agreed on the importance of assimilating such concepts as they recognize the richness and the services provided by the Gulf of Honduras ecosystem for the benefit of the regional and global environment. They also recognize the importance of a joint management, and they mainly justify it mentioning the navigational lanes and the probable hydrocarbon spills at some of the ports or by accidents in vessels,

but they justify the difficulty of its assimilation on the politic differences between countries.

5.9.3. Incremental costs. Another of GEF concepts which has been hard to understand and to assimilate - not only in this project but also in other GEF projects implemented in Central America - are the incremental costs, which “.... Is the guiding principle of GEF operations, which finances incremental or additional costs generated by transforming a project with national/local benefits into another that also entails benefits for the global environment “ (extracted from a summary of document GEF/ME/C.30/2)

The incremental costs issue was discussed during the evaluation and it is concluded that in their application there was not a single way of understanding them, but rather different viewpoints and ways of application.

5.9.4. Public-private alliances. The importance of public-private alliances was emphasized right from the project’s design. Private sector’s participation occurred through the participation of companies operating Big Creek, Puerto Barrios and Port of Belize. In addition, private stakeholders participated in the “Local Stakeholders’ Network” and unfortunately, project budgets failed to be matched with those of private stakeholders as no demonstration projects were executed.

5.9.5. Other project assumptions. The RPCU has always reported that it worked under certain assumptions, including:

- a. trained personnel hold their workstations at the ports under government responsibility. False assumption, since staff turnover is a constant.
- b. IDB sectoral specialists keep their positions. False assumption, during project execution the IDB had 4 sectoral specialists, although during more than one half of project execution it retained the same one.
- c. Participating countries take action to reduce pollution. Partially fulfilled assumption. To this date, the actions contemplated in the SAP have not been approved.
- d. Governments take measures to reduce risks. Partially fulfilled assumption. Some ports have taken measures to reduce environmental and maritime risks.

5.10. Status of fulfillment of Contractual Conditions.

Three contractual clauses were evaluated as they were deemed the most important, and the three of them were fulfilled:

a) Clause 1.03. The Project Document states GEF will contribute 67% of the funds and that COCATRAM and the remaining participating countries will contribute 33%, and this clause states as follows: “Additional resources. The amount that the Beneficiary undertakes to timely contribute to ensure a complete and uninterrupted execution of the Project, in addition to the resources of this Contribution, is estimated in US dollars two million four hundred thousand (US\$2,400,000), without this estimation implying limitation or reduction of the Beneficiary’s obligation under Article 6.04 of the General Regulations. Such amount may include contributions coming from Belize, Guatemala and Honduras, hereinafter the "Participating Countries". The additional resources may be contributed in kind”.

As of June 30, 2012, the Project’s Financial Statements evidenced as follows:

Origin	Amount approved	Disbursed	Proportion %
GEF-IDB	4,800,000	3,422,933.92	56
Matching fund	2,400,000	2,739,043.85	44
Total	7,200,000	6,161,977.77	

According to the audited Financial Statements, in 2010 the proportion was GEF-IDB 58% Matching Funds 42%, and in 2011 GEF-IDB 62% and matching funds 38%. On such basis, it could be concluded that this contractual condition was duly fulfilled.

- a) Clause 6.01.(b) of the Agreement Exhibits. This clause states: “Any major amendment to the plans, specifications, investment schedule, budgets, rules and other documents the Bank had approved, as well as any material change in the agreement(s) for procurement of goods and services funded by the resources aimed at project execution, or any amendments of the investment categories, require the Bank’s written consent.”

The documents reviewed evidenced that during project execution some amendments to the budget did not receive the “not objected” remark by the Bank, but they were duly corrected after their spotting during the Mid-Term Evaluation.

- c) Clause 6.04 b). The contractual clause fulfillment controls conducted by the IDB, through the Operation Management System (OPMAS), evidence partial fulfillment of clause 6.04 b), which reads: “As from the calendar year following the Project’s commencement and throughout its execution, the Beneficiary must provide evidence to the Bank, within the first sixty (60) days of each calendar year, that it will timely have the necessary resources to make the local contribution to the Project during such year”.

This requirement was not met during the first years of the project and later on it was duly followed.

5.11. Project Buy-in.

In the 3 countries a generalized awareness of the project was evidenced, especially as regards hydrography, the formation of Port Environmental Management Units (UGAPs) or similar bodies, the social stakeholders' network and the regional information module. In addition, the degree of awareness was closely tied to the field of specialization, for instance: officials involved in environmental issues had a better understanding of the project in the fields of environmental diagnosis, the strategic environmental plan, and the monitoring system, and maritime transport officials were more familiar with the study performed on navigation safety.

The local stakeholders contacted who are considered part of the Network were partially aware of the scope of the project, but stated they had been updated on the project and involved in it from the moment they became part of the network.

At regional level, the COCATRAM officials contacted had a detailed understanding of all project components. The CCAD evidenced no project buy-in, in spite of being the co-executing agency.

It may be concluded that the stakeholders contacted had a good understanding of the project.

5.12. Executing Agency and Co-Executing Agency.

COCATRAM is the executing agency and CCAD the co-executing agency.

While in the early years of the project COCATRAM did not assume full leadership in the project execution, this situation dramatically changed during the course of the project when its Executive Director, took the lead and responsibility for the project directly, with COCATRAM even providing cash funds to cover unexpected expenses incurred by the project.

CCAD had a weak, virtually nil participation throughout project implementation. Although several interviewed justified this situation arguing that the CCAD lacked an Executive Secretary for several years, the RPCU pointed out that once an Executive Secretary was elected during the first semester of 2012, and duly instructed on the scope of the project,

CCAD's participation did not change, remaining as weak as before, situation that had a bearing on the limited regional scope of the project.

5.13. The Management Committee and the Regional Management Committee

The Management Committee is the highest political body of the project. According to the rules which govern it, its duties include approving the Annual Operational Plan and amendments to the Operational Rules, and channeling the political participation of national authorities, governors and majors, among others. That is to say, this body deals with the more general aspects of the project.

The minutes of its meetings reveal, however, that the Management Committee was even involved in details (activities, terms of reference, labor aspects, etc.) which come better within the scope of the RPCU and the Secretary of COCATRAM.

The Management Committee's composition was inconsistent with the reality of the project: 3 of its members held that position because they were part of CCAD –which, as already mentioned, had a virtually nil participation– and the remaining 3 members had been appointed as such because their field of activity was similar to that of COCATRAM (2 of them actively participated, while the other did not).

The Operational Rules of the Project set forth the responsibilities of the Regional Management Committee, as follows:

- To participate in the Development of the Annual Operational Plan (AOP) and its Budgeting programme, as well as giving suggestions as needed for the correct execution of the project by its respective organizations.
- To participate in the meetings organized by the RPCU, needed for the project's progress and the spreading AOP and Projects's activities.
- To establish the specialized committees programmed within the project (Technical Committee and Public Participation Committee, among others) to support the Project management using experiences and knowledge of the members.

This Committee's meetings ceased to be convened after the Mid Term Evaluation, although no evidence on an agreement to eliminate it could be found in any record and the intention was that it will operate on countries and any interested body costs. Interviews and visits revealed a widely shared opinion that the Committee was a good meeting point when held in person because it facilitated the knowledge and experiences sharing and

increased the buy-in of the project's objectives, but then it had to continue being held through virtual means (conference call or Skype).

5.14. The IDB's role as Executing Entity.

This was the first GEF project for the Bank and thus its first experience dealing with GEF concepts. In the early years of project execution staff turnover occurred among international sectoral specialists in both the technical and the financial field but, as already mentioned, this situation was remedied.

Although the Bank's proceedings are widely regarded as burdensome and time-consuming, the evaluator's opinion is that a significant percentage of this perception is due to a deficient assimilation of the meaning of "non-objection" and of consultancy hiring and procurement proceedings. That is to say, the parties involved in the project should have had a better understanding of proceedings and rules.

Evidence points to the fact that the Bank conducted an orderly and systematic control of the budget, of procurement and hiring proceedings, and performed a proper monitoring of indicators.

A number of random tests were conducted to determine Bank response times to requirements made by the RPCU after the Mid-Term Evaluation, which evidenced that response times were appropriate (5 business days at the least). In spite of this, a deeper review of proceedings was conducted in order to establish the reason for some "delays" pointed out by the RPCU, which concluded that several requirements made by the RPCU were incomplete or did not duly fulfill the Bank's rules.

5.15. Local Stakeholders' Network.

This mechanism was devised for letting other members of the civil society participate (NGOs, municipalities, private companies with port operations, chamber of commerce, etc.), and as a means for reporting and disseminating the activities and results of the project. Interviews were conducted with many of the members who were part of the Network, all of whom considered it useful to influence in sectors not traditionally related to environmental issues and saw positively that COCATRAM is in charge of the sustainability of the Network.

It was also pointed out that some government officials from the participating countries were reluctant to have members of other sectors of the civil society participate, and in some cases they even misunderstood the nature of the Network's participation considering it a mere means for disseminating project information.

5.16. Project Sustainability.

Authorities from the 5 ports widely agree that measures have already been taken to guarantee the sustainability of the project investments already made at national level (new staff has been contracted or existing staff reassigned, institutional budget has been included, new equipment has been acquired, etc.), and in all cases reference has been made to the establishment of the UGAPs or similar bodies and their fitting out and training, as well as the fitting out and training of the Hydrography Units in the 3 countries.

It has been agreed that many of the project activities shall be executed at national level by port authorities, or at regional level by COCATRAM, in both cases at their own expense. This especially applies to activities related to water quality monitoring, bathymetry studies, maintenance of key stakeholder networks, navigational lane review and updating, among others. Most respondents consider it would be quite unworkable to demand payment of tariffs, fees, taxes or other types of charges to secure ProGOH's investment sustainability.

In the case of hydrography units, it has been reported that training courses at regional level are likely to continue, and as for the UGAPs it has also been reported that some coordination meetings among said units may be also held, charged against national budgets.

There is also a widespread perception that COCATRAM's role upon completion of the project will be critical to guarantee sustainability of the actions already executed by the project, especially the Local Stakeholders' Network (already published on COCATRAM's website), and exercises to control petroleum spills and emergencies. The importance of having the Regional Information Module already published on COCATRAM's website and an COCATRAM's official already designated to deal with the environmental issue within the organization has also been recognized.

Project sustainability at national level will largely depend on the UGAPs or similar bodies; it is the officials in charge of those bodies who know in greater detail on what components the project has worked. At regional level, sustainability will depend on COCATRAM.

Privately operated ports recognize environmental sensitivity is a clear ProGOH output, and believe that the environmental issue is here to stay, and stated they have already included it in their administrative system, which has been verified by the evaluator.

5.17. Project Financial Planning and Financial Assessment.

During the first half of project execution a weakness in financial planning became evident (budget overdrafts, unauthorized expenses, non liquidation or delays in the liquidation of revolving funds, lack of foresight in fund requests, etc.), which was remedied with the recruitment of a financial expert within the RCPU.

Throughout project execution financial execution capacity was lower than provided for in the project document. Based on the Audited Financial Statements for 2011, project disbursements charged against GEF-IDB funds amounted to around US\$ 527 thousand in 2011, to US\$ 721 thousand in 2010 based on the relevant Audited Financial Statements and, as previously mentioned, to the date of this Evaluation the available budget amounted to US\$1,377,066.08 and commitments to US\$624,539.19, which means there is a remainder –of unspent funds which are to be reimbursed to GEF-IDB - of around US\$ 750 thousand.

In other words, the project will spend close to 84% of the total available funds.

The low execution was justified pointing out that proceedings for approval of terms of reference by the Project's focal points (not the same as the GEF Focal Points) are slow, the same as IDB hiring and procurement proceedings, and that also "micro-manages" the project. Although the latter is a recurrent justification and excuse, financial planning did not conform to that reality.

Focal points generally pointed to the fact that enquiries to the participating countries did not use modern technology-based means of communication, such as Skype, dropbox, viber, share point and others, which could have accelerated proceedings and facilitated enquiries, thereby matching timing with financial planning.

As for the Bank, it argued that documents submitted by the RCPU arrived incomplete and could not simply be processed, and were thus often subject to an unnecessary "return-revise-return-revise-return-revise" process.

The following chart prepared by the RCPU shows the state of spending as of June 30th, 2012:

		IDB			
		BUDGET IDB FUNDS	SPENDING	%	AVAILABLE BUDGET

Component 1					
	Building regional capacity to prevent maritime and land-based pollution in the region of the Gulf of Honduras				
01.001	Management (PCU and Regional Management Committee)	900,579.00	855,618.04	95%	44,960.96
01.002	Workshops and Working Groups	211,421.00	211,267.39	100%	153.61
01.003	Consultancies and Studies	621,212.00	402,859.18	65%	218,352.82
01.004	Courses and Practical Training	97,415.00	3,976.34	4%	93,438.66
01.005	Coordination and exchanges with other IW (International Waters) Projects	55,000.00	36,258.78	66%	18,741.22
01.006	Publications	48,592.00	14,849.68	31%	33,742.32
01.007	Equipment	214,198.00	105,668.58	49%	108,529.42
01.008	Pilot Studies	-	-	0%	-
		2,148,417.00	1,630,497.99	75.9%	517,919.01
Component 2					
	Create, analyze and disseminate marine environmental information and develop a Strategic Action Program for the Gulf of Honduras				
02.001	Workshops and Working Groups	134,500.00	43,374.06	32%	91,125.94
02.002	Consultancies and Studies	734,604.00	670,383.61	91%	64,220.39
02.003	Courses and Practical Training	57,000.00	8,581.02	15%	48,418.98
02.004	Publications	23,300.00	8,973.50	39%	14,326.50
02.005	Equipment	70,000.00	55,537.69	79%	14,462.31
		1,019,404.00	786,849.88	77.2%	232,554.12
Component 3					
	Improve navigational safety in maritime lanes				
03.001	Workshops and Working Groups	31,199.00	16,146.01	52%	15,052.99
03.002	Consultancies and Studies	457,393.00	424,393.20	93%	32,999.80
03.003	Courses and Practical Training	73,012.00	59,712.45	82%	13,299.55
03.004	Publications	20,000.00	11,116.19	0%	8,883.81
03.005	Equipment	230,286.00	230,285.58	100%	0.42

03.006	Demonstration Projects	185,000.00	-	0%	185,000.00
		996,890.00	741,653.43	74.4%	255,236.57
Component 4					
	Improve Environmental Management in the Regional Network of 5 ports located in the Gulf of Honduras				
04.001	Workshops and Working Groups	71,00.00	21,159.98	30%	49,840.02
04.002	Consultations and Studies	85,289.00	57,000.00	67%	28,289.00
04.003	Courses and Practical Training	-	-	0%	-
04.004	Publications	-	-	0%	-
04.005	Demonstration Projects	300,000.00	85,250.00	28%	214,750.00
		456,289.00	163,409.98	35.8%	292,879.02
Other Costs					
06.001	Independent Annual Revision and Evaluation (US\$25,000.00/year)	38,557.00	4,079.00	11%	34,478.00
06.002	Audits	131,443.00	96,443.64	73%	34,999.36
06.003	Contingencies	9,000.00	-	0%	9,000.00
		179,000.00	100,522.64	56.2%	78,477.36
Total Investments		4,800,000.00	3,422,933.92	71.3%	1,377,066.08

Please note that in general the items with “0” spending or with the lowest spending are those referred to regional issues.

The project Document shows the financial structure of the Project structured as:

Project document Preparation:	\$550.000
GEF Grant:	\$4.800.000
Co-financing:	\$6.500.000
Total US\$	\$11.850.000

After reviewing several documents elaborated by RCPU, it is inferred that those amounts were funded as expected through in-kind contributions by the Governments, COCATRAM, IDB loans related to the ProGOH, MACHC, USAID-PROARCA, Private Sector and IMO. Annex 3 shows the designed budget as stated at Project Document and all participants contributions.

5.18. Risk Factors and their relationship with the Project.

The project was subject to some risks that were impossible to foresee, such as the political situation in Honduras and the earthquake that hit Puerto Cortés area.

However, the delays and “harms” derived from the political situation in Honduras that affected the project could have been minimized had the RPCU exercised a better administrative and budgetary management of the project, such as a better management of the revolving fund (which amounts to US\$250,000).

Other risks could be controlled, or rather, could have been controlled:

- a) CCAD’s little participation could have been avoided through stronger actions on the part of the Management Committee, since 3 out of its 6 members are part of CCAD’s Ministers’ Council.
- b) changes in the RPCU: greater presence from COCATRAM and IDB, as in the last years.
- c) IDB’s sectoral specialists’ turnover: this was the first GEF project managed by the IDB, which may have entailed technical and management support the Bank was not ready to provide at the beginning of the project as it did afterwards.

5.19. Strengths and Weaknesses.

Mainly based on the interviews conducted, the following list of project strengths and weaknesses was prepared:

Strengths

- Information related to the Gulf of Honduras in terms of quantity, quality and systematization (Regional Information Module)
- Coordination with other projects developed in the area (MAREA, MBRS) and in the field of international waters.
- Active participation of institutions which added value to the scientific knowledge in the area (NOAA, MACHC, OIH).
- Technical, scientific support, and political incidence from organizations such as TNC, WWF and Healthy Reef.
- Environmental sensitization and awareness of port authorities.
- Establishment and strengthening of the UGAP or similar bodies.
- Support to hydrography units.
- Increased COCATRAM and IDB’s involvement in project development.
- Increased environmental awareness of COCATRAM and related sectors.

- Active participation of the private sector in environmental issues (acquisition of spill control equipment, building of land-based infrastructure to retain spills, leaks and the like).

Weaknesses

- Little understanding of IDB-related proceedings
- Little interest from stakeholders in improving their understanding and handling of contractual regulations and proceedings on hiring and procurement in general.
- Non-assimilation of the concepts which are fundamental to IDB and the project design strategy: regional, international waters, incremental costs and global.
- Initial lack of presence of COCATRAM, and sectoral specialists' turnover at IDB.
- Non-participation of CCAD
- The RPCU's project management capacity.
- Late participation of the private sector in the project execution.
- The non-execution of the demonstration projects foreseen as part of the project development strategy.
- The feeling of inequality in the hiring of consultants.

5.20. Project Replicability.

The project is certainly replicable, provided that corrective steps are taken regarding the aforementioned weaknesses and findings, and that the lessons learned discussed later in this document are taken into account. The fact that globally relevant ecosystems need to be jointly managed by the countries involved is undeniable, and there are many areas worldwide where this issue has not been addressed. In the Central American region itself there are some coastal areas that require said approach: Bahía Salinas between Costa Rica and Nicaragua, Cayos Miskitos between Honduras and Nicaragua, Fonseca Gulf, and the Gulf of Honduras itself.

5.21. Lessons Learned.

For ease of understanding, we will summarize the numerous lessons learned under the following areas:

5.21.1. Design: this project has shown that in an area subject to ongoing discussions and disputes over border limits, great involvement of the Foreign Affairs Ministries is necessary at the design stage, in order to establish if the GEF concepts whereupon the project will be based are fully accepted or if they require safeguards, or if the project interferes with legal disputes held at other levels.

The project has shown that regional objectives and goals are difficult to measure and scope, and time needs to be devoted to this issue. In order to achieve a regional goal in a project where 3 countries participate, it is not enough to achieve national goals in the 3 countries, and the hydrographic activities are a case in point: having 3 hydrography teams and 3 hydrography units fully trained in place, and performing bathymetry studies in all 3 countries, does not result in an integral navigational chart of the Gulf of Honduras.

From the project design we have learned that successful practices and experiences in other countries will not necessarily be successful in a different region, and it is necessary to evaluate if those practices may be put in practice. A good example of this is the participation of different actors from the civil society (private enterprises, municipalities, and NGOs)

The group in charge of project design should have a detailed knowledge of GEF rules and ensure the project does not include design errors, as is the case of the budget allocated to management, where the project violated the Financial Guidelines for Selected Operational Components, specifically “Guideline #2”, which reads: “The GEF project management budget as a percentage of the GEF grant should not exceed 10 percent.” That is to say, although the amounts allocated to management should not exceed 10% of the GEF grant, this project had a management budget close to 20%, which had to be modified during project implementation.

5.21.2. Participation Agreements and Commitments: we have learned from the project that strong and effective commitments from the executors and co-executors are necessary. Their full participation is vital for project implementation and for the achievement of the project objectives. The lack of involvement or “weak” involvement of a co-executor is a weakness which on no account should affect the Coordinating Unit.

We have also learned from the project that it is necessary to establish clear and accurate commitments regarding matching funds as one of the most effective ways of guaranteeing the proportionality established by the non-refundable agreement.

The regional approach requires participating countries to be strongly committed to the regional objectives, which should translate in allocating equipment, resources and officials to fulfill the objectives. This does not imply that those resources and staff will be exclusively allocated to regional work; it rather means that regional tasks should be complementary to national tasks.

5.21.3. Nationalities, Biases and Coordination. This is not the first time this issue arises when dealing with regional projects. In some cases the impression that a national is more prone to favor their nation and fellow nationals is stronger than in other cases but, one way or another, this issue is always present and, in a region that even with ups and downs works towards integration, this issue is especially recurrent. The lesson learned in this respect is that criticism will very likely arise when a regional coordinator from “x” nationality hires people from their same nationality, and criticism will be even greater if the regional coordinator is a national from the country where the regional office of the project is located. Finding a solution to everyone’s satisfaction can often become a real challenge. The lesson learned in this respect is that it is advisable to find a regional coordinator who is not a national from the country where the regional office of the project is located or to find a way to effectively balance nationalities within the Coordinating Unit.

5.21.4. Project Management, Technical and Scientific Expertise. Experience shows that a Coordinating Unit should strike a balance between project management (planning, budgeting, procurement, monitoring, etc.) and technical and scientific expertise. The swift execution and success of the project is highly dependent on this balance, which should be therefore sought right from the beginning.

5.21.5. Rules and Proceedings. One of the weaknesses affecting several regional projects executed in the region in the past few years is the lack of understanding of GEF’s and the project executing agency’s rules and proceedings by the coordinating units, the project focal points, and all stakeholders at large. The lesson learned in this respect is that project planning should allow for training activities on rules and proceedings.

5.21.6. Use of new Communication Technologies. Projects usually allocate part of their budget to meetings, workshops, and seminars. Traveling and accommodation expenses in the region have surged in the past few years and are likely to remain high. Projects of a regional nature are usually developed in areas of tourist interest, which is quite logical considering that, as stated in the Central American Convention on Biodiversity, those areas protect more than 75% of the region’s biodiversity, which is actually what tourists

want to see. Therefore, projects should seek to use more virtual means of communication and information exchange (Skype, conference calls, dropbox, sharing point, among others), and limit face-to-face meetings.

The existence of Management Committees or Regional Committees or specific commissions for researching any given set of issues is possible and feasible through those new means of communication.

5.22. Assessment of the 5 GEF criteria;

The Evaluation Policy provides that assessments must meet five criteria (not applicable in all assessments), and therefore this assessment has sought to meet them and these are the ratings:

a. Relevance: it was found through interviews, document review and field visits that project objectives are a priority in all three countries and have been incorporated in the work of the implementing agency. And as pointed out in the Mid-Term Evaluation, the weakness is that the project gave a more national than regional approach. It is fair to recognize the efforts of civil society organizations and some government officials to find that the objectives of reducing the degradation and conservation of ecosystems of the Gulf are seen regionally.

b. Effectiveness: Project partially achieved the expected results, regional results were expected, however, those were more national in scope. In various paragraphs of this evaluation is mentioned the difficulty of achieving regional outcomes when there are certain differences between countries that do not favor the exchange of information or working together in activities outside the office.

c. Efficiency: The project has not reached the expected efficiency. At the time of this evaluation it was executed the 71.3% of the budget and it is expected that at the closure the rate increases up to 84%. As mentioned in other sections, the project has had a low budget implementation every year. Justifications for this situation are many and possibly all valid, but the final result is that a remnant will be approximately of \$ 750 thousand.

d. Effect: Independently that the project has not reached 100% of its objectives, it is accepted by all respondents that the incidence reached has allow the 5 ports to have now within the operational structure the Environmental Management Units or similar and that the consideration of the environmental issue both in the COCATRAM and port authorities as a reality.

e. **Sustainability:** The sustainability of the project, with information obtained through visits to places of operation of the project, interviews with key stakeholders and documentation reviewed, is guaranteed and the financial, socio-political, institutional and environmental risks associated with their achievement are moderate and is not expected to affect the results in the medium and long term.

5.23. Results Sustainability Likelihood

This is one of the most relevant aspects for GEF in any project final evaluation. Therefore, based on document reviews, interviews and communications, field visits, and the evaluator's own judgment, an evaluation is performed to establish whether results will be sustainable over time once the cooperation resources end, recognizing the assessment will be subject to uncertainty levels.

The result of the evaluation is based on the assessment of 4 dimensions rated as follows:

- **Likely (L),** There are no or negligible risks that affect this dimension of sustainability.
- **Moderately likely (ML).** There are moderate risks that affect this dimension of sustainability.
- **Moderately unlikely (MU).** There are significant risks that affect this dimension dimension of sustainability.
- **Unlikely (U).** There are severe risks that affect this dimension dimension of sustainability.

The overall rating cannot be higher than that of the lowest-rated dimension, that is to say, the lowest rating prevails for all dimensions.

Results Sustainability Likelihood is rated as ML, as concluded from the following table:

Dimension	Comment	Rating
Financial Risk	There is minimum likelihood that the financial situation may affect project sustainability, but considering that the project area is one of the most appealing in terms of tourist attraction, the governments and the private sector will certainly make their best efforts to ensure financial resources are available to guarantee the quality of the ecosystems in the Gulf of Honduras, the tourist attraction of the area,	ML

especially the corals and fauna living there.

Sociopolitical Risk	Buy-in and awareness of the value of the ecosystems in the area have increased among the key stakeholders involved in the project, which means public opinion keeps and will continue to keep an eye on port and navigation operations in the Gulf.	ML
Institutional and Governance Risks	Even if no regulatory frameworks to minimize risks have been developed up to the date of the final evaluation, port authorities have certainly –or will certainly do in the next few months – earmarked funds from their budgets to guarantee the operation of the UGAPs or similar bodies, which means they will also introduce the necessary institutional changes to guarantee their continuity.	ML
Environmental Risks	No risks have been identified other than those established at the project design stage (among others, there were considered: contamination from ships and other maritime activities; spills and other land source of contamination). The only risks are those related with expansions at any of the 5 ports, but they will be performed according to the environmental regulations of the participating countries, and environmental impact assessments will be required in all cases.	ML

6. Conclusions

6.1. The ProGOH partially fulfilled the objectives contemplated in the Project Document, and thus the final result of the project is positive. However, although there is no quantitative means available at present to establish if the project actually stabilized the quality of waters or reversed degradation, from a qualitative viewpoint it may be concluded that solid foundations have been laid to prevent the degradation of the marine ecosystems at risk.

6.2. Efforts have been made to have new institutional schemes in place (creation of UGAPs or similar bodies) and to strengthen the existing ones (Hydrography Units) -which have been provided with training, equipment, and they will soon have an institutional budget. While local capacity pertaining to information gathering, arrangement and analysis has been built –and will need to be regularly updated –, regional capacity has not been duly institutionalized (operation protocols, handbooks, communications, etc.), a task that will need to be addressed by the regional bodies in charge of this matter, i.e. COCATRAM and CCAD.

6.3. The task involving having the necessary elements in place to facilitate and increase navigational safety from a regional viewpoint did not succeed. However, the elements necessary to do it are available and, as in the previous conclusion, this task will be addressed by the aforementioned bodies.

6.4. Even if slight, an improvement may be noticed in the execution of the project components since the Mid-Term Evaluation. Performance did not improve more because the national element did not properly complement the regional aspect and the synergy implied in this in the Gulf of Honduras. However, efforts have been made, especially in connection with information and dissemination.

6.5. The project was executed in 12 months more than contemplated in the Project Document, which implies a spending average of US\$ 800 thousand a year, and given that the remaining balance amounts to US\$ 750 thousand, it may be inferred that the project actually needed 24 months more than provided for.

6.6. The Logframe indicators monitoring evaluation is satisfactory. The ratio between physical and budget progress has historically remained close to 1 - except in the half-yearly Report of December, 2011, when it was higher than 1. This ratio is expected to remain always as close to 1 as possible. Based on that behavior, it may be inferred that if the budget progress as of June 30 was around 70% and will be close to 85% by September 31, the physical progress will behave similarly.

6.7. Quality and supervision of the outputs delivered by the consulting firms and independent consultants fulfilled the generally accepted quality standards, as is the case of the equipment acquired.

6.8. The ProGOH had an adequate policy in place for its association with other projects developed in the area, as well as with organizations working there. The project fulfilled the requirement of keeping contact and sharing experiences with other GEF projects on International Waters.

6.9. One of the project strategies was to use demonstration projects to further the project objectives. Although efforts were made to implement those projects, they were thwarted for different reasons.

6.10. The fact that the project did not completely achieve its objectives does not increase the risk of threats to ecosystems. From a qualitative point of view it may be inferred that

risks will at least remain stable or see a downward trend, given the increased environmental awareness of port authorities, governments and the public in general.

6.11. The project was approved and financed under the assumption that it would be developed according to a regional management scheme and putting into practice the concepts which support the International Waters component of GEF (transboundary and joint management of international waters) and of GEF itself (incremental costs); those assumptions were not fulfilled, but stakeholders have provided justifications for it.

6.12. At the beginning of project execution some contractual conditions were not being fulfilled, as reported by the Mid-Term Evaluation. This evaluation reports fulfillment of contractual conditions.

6.13. The evaluation evidences the project was duly “bought-in” and there has been an interesting correlation: the more involved the respondents were with environmental matters, the greater their buy-in, and the more involved they were with port operations, the lesser their buy-in. The project managed to make officials not traditionally involved in the matter more interested in the environmental issue.

6.14. COCATRAM and CCAD, co-executors of the project, failed to take the lead of the project in the early years. While CCAD sustained this behavior, COCATRAM showed a radical change and turned in the project leader.

6.15. The project Management Committee greatly participated during project execution. The minutes of its meetings reveal it exceeded its general responsibility over the project and decided over more specific matters. The Regional Management Committee actively participated in the project until it was established that funds for financing its meetings had been exhausted and nothing was done to keep it working by means of virtual means of communication.

6.16. This was IDB’s first experience with GEF. Its role and proceedings were not properly understood by the RPCU or by other stakeholders, and sectoral specialists’ turnover in the early years of project execution was also negatively seen. Comments in this regard had already been reported in the Mid-Term Evaluation, and although criticism persists on that issue, it has declined since then. It was actually recognized that its performance improved critically, and sectoral specialists’ permanence in their position was reflected in shorter times for response and approval of requests and proceedings. Budget, mailing,

procurement and monitoring control systems were aligned with generally accepted standards.

6.17. The key stakeholders' network is an important element in the execution and sustainability of project results, but as already mentioned in "lessons learned", involving stakeholders' other than the traditional ones should be carefully considered before including it in a Project Document, because participation entails commitments at different levels which are not equally understood by everyone. For some, participation implies being involved in decision-making (approval of Annual Plans, budgets, hiring), while for others it only means providing more detailed information.

6.18. Based on the information obtained it may be inferred that project sustainability is guaranteed, and the associated risks (financial, socio-political, institutional, and environmental) are moderate.

6.19. Project management was poor at the beginning, but it critically improved with the recruitment of a financial expert. The project's monthly spending is considered lower than expected: while the average monthly spending amounted to US\$ 58.6 thousand, expectations were that the project would spend a monthly average of US\$ 80 thousand. Around 73% of the expected monthly spending was actually spent. The spending gap lies in regional aspects.

6.20. The project was affected by certain circumstances not foreseen in the Project Document: political problems in the country where the project headquarters was located, an earthquake, IDB sectoral specialists' turnover, the physical disappearance of one of its main specialists, the resignation of another specialist, political differences between participating countries, among other circumstances. Some of these situations could have had a lesser impact if, for instance, the revolving fund had been better managed, or if a database had been created and permanently updated by consultants and service providers.

6.21. There are demonstrable and verifiable strengths and weaknesses which, at this stage of project progress and in view of its closing, are strictly and solely useful as an element to assess the overall performance of the project and the particular performance of the parties involved.

7. Recommendations

7.1. It is recommended that the Management Committee accept the results of the project. In order to increase commitment levels, it is recommended that the ProGOH Management Committee agree to provide the necessary resources to ensure sustainability of the results achieved over time and thus succeed in stabilizing water quality in the Gulf of Honduras and reduce degradation threats to existing ecosystems.

7.2. It is recommended that COCATRAM and CCAD increase their influence over governments to guarantee that the results obtained during project execution be duly institutionalized in the participating countries and in the programs of both entities. A final effort should be made to create result synergies between the countries involved, for instance, the preparation of a regional action protocol against spills, a protocol for communication between ports, hydrographic information sharing, among others. Not only should these protocols be “defined”, but they should also be put into practice jointly by the countries.

7.3. It is recommended that COCATRAM and CCAD undertake a concept clarification exercise at their highest management levels in order to define the meaning of regional, transboundary, and international waters, in order to have stronger grounds to decide whether they want to participate in new regional projects.

ANNEXES

Annex 1: List of contacted people

Juan Poveda, Sector Specialist BID-Honduras
Jacqueline Rodríguez, GEF Consultant BID-Honduras
Alejandro Aguiluz, Operations Analyst BID-Honduras
Luis Pedro Herrera, CPN-Guatemala
Joel Martínez, CPN-Guatemala
Andrea Martínez, External Affairs-Guatemala
Leyla Villatoro, External Affairs -Guatemala
Claudio Rodríguez, CNC-Guatemala
Guillermo Sosa, Vice-ministre de Communications-Guatemala
María del Rosario Miranda, UGAP-Santo Tomas de Castilla-Guatemala
Sergio Girón, Capacity building-Santo Tomás de Castilla-Guatemala
Minor Rivas, Hydrographic-Santo Tomás de Castilla-Guatemala
Mauro Guerrero, Operations-Santo Tomás de Castilla-Guatemala
Cesar Sosa, Operations-COBIGUA-Guatemala
Mario Díaz, Specialist MARN-Guatemala
Kay Badden, Environment- Cortés Municipality-Honduras
Domingo Menjivar, UGAP-ENP-Honduras
Vladimiro Lozano, Engineer-ENP-Honduras
Bruno Fontana, Intendancy-ENP-Honduras
Roberto López, Operations-UNOPETROL-Honduras
Jonathan Laínez, Vice minister de la SERNA-Honduras
Mariano Vásquez, Vice minister SOPTRAVI-Honduras
Martin Alegría, Environment-Belize
John Flowers, Port authority-Belize
Francine Waight, Operations Port of Belize
Elden Dawson, Operations Port of Belize
Henry Richards, Operations Port of Belize
Arturo Vásquez, Receiver Port of Belize
Gustavo Carrillo, Operations Port of Big Creek
Ismael Fabro, ex Environment-Belize
Noel Jacobs, ex Coordinador MBRS-Regional
Luis Furlán, leader TRIGOH-Regional
Otto Noack, Director COCATRAM-Regional
Silvio Ponce, IT-COCATRAM
Edas Muñoz, Project Director RPCU-Regional
Carlos Maradiaga, Fiduciary RPCU-Regional
Norma Reyes, Assistantt RPCU-Regional
Néstor Windevoxel, Project Marea-Regional

Annex 2: Consulted Documents

For this Evaluation the following documents were consulted:

- a. El Convenio de Financiamiento No Reembolsable de Inversiones del Fondo del Medio Ambiente Mundial N° GRT/FM-9179-RS.
- b. La Política de Seguimiento y Evaluación del GEF.
- c. Las guías para preparación de Evaluaciones Finales del GEF.
- d. Los Informes Individuales de Implementación del Proyecto (PIR- por sus siglas en inglés) presentados a la secretaria del GEF.
- e. “Tracking Tools” del Proyecto presentados a la secretaria del GEF.
- f. Los documentos de preparación del Proyecto presentados al GEF y aprobados por el CEO (Request for CEO Endorsement).
- g. Documento del Proyecto RS-X1009.
- h. El Reglamento Operativo del Proyecto.
- i. Planificación Plurianual Operativa del Proyecto.
- j. El Informe de Evaluación Intermedia del Proyecto.
- k. Las actas de las siete (7) reuniones del Comité Regional de Gestión del Proyecto.
- l. Las actas de las nueve (9) reuniones del Comité Directivo del Proyecto.
- m. Las ayudas memoria de las Misiones de Administración, generales o de supervisión realizadas por parte del Banco Interamericano de Desarrollo.
- n. Los Estados Financieros del Proyecto.
- o. Los Planes Operativos Anuales del Proyecto.
- p. Los Informes Semestrales de Ejecución del Proyecto.
- q. Los informes finales de las Consultorías que hayan concluido.
- r. Documentos generados a través de otras cooperaciones técnicas o estudios relacionados, que han sido utilizados en el desarrollo del Proyecto.

Annex 3: Required Project Identification and Financial Data

I. Project Identification

Project Name:	Environmental Protection and Maritime Transport Pollution Control in the Gulf of Honduras.		
Project's GEF ID:	963	Project's IDB ID:	GRT/FM-9179-RS (RS-X1009)
Countries:	Belize, Guatemala and Honduras		
GEF Focal Area:	International Waters	Operational Program:	OP 10 Contaminant-Based
Executing Agency:	Central American Commission for Maritime Transport (COCATRAM) and the Central American Commission for Environment and Development (CCAD).		

II. Dates

Project dates:	Agency Approval Date	04/26/2005
	Effectiveness (Start) Date	02/06/2006
	Original Closing Date	02/08/2011
	Current Closing Date	09/30/2012
Project evaluation:	Mid-term Date	August 2010
	Terminal evaluation Date	July 2012

III. Project Framework

Project component	Activity type	GEF financing		Co-financing	
		approved	actual	promised	actual
Building the regional capacity for maritime and land-based pollution prevention and control	T, I	2.148.417.00	1.630.498.00	665.000.00	1.554.625
Building the information base for the Strategic Action Program	S	1.019.404.00	786.850.00	350.000.00	12.793.97
Enhancing navigational safety in shipping lanes	T	996.890.00	741.653.43	930.000.00	858.044.42
Improving environmental management and hazard reduction measures in the regional network of five ports within the Gulf of Honduras.	T, I	456.289.00	163.409.98	355.000.00	313.580.37
Annual Evaluation		38.557.00	4.079.00	--	--
Auditor		131.443.00	96.443.44	131.443.43	96.443.44
Unforeseen		9.000.00	--	100.000.00	--
Total		4.800.000.00	3.433.933.92	2.400.000.00	2.739.043.85

Activity types are I: investment, T: technical assistance, or S: scientific and technical analysis.

IV. Co-financing

Sources of Co-financing ⁶	Name of Co-financer	Type of Co-financing ⁷	Amount Confirmed at CEO endorsement / approval	Actual Amount Materialized at Midterm	Actual Amount Materialized at Closing
GEF Agency	IADB	Grant		0,23	0,23
		Credit			
Multilateral Agency	IADB	Loan	1,50	1,50	1,50
		Equity			
National Governments	Belize Port Authority, EMPORNAC-Guatemala, Empresa Nacional Portuaria de Honduras	In Kind	2,4	1,00	3,58
		Non-grant instruments	2,6		
Bilateral Agencies and Government Agencies	USAID, NOAA-MACHC	Other types		2,26	2,26
TOTAL			6,5	4,99	7,57

Note: Bilateral agencies contribution is expected to account in 2012 the amount of US\$ 246,819, thus totalizing for this contribution the amount of 2,51 million dollars.

⁶ Sources of Co-financing may include: Bilateral Aid Agency(ies), Foundation, GEF Agency, Local Government, National Government, Civil Society Organization, Other Multi-lateral Agency(ies), Private Sector, Other

⁷ Type of Co-financing may include: Grant, Soft Loan, Hard Loan, Guarantee, In-Kind, Other

Annex 4. Logical Framework Indicators Analysis

RESUMEN NARRATIVO	INDICADORES VERIFICABLES (ajustado según Evaluación Intermedia, Set 2010)	INDICADORES reportados en último Informe Semestral (I-2012) **se indica solo si el cambio es significativo	resultados reportados a junio 2012
FIN:			
Contribuir a disminuir la degradación de los ecosistemas marinos costeros dentro del Golfo de Honduras	1. En 2012 se mantiene los mismos los niveles de contaminantes (tales como nutrientes, sedimentos, DBO y tóxicos, entre otros) comparado con 2005	no se incluye este indicador	no se reporta
	2. En 2012 se reduce a la mitad la tasa de degradación de la calidad de los pastos marinos, arrecifes coralinos y manglares, entre otros en comparación con la del 2005.	no se incluye este indicador	no se reporta
PROPÓSITO:			
La prevención y control de la contaminación y la seguridad de transporte marítimo en el Golfo de Honduras mejorada.	1. Al menos 3 mecanismos institucionales sostenibles de carácter regional para la prevención y control de la contaminación se han creado al 3er trimestre 2010	sin cambio	se logró al 100%
	2. En 25% se reduce las cargas contaminantes de las fuentes puntuales provenientes de actividades portuarias al final del Proyecto (valor al 2012 comparado con valor base de 2005).	no se incluye este indicador	no se reporta
	3. En 25% se reduce las cargas contaminantes provenientes de actividades de origen terrestre enfocadas en los principales afluentes que drenan hacia las áreas de influencia de las ciudades de los cinco puertos al final del Proyecto. (valor al 2012 comparado con valor base de 2005).	no se incluye este indicador	no se reporta
	4. En 25% se reduce las descargas contaminantes provenientes del transporte marítimo al final del Proyecto. (valor al 2012 comparado con valor base de 2005).	no se incluye este indicador	no se reporta
	5. En 50 % se reduce los derrames marítimos accidentales de materiales peligrosos al final del Proyecto (valor al 2012 comparado con valor base de 2005).	no se incluye este indicador	no se reporta
	EFFECTOS DIRECTOS		
	6. 50% se incrementan en número de grupos de interés en los países intervenidos al final del Proyecto	no se incluye este indicador	no se reporta
	7. Al menos 1 propuesta por cada grupo de interés es presentada al Comité Regional de Gestión anualmente	no se incluye este indicador	no se reporta
	8. Ochenta (80) % capacitados aprueban la evaluación de destrezas al 4to trimestre 2009.	sin cambio	se reporta como logrado
	9. Al menos una (1) mejor práctica o política es adoptada por los puertos al 4to trimestre 2009.	sin cambio	se reporta como logrado
	10. Cien (100) % actualizado el portal de internet actualizado al 4to trimestre 2008.	sin cambio	se reporta como logrado
	11. Al menos 1 boletín trimestral es publicado durante la vida del Proyecto.	sin cambio	se reporta como logrado
	12. Al menos cinco (5) alianzas (una en cada puerto) es suscrita al 2do trimestre 2009.	Al menos 3 alianzas (en cada país) son suscritas	se reporta como logrado
	13. Al menos un (1) plan de prevención y control de la contaminación es adoptado y aprobado al 4to trimestre 2009.	sin cambio	no se logró
	14. Tres (3) planes operativos son aprobados al 4to trimestre 2009.	sin cambio	se reporta como logrado
	15. Al menos tres (3) medidas para mejorar la seguridad de la navegación se han adoptado al 1er trimestre 2010.	sin cambio	se reporta como logrado
	16. Al menos tres (3) medidas de prevención y control del impacto ambiental, identificadas de mayor riesgo son incorporadas en el plan operativo de los Puertos al final del	sin cambio	se reporta como logrado

RESUMEN NARRATIVO	INDICADORES VERIFICABLES (ajustado según Evaluación Intermedia, Set 2010)	INDICADORES reportados en último Informe Semestral (I-2012) **se indica solo si el cambio es significativo	resultados reportados a junio 2012
COMPONENTES:			
1. Capacidad regional para prevenir y controlar la contaminación de origen marítimo y terrestre desarrollada	1.1. Cien (100) % creada y funcionando la Red Regional de prevención y control de la contaminación al 4to trimestre 2008. Proceso de contratación al 50 % al 4to trimestre del 2010.	1.1. Cien (100) % creada y funcionando la Red Regional de prevención y control de la contaminación al 2do trimestre 2008.	se logró al 100%
	1.2. Cien (100) % implementada la estrategia regional de comunicaciones e información al final del Proyecto.	1.2. 100% implementada la estrategia regional de comunicación e información durante el proyecto al 4to trimestre 2008	logro parcial (60%)
	1.3. Al menos un reporte anual consolidado (incluyendo todos los puertos participantes) con los resultados de mediciones y la aplicación de protocolos de monitoreo en los temas de (i) calidad de aguas y; (ii) hábitat marinos costeros. La información debe estar por puerto, por país y consolidada.	no se incluye este indicador; sin embargo en 2.3 se incluye un indicador relacionado: 2.3. Tres (3) mediciones de parámetros ambientales anuales (en los temas de: (i) calidad de aguas y; (ii) hábitat marinos costeros) a partir del 3er trimestre 2008.	no se logró, se reporta 0%
	1.4. Al menos seis (6) talleres de capacitación regional derivados de las evaluaciones de necesidades al 3er trimestre 2011.	1.4. Al menos tres (3) talleres de capacitación regional derivados de las evaluaciones de necesidades al 1er trimestre 2009.	logro parcial, se reportan 2 de 3 (66%), sin embargo sería 2 de 6 (33%) de acuerdo con indicador original
	1.5. Al menos tres (3) intercambios con otros proyectos de aguas internacionales son realizados al 4to trimestre 2011.	1.5. Al menos dos (2) intercambios con otros proyectos de aguas internacionales son realizados al 2do trimestre 2009.	se reporta como logrado (2 de 2), sin embargo sería logro parcial de acuerdo con indicador aprobado
	1.6. Cien (100) % elaborado el estudio de sostenibilidad financiera de las actividades de protección ambiental y beneficios económicos de la prevención de la contaminación marina al 3er trimestre 2011	no se incluye este indicador	no se reporta
	1.7. Cien (100) % elaborado el estudio de condiciones de competitividad y efectos de designación del Golfo bajo MARPOL al 4to trimestre 2011	no se incluye este indicador	no se reporta
	1.8. Al menos un (1) proyecto en la región se le asiste técnicamente para que apliquen los instrumentos e incentivos generados en el estudio para cuantificar los beneficios económicos de la prevención de la contaminación marina al final del Proyecto.	no se incluye este indicador	no se reporta
	1.9. Protocolos regionales definidos y en aplicación en todos los puertos para el monitoreo y seguimiento de la contaminación de origen marítimo y terrestre en el área de influencia del proyecto.	no se incluye este indicador	no se reporta
2. Plan de Acción Estratégico desarrollada	2.1. Cien (100) % establecida la línea de referencia de fuentes terrestres de contaminación y calidad del agua en colaboración con el SAM al 4to trimestre 2010.	2.1. 100% establecida la línea de referencia ADA-PAE de contaminación en sedimentos, tejidos vivos y agua en colaboración con el SAM el 1er trimestre 2009	se reporta como logrado, 100%
	2.2. Cien (100) % desarrollado e implementado el módulo de manejo de información para el Golfo de Honduras que intercambie información técnica y científica con otros proyectos como el SAM y el Sistema de Información Ambiental de CCAD, al 1er trimestre 2011.	2.2. Cien (100) % desarrollado e implementado el módulo de manejo de información para el Golfo de Honduras en colaboración con SAM y CCAD, al 1er trimestre 2009.	logro parcial, se reporta 90%
	2.3. Cien (100) % actualizado y ampliado el ADT/PAE al 2do trimestre 2011.	no se incluye este indicador	no se reporta
	2.4. Cien (100) % PAE elaborado y difundido al 2do trimestre 2011	no se incluye este indicador	no se reporta
	2.5. Al menos dos (2) nuevos acuerdos regionales relacionados con la prevención y control de la contaminación marina son propuestos al 2do trimestre 2011	no se incluye este indicador	no se reporta
	2.6. Propuesta técnica de solicitud a los gobiernos para gestionar ante la OMI para la designación del Golfo de Honduras como área especial bajo MARPOL, elaborada al 2do trimestre 2011	no se incluye este indicador	no se reporta

RESUMEN NARRATIVO	INDICADORES VERIFICABLES (ajustado según Evaluación Intermedia, Set 2010)	INDICADORES reportados en último Informe Semestral (I-2012) **se indica solo si el cambio es significativo	resultados reportados a junio 2012
COMPONENTES:			
3. Seguridad de navegación en las rutas marítimas mejorada	3.1. Cien (100) % identificados los riesgos de navegación al 4to trimestre 2008.	sin cambio	no se logró (0%)
	3.2. Cien (100) % adquiridos los equipos esenciales, priorizados en los estudios de diagnósticos de navegación (según disponibilidad de recursos) al 1er trimestre 2009.	sin cambio	se logró al 100%
	de la región para atender contingencias establecido al 4to trimestre 2010.	no se incluye este indicador	no se reporta
	3.4. Al menos diez (10) propuestas de reformas al marco legal para seguridad de navegación y prevención y control de la contaminación del Golfo de Honduras al 3er. Trimestre 2011	no se incluye este indicador	no se reporta
	3.5. Elaborado y propuesto el plan regional de prevención y contingencias para derrame de petróleo y sustancias químicas al 2do trimestre 2011.	no se incluye este indicador	no se reporta
	con seguridad de navegación y derrames al 2do trimestre 2011.	no se incluye este indicador	no se reporta
	3.7. Al menos dos (2) ejercicios de respuesta de emergencia de derrames realizados al 2do trimestre 2011	sin cambio	se logró a +100%
	3.8. Al menos dos (2) actividades piloto de demostración relacionada con la mejora de la seguridad de navegación y la protección del medio ambiente marino son desarrolladas al 4to trimestre 2011.	no se incluye este indicador	no se reporta
	3.9 Limite de zona para agua de lastre definida en el Golfo de Honduras antes de finalizar el proyecto. (**indicador original de LFA 2005)	no se incluye este indicador	no se reporta
4. Gestión ambiental y medidas de reducción de riesgos en la red regional de cinco puertos localizados en el Golfo de Honduras mejorada	4.1. Al menos tres (3) proyectos demostrativos de tecnologías innovadoras para prevenir contaminación son diseñados al 4to trimestre 2011	sin cambio	no se logró (0%)
	4.2. Cuatro (4) evaluaciones de riesgos ambientales derivados de las operaciones portuarias son desarrolladas al 2do	sin cambio	se logró a +100%
	4.3. Una (1) propuesta de armonización regional (Elaboracion de Guías Regionales) sobre las directrices, estándares, políticas de gestión ambiental y seguridad portuaria al 2do	no se incluye este indicador	no se reporta
	4.4. Tres (3) foros de usuarios de los puertos establecido, por lo menos una vez al año durante la vigencia del Proyecto.	4.4. Dos (2) foros de usuarios de los puertos establecido, por lo menos una vez al año durante la vigencia del Proyecto.	se logró 1 de 3 (33%)
	En 2009 se incluye un nuevo indicador: 3 Unidades de gestión de ambiental portuarias (UGAPs) conformadas	no se incluye este indicador	no se reporta, sin embargo se observó el logro
5. Gestión	5.1. Al menos siete (7) reuniones del Comité Directivo / Comité Regional de Gestión (2 al año) durante la vigencia del	sin cambio	se logró al 100%
	5.2. Dos (2) evaluaciones del Proyecto (una intermedia al 1er trimestre 2008 y la otra al final).*	sin cambio	se logró al 100%
	5.3. Cuatro (4) auditorías financieras (una al año) durante la vida del Proyecto.	sin cambio	se logró al 100%

Annex 5: Terms of Reference

HONDURAS

CONSULTORÍA: “EVALUACIÓN FINAL DEL PROYECTO GOLFO DE HONDURAS”

GRT/FM-9179-RS (RS-X1009)

TÉRMINOS DE REFERENCIA

ANTECEDENTES

El 11 de agosto del 2005 se refrenda la firma del Convenio de Financiamiento no Reembolsable GRT/FM-9179-RS, entre la Comisión Centroamericana de Transporte Marítimo (COCATRAM) y el Banco Interamericano de Desarrollo, para ejecutar el Proyecto Protección Ambiental y Control de la Contaminación por Transporte Marítimo en el Golfo de Honduras, en adelante denominado Proyecto Golfo de Honduras, por un total de US\$ 7.2 millones de los que 4.8 millones son financiados a través del Fondo para el Medio Ambiente Mundial (GEF⁸ por sus siglas en inglés).

El objetivo global del Proyecto consiste en apoyar la implementación de un Plan de Acción Estratégico (PAE), de manera que se traduzca en beneficios para la región, al contribuir a estabilizar la calidad de agua en el Golfo de Honduras y prevenir la degradación de ecosistemas marinos y costeros vulnerables del Sistema Arrecifal Mesoamericano (MBRS) que se encuentran amenazados por la contaminación y constituyen la barrera arrecifal más grande del hemisferio norte. Esto se hará mediante la protección de las aguas internacionales y de sus recursos, así como mediante la promoción de su uso sostenible de conformidad con los objetivos del Programa Operacional 10 del GEF.

El objetivo de desarrollo del Proyecto es contribuir a revertir la degradación de los ecosistemas marinos y costeros dentro del Golfo de Honduras. Esto se pretende lograr mejorando la prevención y control de la contaminación relacionada con el transporte marítimo en los principales puertos y rutas de navegación, aumentando su seguridad para evitar el encallamiento de buques y los derrames, y reduciendo aquellas fuentes terrestres de contaminación que drenan en el Golfo.

Los objetivos específicos del Proyecto son:

- e) Crear y consolidar una red regional para controlar la contaminación de origen marítimo y terrestre dentro del Golfo de Honduras, lo cual incluye la formulación de esquemas institucionales y económicos que garanticen la sostenibilidad del Programa de Acción;
- f) Desarrollar una capacidad de largo plazo para recolectar, organizar, analizar y difundir información ambiental marina como complemento del Sistema de Información Ambiental (EIS) del Sistema Arrecifal Mesoamericano (MBRS);
- g) Mejorar la seguridad de navegación en puertos claves y adoptar enfoque innovadores con el fin de reducir la contaminación ambiental marina asociada con descargas operacionales y accidentales en el mar; y

⁸ Global Environment Facility

- h) Realizar la gestión ambiental en la red regional de cinco puertos localizados en el Golfo de Honduras mediante la preparación y ejecución de inversiones y programas de acción, lo cual incluye la demostración de actividades piloto y la participación del sector privado.

De acuerdo con la Cláusula 3.06 a) del Convenio de financiamiento no reembolsable se debía realizar la evaluación intermedia del Proyecto a los dos años contados a partir de la fecha del primer desembolso del Financiamiento. Sin embargo, debido a atrasos en el arranque del proyecto se puede tomar como fecha de arranque a inicios del 2007 por lo cual la evaluación intermedia estaba programada para el segundo trimestre del 2009. Sin embargo, a raíz de los acontecimientos políticos sucedidos en Honduras el 28 de junio del 2009 el Banco y, por lo tanto el proyecto, entraron en un estado de pausa que concluyó completamente hasta el 17 de marzo del 2010. Con lo que la evaluación intermedia se realizó en el segundo semestre de 2010, fecha en la que el proyecto había desembolsado US\$ 2,452,917, que representan el 51.10% de los fondos.

La Evaluación de Medio Término destacó que muchos de los indicadores del Marco Lógico no se habían medido o no se había puesto demasiada atención y realizó una revisión y aportó recomendaciones para adecuar los mismos a los avances del proyecto y a la nueva realidad. A pesar del retraso en la ejecución del proyecto del 25%, los países enfatizaron su creciente interés en el proyecto y en la importancia de la seguridad y de la reducción de la contaminación en la región. Se señalaron como actividades esenciales el establecimiento de una Red de Actores, el establecimiento de una línea base para el monitoreo de la calidad de las aguas, la declaración de un Área Especial bajo el convenio MARPOL, el Plan de Acción Estratégico (PAE) y la ejecución de los proyectos demostrativos. Cabe mencionar la necesidad de consolidación de los conceptos de regionalidad, globalidad y aguas internacionales, además del fortalecimiento de una Red de Actores que permita la sostenibilidad de las acciones desarrolladas por el proyecto.

La Misión de Medio Término del Proyecto aprobó la propuesta de reclasificación entre categorías y la preparación de justificación de extensión del proyecto 16 meses.

En diciembre de 2009 se aprobó una ampliación del plazo de ejecución hasta el 31 de diciembre de 2011, con el objetivo de realizar consultorías esenciales para la consecución de los objetivos del proyecto. Posteriormente, para poder finalizar las consultorías y actividades que sufrieron demoras, el 23 de diciembre 2011 se generó una extensión de 6 meses al Proyecto, contemplándose el cierre del plazo de ejecución el 30 de abril del 2012 y el plazo de último desembolso al 30 de junio del 2012.

De acuerdo con la Cláusula 3.06 b) del Convenio de financiamiento no reembolsable, se deberá de llevar a cabo una evaluación final del Proyecto en el último semestre de ejecución del mismo, tomando en cuenta los indicadores de resultados e impacto de conformidad con las pautas y lineamientos previamente acordados con el Banco. Esta evaluación deberá ser realizada por consultores externos y deberá ser presentada a más tardar un mes antes de la fecha de vencimiento del plazo para el último desembolso del Financiamiento.

OBJETIVOS DE LA CONSULTORÍA

2.1 Objetivo General de la Consultoría

Realizar una revisión y evaluación de los resultados del Proyecto Golfo de Honduras, proporcionando un análisis completo y sistemático desde el diseño del Proyecto, el proceso de implementación, y la obtención de los productos, resultados y objetivos del mismo.

2.2 Objetivos Específicos de la Consultoría

- a. Realizar un análisis del proceso de ejecución del Proyecto, los productos obtenidos y el cumplimiento de los objetivos del Proyecto según fueron plasmados en los documentos aprobados por el Director Ejecutivo del Fondo para el Medio Ambiente Mundial⁹. Este análisis deberá enfocarse en determinar la eficiencia y eficacia del desarrollo y resultados del Proyecto.
- b. Evaluar el diseño del Proyecto, el sistema de monitoreo y evaluación del mismo y la aplicación o no de una gestión de planificación adaptativa a partir de los riesgos identificados y los resultados de la evaluación de medio término tomando en consideración los diferentes tiempos, ritmos y visiones de las instituciones de los tres países beneficiarios.
- c. Evaluar la sostenibilidad del Proyecto y sus componentes en términos institucionales, financieros, ambientales, y sociopolíticos (así como el grado de apropiación de sus usuarios/grupos meta a través de un análisis retrospectivo de involucramiento de los actores relacionados al Proyecto).
- d. Facilitar un proceso de consulta y presentación de resultados que promueva la transparencia y rendición de cuentas, al igual que valorar y socializar los resultados del Proyecto.
- e. Sistematizar las lecciones aprendidas que pueden mejorar la selección, diseño y ejecución de futuras actividades financiadas por el GEF, particularmente en el apoyo a áreas de aguas internacionales, u otras intervenciones del Banco en la Región del Golfo de Honduras.
- f. Proporcionar retroalimentación acerca de los temas que son recurrentes en la cartera del GEF según los objetivos estratégicos establecidos para el financiamiento de Proyectos de aguas internacionales, como por ejemplo la sostenibilidad financiera de la gestión de las aguas transfronterizas.
- g. Reportar acerca de la relevancia de los resultados del proyecto con respecto a los objetivos del GEF y a las prioridades nacionales.
- h. Evaluar el desempeño de todas las instituciones involucradas en la ejecución del proyecto, y del apoyo y supervisión brindada de parte del Banco Interamericano de Desarrollo en su calidad de agencia implementadora del GEF.
- i. Evaluar el uso y nivel de desembolso de recursos, tanto de la donación GEF, como de la contrapartida identificada para este proyecto.

CARACTERÍSTICAS DE LA CONSULTORÍA

- 3.1 **Tipo de consultoría:** Esta consultoría se realizará con un contrato individual, de corto plazo y del tipo suma alzada con base en la presentación y aprobación de los productos.
- 3.2 **Lugar de trabajo:** El trabajo se realizará en el área de intervención del Proyecto, las cinco instalaciones portuarias principales: Puerto Barrios y Puerto Santo Tomás de Castilla en Guatemala, Belize City Port y Big Creek en Belice y Puerto Cortés en Honduras. Además de en las capitales de

⁹ GEF CEO Endorsement

los países de Honduras, Guatemala y Belice y en la sede de la COCATRAM en Managua, Nicaragua.

- 3.3 Calificaciones:** La consultoría requiere un(a) consultor(a) “senior”, profesional de las ciencias relacionadas con manejo de recursos naturales, medio ambiente, gestión portuaria, monitoreo y evaluación u otros profesionales con especialidad en las áreas de esta consultoría (ingeniero ambiental, ingeniería de puertos, administración de proyectos, monitoreo y evaluación o economía) con especialidad y/o maestría, y/o doctorado afín a la consultoría.
- 3.4 Experiencia necesaria:** a) Experiencia profesional general de al menos 10 años; b) Experiencia Específica en el manejo de recursos marinos costeros; c) Evaluación de al menos 2 proyectos/programas ambientales financiados con fondos GEF y/o otros fondos externos; d); Conocimiento comprobado de los programas operacionales y las estrategias del GEF y e) Dominio de los idiomas español e inglés, escrito, lectura y hablado obligatorio.

ACTIVIDADES

En el desarrollo de la Consultoría, se deberán realizar las siguientes actividades, sin perjuicio de aquellas otras que puedan ser propuestas para realizar el trabajo:

4.1 Análisis de documentos

El Consultor deberá considerar en el desarrollo de su trabajo, al menos, los siguientes documentos:

- s. El Convenio de Financiamiento No Reembolsable de Inversiones del Fondo del Medio Ambiente Mundial N° GRT/FM-9179-RS.
- t. La Política de Seguimiento y Evaluación del GEF.
- u. Las guías para preparación de Evaluaciones Finales del GEF.
- v. Los Informes Individuales de Implementación del Proyecto (PIR- por sus siglas en inglés) presentados a la secretaria del GEF.
- w. “Tracking Tools” del Proyecto presentados a la secretaria del GEF.
- x. Los documentos de preparación del Proyecto presentados al GEF y aprobados por el CEO (Request for CEO Endorsement).
- y. Documento del Proyecto RS-X1009.
- z. El Reglamento Operativo del Proyecto.
- aa. Planificación Plurianual Operativa del Proyecto.
- bb. El Informe de Evaluación Intermedia del Proyecto.
- cc. Las actas de las siete (7) reuniones del Comité Regional de Gestión del Proyecto.
- dd. Las actas de las nueve (9) reuniones del Comité Directivo del Proyecto.
- ee. Las ayudas memoria de las Misiones de Administración, generales o de supervisión realizadas por parte del Banco Interamericano de Desarrollo.
- ff. Los Estados Financieros del Proyecto.
- gg. Los Planes Operativos Anuales del Proyecto.
- hh. Los Informes Semestrales de Ejecución del Proyecto.
- ii. Los informes finales de las Consultorías que hayan concluido.
- jj. Documentos generados a través de otras cooperaciones técnicas o estudios relacionados, que han sido utilizados en el desarrollo del Proyecto.

4.2 Visitas de campo para verificar los logros del Proyecto y las obras realizadas.

El Consultor deberá realizar una gira de campo¹⁰ a la sede del Proyecto en la ciudad de Puerto Cortés, Honduras para conocer la RPCU. De igual forma deberá visitar las áreas de intervención del Proyecto en el Golfo de Honduras.

El consultor deberá realizar una gira de trabajo para entrevistar a los actores relevantes en las ciudades de Ciudad de Belice, Belice, Ciudad Guatemala, Guatemala y Tegucigalpa, Honduras, así como en las cinco instalaciones portuarias del Proyecto.

El consultor deberá realizar una visita a la sede de la COCATRAM en Managua, Nicaragua.

4.3 Diseño y aplicación de entrevistas y consultas

El Consultor deberá elaborar y llevar a cabo un programa de entrevistas con actores relevantes vinculados directa o indirectamente con el Proyecto para obtener opiniones y percepciones de los siguientes actores sobre el desempeño del Programa:

- a. Personal del Banco Interamericano de Desarrollo responsable de la supervisión técnica y fiduciaria del Proyecto en la Representación de Honduras.
- b. Director Ejecutivo y personal de la COCATRAM, en Managua, Nicaragua.
- c. Personal de la Unidad Regional de Coordinación del Proyecto (RPCU) en Puerto Cortés, Honduras.
- d. Puntos Focales de ambiente y transporte marítimo que conforman el Comité Regional de Gestión del Proyecto. Se puede incorporar los miembros del Comité Directivo del Proyecto según su disponibilidad.
- e. Las autoridades portuarias de los 5 puertos involucrados sobre la ejecución de acciones vinculadas con su fortalecimiento a través del Proyecto.
- f. Red de Actores de la sociedad civil y organizaciones no-gubernamentales vinculadas con el Proyecto.
- g. Puntos focales operativos del GEF en Belice, Guatemala y Honduras.
http://www.thegef.org/gef/focal_points_list
- h. Otros programas y entidades de cooperación relacionados con el Golfo de Honduras, tales como, NOAA, Proyecto MAREA, MBRS, TNC y WWF.

Además, dentro de lo posible, el consultor deberá llevar a cabo entrevistas o consultas telefónicas con las firmas consultoras y los consultores individuales encargados de la ejecución de los estudios, actividades y obras específicas del Proyecto.

4.4 Evaluación de los objetivos, resultados y productos del Proyecto

El consultor debe evaluar el grado de cumplimiento de los objetivos globales ambientales, los objetivos del Proyecto Golfo de Honduras y los indicadores CREMA¹¹ del Proyecto obtenidos durante su ejecución,

¹⁰ Duración aproximada de la gira de campo, 12 días: 5 días de visita de los puertos (1 día por puerto) y 7 días en las capitales (2 días por ciudad: Ciudad de Belice, Ciudad de Guatemala y Tegucigalpa; y 1 día en Managua).

identificando cualitativa y cuantitativamente los alcances logrados en los marcos técnico, administrativo, financiero e institucional, así como las lecciones aprendidas considerando la realidad de contexto en la que se desarrolló el mismo.

El análisis debe enfocarse en los impactos y los resultados primordialmente y no únicamente en los productos del Proyecto. Se debe determinar cuáles fueron las limitaciones o factores que incidieron en la implementación del Proyecto, que contribuyeron u obstaculizaron el logro de sus objetivos, incluyendo la evaluación del diseño original del Proyecto.

La evaluación de los productos y resultados del Proyecto tomará en cuenta su relevancia, efectividad y eficiencia, asignando el puntaje correspondiente según la escala empleada por el GEF.

El análisis debe incorporar la identificación de los posibles impactos positivos y negativos indirectos resultantes de las actividades del Proyecto, que no fueron originalmente previstos, para incluirlos en la evaluación del impacto global, particularmente considerando los recursos naturales más sensibles.

Evaluación del enfoque o mecanismo de ejecución del Proyecto sus limitaciones y ventajas para la obtención de los productos y resultados esperados.

Evaluación del sistema de monitoreo y evaluación del Proyecto en función de la política de monitoreo y seguimiento del GEF, detallando si éste reunía los requerimientos mínimos durante el diseño del Proyecto y, posteriormente, cómo fue implementado el sistema. La evaluación abarcará el diseño, su ejecución y uso durante el Proyecto, al igual que el presupuesto y financiamiento para actividades de M&E. La calificación del sistema de monitoreo y evaluación del Proyecto basándose exclusivamente en la calidad de la implementación del mismo. Las deficiencias o virtudes del diseño y financiamiento del sistema serán únicamente para notas explicatorias.

El análisis financiero del Proyecto deberá revisar la distribución presupuestaria del Proyecto en función de sus productos y resultados a entregar, la distribución porcentual entre transferencia de tecnologías, elaboración de estudios de base y fortalecimiento de las capacidades locales. Se deberá evaluar si el Proyecto ejerció los controles financieros necesarios incluyendo un sistema de planificación y justificación de los recursos que permitiera la toma de decisiones y el flujo de caja. Se deberá revisar y cuantificar los fondos comprometidos al momento de aprobación del Proyecto tanto de cofinanciamiento, mediante otros fondos, como de contrapartida, por parte de los países. De igual forma, el análisis revisará si existió el adecuado manejo de fondos y la presentación oportuna de los estados financieros del Proyecto.

Análisis de la sostenibilidad de las inversiones y la efectividad en el desarrollo, así como valores agregados positivos. Análisis sobre la eficiencia en el uso de los recursos en general. Análisis del nivel de participación y apropiación de los diversos actores interesados, así como de los compromisos adquiridos por los socios y colaboradores locales.

4.5 Análisis y presentación de la información recopilada

El Consultor deberá presentar la información de manera que se pueda visualizar con claridad los resultados y permitir:

¹¹ SMART en inglés.

- a. Comparación, en forma integrada, de las actividades programadas y ejecutadas, los avances y alcances obtenidos, y el grado de cumplimiento de objetivos y metas del Proyecto, con base en la Matriz de Marco Lógico vigente.
- b. Estado de cumplimiento de las condiciones contractuales.
- c. Análisis de involucramiento y del rol desempeñado por la COCATRAM y el BID en la gestión del Proyecto.
- d. Determinación de los posibles efectos e impactos a mediano y largo plazo, con base en el avance y cumplimiento de las actividades programadas y ejecutadas, la calidad de las acciones ejecutadas y metodologías asociadas con su desarrollo, y de acciones combinadas, agregadas-generadas para los diferentes componentes.
- e. Desarrollo de cadenas de impacto orientadas al objetivo de impacto del Proyecto.
- f. Análisis de cumplimiento de supuestos del Proyecto.
- g. Análisis de limitantes y aportes que resultaron de una ejecución del Proyecto a través de estructuras como la COCATRAM.
- h. Detección de las desviaciones respecto al diseño en el marco técnico, financiero, económico e institucional para la ejecución del Proyecto.
- i. Definición de las debilidades y fortalezas de los procesos asociados a la ejecución del Programa.
- j. Análisis de cumplimiento de roles de los actores institucionales involucrados en la ejecución del Proyecto.
- k. Evaluar las posibles alianzas e inversiones conjuntas que se hubieran realizado con otras instituciones, organizaciones y/o Proyectos para el alcance de productos con valor agregado.
- l. Análisis de factores de riesgo que afectaron la ejecución del Proyecto como ser: la crisis política de Honduras, el cambio de estructura en la RPCU, la participación del CCAD, cambios de especialistas en el BID, cambios de consultores del Proyecto.

Se deberá emplear el sistema de calificaciones del GEF según lo especificado en las guías para preparación de Evaluaciones Finales del GEF.

Para el desarrollo de las actividades, el Consultor deberá proponer una metodología de trabajo que permita asegurar el cumplimiento de los objetivos de estos Términos de Referencia. Para estos fines, se pueden proponer instrumentos y mecanismos de evaluación utilizados en programas de biodiversidad, preferiblemente financiados por el GEF, de acuerdo a la experiencia disponible.

Se debe cumplir con lo detallado en las “Guidelines for GEF Agencies conducting Terminal Evaluations” y el consultor debe cumplir con el GEF Evaluation Office Ethical guidelines.

El Consultor desempeñará su trabajo bajo la supervisión directa del Especialista Sectorial a cargo de la operación e iniciará su trabajo con una reunión con el equipo del BID encargado de la supervisión técnica y fiduciaria de la operación para terminar de definir la metodología y calendario de trabajo.

4.6 Taller de Divulgación y Consulta de los resultados de la Evaluación Final

La evaluación debe tomar en consideración las opiniones de todos los actores relevantes en el desarrollo de la evaluación final. Los actores relevantes son cualquiera que pudiera haber sido afectado ya sea positiva o negativamente con la ejecución del Proyecto.

También deberá realizar un Taller de Divulgación de los resultados en la ciudad de San Pedro Sula, Honduras donde se exponga, se discuta y se reciba la retroalimentación requerida por parte del Organismo Ejecutor, la COCATRAM, la RPCU y del Banco para elaborar el documento final de evaluación y Ayuda Memoria del Taller realizado.

La Representación del BID en Honduras es responsable de la logística y organización del evento para un total de 45 personas incluyendo los gastos de merienda y almuerzo durante el desarrollo del mismo. Ni el BID ni el consultor son responsables de los costos de traslado y hospedaje de los invitados. El taller deberá contar con un servicio de traducción simultánea.

Adicionalmente, el consultor deberá programar un periodo para elaborar conjuntamente con los miembros de la RPCU el Tracking Tool final del Proyecto.

REPORTES / PRODUCTOS

El Consultor deberá entregar los productos que se detallan a continuación:

5.1 Plan de Trabajo con su cronograma de actividades a los 10 (diez) días después de suscrito el contrato.

5.2 Informe Borrador de la Evaluación Final los 30 (treinta) días después de iniciada la Consultoría que deberá contener, pero no limitarse a:

- a. Resumen Ejecutivo de 6 páginas.
- b. Información general acerca del Proyecto.
- c. Información general de la evaluación final.
- d. Evaluación del logro de los objetivos globales, objetivos del Proyecto y resultados del Proyecto.
- e. Evaluación del enfoque y mecanismos de ejecución del Proyecto.
- f. Evaluación del grado de apropiación del Proyecto de parte de las instituciones nacionales de cada uno de los 3 países.
- g. Evaluación del grado de participación de los actores, interesados y público en general en el Proyecto.
- h. Evaluación de la Sostenibilidad del Proyecto.
- i. Evaluación de la Replicabilidad del Proyecto.
- j. Evaluación de la Planificación Financiera del Proyecto.
- k. Análisis financiero del Proyecto.
- l. Evaluación del Sistema de Monitoreo y Evaluación del Proyecto.

- m. Lecciones aprendidas de la ejecución del Proyecto.
- n. Presentación en PowerPoint de los resultados de la evaluación, orientada a los involucrados con la ejecución del Proyecto, detallando las conclusiones y recomendaciones principales de la Consultoría

5.3 Informe Final de la Evaluación Final del Proyecto, dentro de los 15 días después de la misión o taller de revisión, que incorpore las recomendaciones realizadas y que deberá tener:

- a. Informe Final, incorporando todas las observaciones y comentarios realizados.
- b. Resumen Ejecutivo Revisado de 6 páginas.
- c. Anexos: se debe anexar los términos de referencia de la evaluación final, información sobre cuándo se llevó a cabo la evaluación, los lugares visitados, lista de participantes, la metodología seguida, y una explicación acerca de las diferencias o desacuerdos de opinión que pudieran surgir entre lo plasmado por el consultor a cargo de la evaluación y el Banco, el Ejecutor o los beneficiarios.
- d. Borrador Final del último Project Implementation Report (PIR) a presentar ante el GEF que refleje los resultados de la evaluación final del Proyecto. El PIR debe ser presentado en inglés únicamente.
- e. Tracking Tool (TT) actualizado del Golfo de Honduras incorporando los productos y resultados finales del Proyecto a presentarse al GEF. El TT debe ser presentado en inglés únicamente.
- f. Presentación en PowerPoint ajustada a los resultados del taller de discusión.

Todo informe deberá ser entregado al Banco en forma electrónica en un solo archivo que incluya la portada, el documento principal y los anexos. (Archivos Zip no se aceptarán como informes finales, debido a regulaciones de la Sección de Administración de Archivos)

El informe final deberá ser presentado tanto en español, para ser distribuido a los actores relevantes, como en inglés para su remisión oficial al GEF. De acuerdo a los requisitos GEF especificados en el “Guidelines for GEF Agencies conducting Terminal Evaluations”, el consultor a cargo de la evaluación final del Proyecto debe estar disponible para cualquier consulta o aclaración solicitada por la oficina de evaluación del GEF (GEF Evaluation Office) hasta tres años tras la finalización de la evaluación final.

CRONOGRAMA DE PAGO

La forma de pago será la siguiente:

20% a la firma del contrato y la aprobación del cronograma y plan de trabajo.

40% con el informe de avance y presentación de resultados detallados en el inciso 5.2

40% a la aprobación del informe final y los productos detallados en el inciso 5.3

COORDINACIÓN

La coordinación del trabajo del CONSULTOR estará a cargo del Especialista Sectorial de RND/CHO. Al inicio de la consultoría el CONSULTOR y el especialista acordarán un plan de trabajo con los principales productos a lograr/entregar incluyendo los puntos indicados en el Numeral V. En este caso, la coordinación y

supervisión corresponde al Sr. Juan Poveda, cuya dirección de Email es: juanpo@iadb.org y con teléfono (504) 2290-3504.