



# UNLOCKING MARITIME DECARBONISATION IN THE CARIBBEAN

 29<sup>th</sup> – 30<sup>th</sup> JAN. 2026

## WORKSHOP COMPLETION REPORT

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## Regional Roundtable Workshop - Executive Summary

A Regional Roundtable Workshop on maritime decarbonization was co-organized by the International Maritime Organization's (IMO) GreenVoyage 2050 Programme (GV 2050) and the IMO-EU GMN Phase II Project, and delivered in partnership with MTCC Caribbean as the regional implementing partner, on 29 - 30 January 2026 in Port of Spain, Trinidad and Tobago, under the theme 'Unlocking Maritime Decarbonization in the Caribbean'. The two-day regional roundtable brought together high-level maritime stakeholders from 13 Caribbean states alongside regional and international partners, to examine how maritime decarbonization can be advanced in a practical, coordinated, and investment-oriented manner across the region.

Through a combination of expert presentations, panel discussions, breakout sessions, and open dialogue, the workshop supported participants in developing an evidence-based and practical understanding of what a realistic maritime fuel and energy transition could look like in the Caribbean context. Discussions were structured around key thematic areas, including future maritime fuels, practical pathways for implementation, regional coordination, financing and investment, alignment with national development priorities, policy harmonization, and inclusive workforce transition. Across these discussions, participants identified a short list of credible near-to medium-term fuel and infrastructure pathways, while also generating a clearer shared picture of the region's strengths, gaps, and opportunities for collaboration.

Several important messages emerged over the course of the workshop. First, Caribbean States are progressing at varying levels of readiness, but many face common constraints, including limited technical data, insufficient enabling legislation, infrastructure gaps, capacity constraints, and inadequate access to sustainable finance. Second, ports were recognised as immediate leverage points for early decarbonization action, particularly through electrification, onshore power supply, and related infrastructure upgrades. Third, maritime decarbonization was consistently framed not only as an environmental or compliance obligation under the 2023 IMO GHG Strategy, but also as a broader development opportunity linked to trade competitiveness, energy security, resilience, and economic growth.

The second day of the workshop placed particular emphasis on finance and investment. Participants gained a clearer understanding of financier expectations, common risk perceptions, and the conditions required to improve project bankability in the Caribbean. Discussions highlighted the importance of long-term regulatory certainty, stronger coordination across maritime, energy, and finance institutions, more robust feasibility and project preparation support, and greater use of regional approaches to build scale and reduce risk. The workshop also generated draft regional policy ideas related to ports and infrastructure, fuel supply and technology, finance and investment access, and workforce transition, providing a foundation for further refinement and follow-up.

Overall, the Regional Roundtable marked an important step in moving the Caribbean maritime decarbonization agenda from analysis toward implementation. It reinforced the value of regional

cooperation, practical evidence, and strategic partnerships in turning global decarbonization ambitions into actionable pathways suited to Caribbean realities. This report presents the synthesis of the key discussions, emerging messages, and proposed directions arising from the workshop. The table below provides a summary of the key results and actions from the workshop.

## Summary of Results and Actions

Title of the session	Results / Conclusions	Next steps	Responsible(s) and Support
<b>Session 2: IMO GHG Strategy &amp; Regional Action</b>	<ul style="list-style-type: none"> <li>- Provided an overview of the IMO's approach to supporting SIDS and LDCs in the implementation of the 2023 IMO GHG Strategy, and technical assistance mechanisms available to Member States.</li> <li>- Provided key takeaways/ outcomes from recent regional workshops on maritime decarbonization</li> </ul>	<ul style="list-style-type: none"> <li>- Caribbean Maritime Administrations to continue to leverage initiatives and request support as required from the Technical Cooperation and Implementation Division (TCID) to support national maritime decarbonization initiatives</li> </ul>	MARADS, MTCC Caribbean, IMO
<b>Session 3: GreenVoyage 2050 Jamaica Maritime Alternative Fuels Study</b>	<ul style="list-style-type: none"> <li>- Demonstrated the role of evidence-based approaches to informing policy and investment in future fuels and energy efficient technologies</li> <li>- Data, Dialogue and Demand, 3 pillars to the development of bankable and effective decarbonizing projects/initiatives</li> </ul>	<ul style="list-style-type: none"> <li>- Replicate similar studies at a national and regional scale</li> <li>- Encourage and facilitate data sharing</li> <li>- Address present data gaps through assessing data capture systems, data sharing policies and engaging private sector stakeholders.</li> </ul>	MARADS, MTCC Caribbean
<b>Session 4: Dialogue on the Future of Maritime Fuels in the Caribbean &amp; Session 5: Facilitated Interactive Mapping – Energy and Fuels in the Caribbean</b>	<ul style="list-style-type: none"> <li>- Assessed the role of fuel pathways in contextualised by Caribbean realities</li> <li>- Identified key barriers to adoption of future fuels including cost, infrastructure, scale, trained workforce and supporting policies.</li> <li>- Identified the role of regional coordination to improve project feasibility and risk reduction</li> <li>- Identified existing or emerging energy and maritime fuel initiatives in the region</li> </ul>	<ul style="list-style-type: none"> <li>- Regional approach to the formation of a regional bunkering hub to be explored</li> </ul>	MARADS, National Governments, MTCC Caribbean, Private Sector Stakeholders
<b>Session 6: From Policy to Practice – Real World Applications in the Caribbean</b>	<ul style="list-style-type: none"> <li>- Highlighted practical examples of maritime decarbonization initiatives and projects in the Caribbean Region</li> <li>- Identified enabling conditions promoting the advancement and success of decarbonising initiatives</li> </ul>	<ul style="list-style-type: none"> <li>- Continue the implementation of ongoing projects, and sharing outcomes and lessons learned</li> <li>- Maintain regional dialogue through organisations like MTCC</li> </ul>	MTCC Caribbean, MARADs, Relevant Technology Providers

Title of the session	Results / Conclusions	Next steps	Responsible(s) and Support
	<ul style="list-style-type: none"> <li>- MTCC Caribbean highlighted as a key facilitator for advancing regional dialogue on maritime decarbonization</li> </ul>	<ul style="list-style-type: none"> <li>- Caribbean and platforms like DIHMAR</li> <li>- Centralised repository of results from projects and data gathering and sharing to be explored.</li> </ul>	
<p><b>Session 7: Breakout Roundtables – Strategic Decarbonization Actions &amp; Session 8: Plenary – (report from breakout groups)</b></p>	<ul style="list-style-type: none"> <li>- Priority actions to advance maritime decarbonization included: feasibility studies for vessel and port decarbonization, harmonized regional policies and development of resilient port infrastructure to facilitate shore power and alternative fuels</li> <li>- CARICOM identified as a key regional body for the development of regional standards regarding shore power and alternative fuel use.</li> <li>- Development of Public-Private Partnerships (PPP) models identified as key to unlocking finance</li> </ul>	<ul style="list-style-type: none"> <li>- Conduct feasibility and gap analyses for priority vessel segments and ports</li> <li>- Advance discussions and actions towards regional policy harmonization</li> <li>- Explore PPP models</li> </ul>	MARADs, MTCC Caribbean
<p><b>Session 9: Strategic Dialogue – Aligning International Obligations with National Development Goals</b></p>	<ul style="list-style-type: none"> <li>- Maritime decarbonization must be aligned with national development priorities</li> <li>- Maritime decarbonization to be reframed as an opportunity for economic growth, energy security, and trade competitiveness</li> <li>- Regional cooperation and capacity building were identified as key enabling factors to advancing maritime decarbonization</li> </ul>	<ul style="list-style-type: none"> <li>- Integrate maritime decarbonization into National Action Plans</li> </ul>	MARADs, National Government, Regional Institutions
<p><b>Session 12: Financing the Maritime Energy Transition – Insights from Global and Regional Development Banks</b></p>	<ul style="list-style-type: none"> <li>- Financing Pathways and criteria for maritime decarbonization projects were highlighted</li> <li>- Clear repayment models, enabling legislation and bankable project structures identified as enabling factors to unlocking financing</li> <li>- Limited technical knowledge on maritime among local banks, economies of scale and lack of aggregated demand were identified as key constraints to financing maritime projects in the Caribbean region</li> </ul>	<ul style="list-style-type: none"> <li>- Engage Ministries of Finance on local needs for maritime decarbonization</li> <li>- Develop pilot project proposals</li> <li>- Engage in studies on potential regional aggregation mechanisms for scaling projects.</li> </ul>	National Governments, MARADs, Development Banks, MTCC Caribbean, Regional Energy Institutions

Title of the session	Results / Conclusions	Next steps	Responsible(s) and Support
<p><b>Session 13: Interactive Breakout Groups – Mobilizing Finance &amp;</b></p> <p><b>Session 14: Plenary – Enabling Conditions for Investment (report from breakout groups)</b></p>	<ul style="list-style-type: none"> <li>- Identified critical barriers to finance, including significant regulatory/legislative gaps and a lack of specific maritime decarbonization agendas in national port master plans.</li> <li>- Highlighted structural challenges such as small project scales and varying sovereign credit ratings that limit access to concessional financing.</li> <li>- Noted a persistent "awareness gap" in the regional financial sector and a lack of evidence-based data to support business cases.</li> <li>- Determined that improving "bankability" requires a shift toward professionalized business proposals and user-led initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>- Formally integrate maritime decarbonization goals into National Action Plans and revised national agendas.</li> <li>- Establish dedicated data collection entities with regulatory backing to drive the development of appropriate regulations and bankable proposals.</li> <li>- Initiate strategic dialogues with shipping companies to identify existing private sector efforts and create targeted incentives (e.g., subsidies or reduced duties).</li> <li>- Explore grant on-lending, soft loans, and regional project aggregation to address the limited capacity of local banks and achieve necessary investment scales.</li> </ul>	<p>MARADs, National Governments, MTCC Caribbean, International Financial Institutions and Private Sector Stakeholders</p>
<p><b>Session 16: Breakout Roundtable – Drafting Regional Policy Recommendations</b></p>	<ul style="list-style-type: none"> <li>- Developed a suite of policy recommendations targeting port infrastructure, clean fuel supply chains, and finance access.</li> <li>- Highlighted the necessity of financial risk mitigation mechanisms and gender-inclusive workforce policies to ensure a resilient transition.</li> </ul>	<ul style="list-style-type: none"> <li>- Launch gender-inclusive initiatives to support the maritime workforce transition to new technologies.</li> <li>- Advance regional collaboration through integrated planning and the establishment of data sharing policies/ agreements.</li> </ul>	<p>MARADs, MTCC Caribbean, Regional Institutions</p>

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# 1 Introduction

A Regional Roundtable Workshop on maritime decarbonization was co-organized by the International Maritime Organization's (IMO) GreenVoyage 2050 Programme (GV 2050) and the IMO-EU GMN Phase II Project, and delivered in partnership with MTCC Caribbean as the regional implementing partner, on 29-30 January 2026 in Port of Spain, Trinidad and Tobago, under the theme 'Unlocking Maritime Decarbonization in the Caribbean'.

The roundtable represented an important step in supporting Caribbean States to translate global maritime decarbonization goals into concrete regional action. It convened senior policymakers, maritime administrations, port and energy authorities, development partners, and financiers, and contributed to the development of draft policy recommendations on regional coordination, knowledge-sharing, capacity building, and investment facilitation.

The workshop was designed to shift the conversation from analysis to practical implementation by aligning maritime policy, infrastructure planning, energy systems, and financing needs across the region. Through expert dialogue, breakout discussions, and interactive exercises, participants identified regional initiatives, gaps, and opportunities, while helping shape priorities for the future development of low- and zero-carbon maritime projects in the Caribbean.

## 1.1 Workshop Objective and Agenda

The primary objective of the Regional Roundtable was to move the Caribbean maritime decarbonization agenda from analysis to action by identifying where regional cooperation can unlock investment and accelerate implementation. It was designed to produce a shared, action-oriented foundation for a Caribbean maritime decarbonization investment and policy pathway.

The roundtable agenda (see Annex 1) was developed with the aim of facilitating regional dialogue and collecting participant input in the following areas:

- Future of Maritime Fuels in the Caribbean.
- Practical next steps/approaches to realising decarbonization targets in alignment with 2023 IMO GHG Strategy.
- Role of regional coordination and Partnerships in financing decarbonization initiatives.
- Mobilising finance and investment for maritime decarbonization.
- Alignment of maritime decarbonization to national development and sustainability targets.
- Regional policy recommendations.
- Inclusive and workforce focused transition.

The structure and sequencing of the agenda were intentionally designed to guide participants from strategic context to practical implementation. Day 1 established a shared understanding of the global policy framework under the 2023 IMO GHG Strategy and examined its translation into regional realities, before progressing into focused discussions on future fuel pathways,

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infrastructure readiness, and real-world applications within the Caribbean. Interactive mapping exercises and breakout roundtables were strategically integrated to move beyond presentations and generate participant-driven inputs.

Building on this foundation, Day 2 shifted toward financing, investment readiness, and enabling policy conditions, allowing participants to connect technical priorities with bankability requirements and development finance mechanisms. The progressive design of the agenda ensured that discussions evolved logically from policy alignment to technical options, to financial mobilisation, culminating in draft regional policy recommendations and agreed next steps. This format enabled the workshop to produce structured, action-oriented outcomes rather than remaining at a purely conceptual level. The programme was structured so that Session 1 featured the opening ceremony, Sessions 2 - 6 provided context-setting and agenda-setting inputs, and Sessions 7 - 16 were designed to gather participant perspectives through more interactive formats.

## 1.2 Workshop Participation

The workshop saw attendance by 42 participants representing 13 states within the Caribbean region, constituting of key maritime stakeholders including Maritime Administrations, Government Agencies, International Financial Institutions (IFIs), ship owners/ operators and Renewable Energy related organizations (see Annex II). Of those who participated, the workshop saw 10 female participants, representing 23.8% of the total participants (see Annex II, Figure I).

Notwithstanding this, the workshop agenda incorporated discussions that recognised the importance of inclusive transition pathways and workforce development, reinforcing the need for continued efforts to promote greater gender representation in future regional engagements.

## 2 Workshop Programme

The workshop constituted 18 sessions, which included an opening ceremony, 2 context setting sessions with expert presentations, 4 panel/moderated discussions, 5 breakout/interactive sessions and 3 plenary/open dialogue sessions.

The structure of this workshop allowed for extensive participant input and feedback, towards identifying regional policy recommendations to enable investment in maritime decarbonization in the Caribbean.

### 2.1 Keynote Addresses

The Regional Roundtable was formally opened with keynote addresses delivered by Dr Jose Matheickal, Director of the Technical Cooperation and Implementation Division at the International Maritime Organization; Professor Rean Maharaj, President (Ag.) of The University of Trinidad and Tobago; and Mr Ian Ramdahin, Permanent Secretary in the Ministry of Works and Infrastructure,

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Trinidad and Tobago.. In their remarks, the speakers reflected on the workshop’s overall theme, and emphasised its alignment with the IMO World Maritime Day theme “From Policy to Practice.” Collectively, the keynote interventions underscored the importance of regional collaboration, technical cooperation, and strategic partnerships in advancing the objectives of the 2023 IMO GHG Strategy within the Caribbean context.

## 2.2 Day 1: Setting the Scene – Maritime Energy Transition in the Caribbean

### 2.2.1 Context Setting- Expert Presentations

Day 1 commenced with a series of expert presentations designed to ground participants in the global regulatory context, reflect on previous regional dialogues, and examine practical pathways for implementation within the Caribbean.

#### 2.2.1.1 Session 2: IMO GHG Strategy and Delivery through Technical Cooperation and Regional Action

Session 2 opened with a joint presentation by Captain Sukhjit Singh and Mr. Subaskar Sitsabeshan of the IMO. The session outlined how the IMO is advancing the 2023 IMO GHG Strategy through a coordinated thematic framework that connects actions to the organization’s broader strategic framework. The presentation illustrated how the IMO effectively supports Small Island Developing States (SIDS) and Least Developed Countries (LDCs) in the “*just and equitable transition*”, by aligning technical actions with six core themes, and five cross-cutting themes.

An overview of the GreenVoyage 2050 Programme (GV 2050) was then provided, highlighting the four core pillars under the programme: National Action Plan (NAP) support, support for scaling up of pilot projects, strengthening partnerships and knowledge sharing, and supporting technology uptake through the GV 2050 grant facility. This presentation also spotlighted their annual calls for Expressions of Interest (EOI) for support to developing countries including the SIDS and LDCs for the development of NAPs.

Likewise, an overview of the GMN Phase II Project followed, bringing insight into the project’s objective and core action areas: technology pilot projects, capacity building, regional partnerships and outreach, and supporting the advancement of SDG 5 in maritime and maritime decarbonization. This presentation brought particular focus on the support for the uptake of decarbonizing technologies, through highlighting pilot projects being implemented in the African, Caribbean, Latin-American, and Pacific regions.

Shifting the focus of this session from a global to a regional context, a presentation by Major Lloyd Jones followed, providing a synthesis of the outcomes of the IMO Regional Workshop held in Belize City, Belize in 2024. The presentation contextualised the Caribbean within ongoing negotiations under MARPOL Annex VI and discussions on a possible IMO net zero framework. Key themes emerging from the dialogue included the need for a just and equitable transition, the prioritisation of operational measures such as onshore power supply, improved emissions data and accounting frameworks, and the development of a regional maritime decarbonization action

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plan. The presentation reinforced the structural vulnerabilities of Caribbean SIDS, including limited fiscal space, constrained port infrastructure, and exposure to external regulatory measures.

This was followed by an update from MTCC Caribbean on the outcomes of its 2025 Regional Workshop in Trinidad and Tobago. The presentation by Mr. Michael Razack and Ms. Suzette Balkaran highlighted six core takeaways: uneven regional readiness, the central role of ports as immediate leverage points, the integration of gender as a structural delivery issue, financing constraints as a primary barrier, the imperative for regional alliances, and the risk reducing effect of coordinated action. The update demonstrated the progression from policy dialogue toward implementation focused priorities, including port readiness assessments, proposal development support, and the operationalisation of a Regional Industry Alliance (RIA).

Session 2 specifically highlighted the linkages with earlier regional initiatives, reinforcing the premise that the roundtable was meant to maintain forward momentum by building on the 2024 Belize workshop and the 2025 Trinidad and Tobago workshop.

#### 2.2.1.2 Session 3: Case Study – GreenVoyage2050 Jamaica Maritime Alternative Fuels Study

A practical, evidence-based case study (the Jamaica Maritime Alternative Fuels Study), was presented in Session 3, demonstrating how a Caribbean State is assessing pathways for maritime fuel transition under the GreenVoyage2050 Programme. The study provides a factual reference point for subsequent discussions on fuels, infrastructure, regional coordination, and finance.

It featured a video presentation by the consultancy firm, Haskoning, working with the Maritime Authority of Jamaica (MAJ), on a study on the *“Potential Supply and Demand of Alternative Marine Fuels in Jamaica,”*. The session was moderated by Mrs Vivian Rambarath-Parasram, Regional Coordinator Caribbean, IMO, and included dialogue with Mr. Bertrand Smith, Director-General, MAJ. The central theme of this session was the role of evidence-based approaches to address the challenge of the critical lack of concrete data, which hinders investments and accessing finance for the uptake of decarbonizing technologies and alternative fuels.

In particular, the study demonstrated:

- What a realistic and technically grounded fuel transition assessment looks like in a Caribbean context; and
- How route analysis, fuel demand assessment, and technical feasibility can inform policy and investment decision-making.

The video presentation brought insights into the structured approach being utilised in the study, which combines national data, AIS traffic analysis, and techno-economic modelling, to move beyond theoretical outcomes and ensure recommendations are aligned with Jamaican realities. A critical finding presented is the significant investment challenge ahead: producing enough e-fuels to meet 2050 demand would require approximately 2 gigawatts of renewable capacity—a scale that far exceeds current national grid limits and necessitates dedicated off-grid infrastructure. This spotlighted the necessity of a phased roadmap, using liquefied natural gas

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(LNG) as a near-term transition fuel while leveraging public-private partnerships to bridge the gap between current infrastructure and the long-term goal of a zero-emission bunkering hub.

The discussion also emphasised the critical role of an evidence-based approach to advance maritime decarbonization. Significant focus was placed on the role and relationship of Data, Dialogue, and Demand, as key pillars to the development of bankable decarbonizing projects throughout the Caribbean region. Without accurate data, assumptions regarding fuel pathways and technical feasibility could hamper the effectiveness of national initiatives, making the collection of high-quality data essential for a realistic transition. The discussion further emphasised the need to explore the realities of individual Caribbean States to inform decisions regarding manufacturing, bunkering, and importing/exporting alternative fuels and investing in applicable renewable energy sources.

## 2.2.2 Pannel Discussions

### 2.2.2.1 Session 4: Dialogue on the Future of Maritime Fuels in the Caribbean

Building on the Jamaica case study, Session 4 focused on which maritime fuel pathways are realistically achievable in the Caribbean in the near-to-medium term, taking into account energy systems, infrastructure constraints, market readiness, and investment risk. The dialogue was practical and forward-looking, and zoomed in from a wide range of theoretical options to a short list of credible pathways that could be progressed through coordinated regional action.

More specifically, the session sought to:

- assess the realistic role of different fuel pathways in a Caribbean context;
- explore key barriers to adoption, including cost, infrastructure, scale, and regulation; and
- identify where regional coordination could improve feasibility and reduce risk.

It focused on identifying credible fuel pathways and the role of regional coordination in overcoming adoption barriers. Moderated by Mr. Roberto Aiello of the Inter-American Development Bank (IDB), the session opened with an assessment of the global scale of the challenge. While the maritime industry currently consumes approximately 1 million tonnes of oil equivalent (Mtoe) of low-carbon fuels (LCFs) annually, this must increase to 25 Mtoe by 2030 to meet the IMO's base targets<sup>1</sup>. The dual role of shipping in the energy transition was underscored, noting that the industry will not only consume LCFs but will also be responsible for transporting roughly 50% of the world's low-carbon fuels by 2050. This transition requires a fundamental shift in national policy, as maritime e-fuels alone may require renewable electricity equivalent to one-third of today's global renewable generation by 2050.

Mr. Philip Julien of Kenesjay Green, provided a comparative assessment of shore-side power (SSP) and green fuel bunkering readiness, for four states in the Caribbean, namely Barbados, Belize, Guyana and Trinidad and Tobago. His analysis highlighted that Trinidad and Tobago is

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<sup>1</sup> Panelist and participant observations; does not represent the official views or policies of the IMO.

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currently the best-positioned regional hub due to its strong grid stability and existing industrial infrastructure for methanol and ammonia. In contrast, ports in Barbados, Guyana, and Belize face challenges such as grid capacity and stability constraints, and lack of infrastructure, requiring significant investment to see uptake of SSP and the establishment of alternative fuel manufacturing and bunkering facilities.

Moderated by Mr. Aiello, the subsequent dialogue with panellists, including Mr. Phillip Julien, Mr. Nelson Mojarro, Mr. Nigel Woodsley, and Ms. Suzette Balkaran, emphasized that the transition is not merely a technological issue but a legislative and human capital challenge. This discussion specifically noted that:

- Technical prefeasibility for bunkering hubs must be supported by modernized regulations, particularly regarding renewable fuel standards.
- An urgent need to address the critical gap in training and certification, through modernized syllabi and "train the trainer" initiatives to prepare a skilled Caribbean workforce for the safe handling of alternative fuels.
- Maritime decarbonization cannot happen in isolation and requires closer collaboration between maritime stakeholders and national energy ministers to secure the necessary political and infrastructure support.
- The Caribbean must consolidate as a regional renewable energy hub, integrating maritime energy demands into national energy plans to ensure energy security and long-term economic resilience.

#### 2.2.2.2 Session 6: From Policy to Practice – Real-World Applications in the Caribbean

Session 6 shifted the focus toward the tangible implementation of decarbonization technologies, and the practical lessons learned from regional pilots and decarbonization initiatives.

The discussion was intended to:

- illustrate what implementation looks like in practice, beyond strategies and roadmaps;
- identify enabling conditions that have allowed projects to move forward;
- extract replicable lessons that can inform action in other Caribbean States; and
- provide realistic insights into challenges, trade-offs, and sequencing decisions.

Moderated by Mr. Stephan Nanan, the session highlighted high-impact projects such as those under the GMN Phase II and IMO CARES projects, such as the renewable energy-powered microgrid at the Port of Basseterre in St. Kitts and Nevis and its potential to support the nation's Nationally Determined Contributions (NDCs). Similarly, insights into the modernisation of the Port of Georgetown in Guyana were shared, highlighting the integration of low-carbon energy solutions, including the electrification of cargo handling equipment and Shore-to-Ship power connections, is being driven by a unified national maritime decarbonization strategy.

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The discussion also explored innovative research into short-sea shipping and regional energy security, with a focus on an ongoing study into applying biofuel technology currently utilised by river going vessels from Argentina to ocean-going barges designed to service smaller Caribbean islands. This embryonic initiative aims to provide consistent, low-carbon service to remote areas that are often underserved by larger global shipping lines.

Supporting this regional transition, Mr. Eugene Tiah highlighted the 2024 establishment of the Caribbean Energy Chamber, emphasizing that the shift to alternative fuels is fundamentally an issue of regional energy security and expertise retention. Ms. Marie Cabbia Hubatova of the Environmental Defense Fund (EDF) further stressed the importance of "localized realities," noting that while electrification is a viable solution for the Bahamas, fragmented governance and funding remains a significant barrier for smaller vessel operators and fishing communities.

A recurring theme throughout the dialogue was the necessity of institutional alignment and the important role of the MTCC Caribbean. Panellists strongly advocated for the continued support of the MTCC, with Ms. McAllister from Guyana describing the MTCC as the primary "conversation starter" and driver for maritime decarbonization that led to the appointment of Guyana's first Marine Environment Officer. The notion was heavily supported by representatives from Antigua and Barbuda, St. Kitts and Nevis, Jamaica and Trinidad and Tobago. The session concluded by highlighting the region's leadership in SDG 5, noting that the Caribbean maritime sector, through collaborations between associations like CSA and Women in Maritime Association Caribbean (WiMAC), is ahead of global trends in promoting women in leadership roles, ensuring that the transition to green technology is inclusive.

### 2.2.2.3 Session 9: Strategic Dialogue – Aligning International Obligations with National Development Goals

A strategic, high-level discussion followed (Session 9) highlighting how Caribbean States can align their international maritime decarbonization obligations, including under the IMO GHG Strategy, with national development priorities such as economic growth, trade competitiveness, connectivity, energy security, and climate resilience.

The discussion centred on four key elements:

- reframing maritime decarbonization as a development and economic opportunity, rather than solely a compliance exercise;
- exploring how countries can sequence action realistically, given capacity and resource constraints;
- clarifying the role of regional institutions and development partners in supporting alignment; and
- setting the conceptual and political context for the finance and investment discussions on Day 2.

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It focused on reframing maritime decarbonization from a compliance burden into a central pillar of national economic growth and resilience. Moderated by Ms. Vivian Rambarath-Parasram, the dialogue featured Dr. Jose Matheickal and Mr. Pablo Guerrero, who both emphasized that decarbonization should be viewed as a strategic development accelerator rather than a constraint. The panel highlighted that dual-benefit initiatives, which improve trade efficiency, transport connectivity, and energy security, provide substantial opportunities for job creation and workforce development.

To address the inherent capacity and resource constraints of Caribbean SIDS, the panel highlighted the necessity of both supporting individual country programme while leveraging a coordinated regional approach to achieve economies of scale. It was noted that while scale remains a challenge, regional cooperation can lower costs through the pooling of training resources, standardised legislation, and shared feasibility studies. MTCC Caribbean's role in coordinating these regional discussions was emphasised as an accelerating agent to region's transition from theoretical talk to practical action.

The session concluded with a strategic look at investment pathways and the flexibility afforded to SIDS within global frameworks. It was emphasized that decarbonization goals must be translated into the language of national finance and treasury departments to promote private-backed investments, suggesting that aligning net-zero targets with other priorities like food security can maximize funding opportunities.

Additionally, Member States were encouraged to leverage the IMO's Integrated Technical Cooperation Programme (ITCP) and the GreenVoyage2050 programme for developing NAPs, while also promoting "twinning" initiatives where regional partners support one another in building technical capacity.

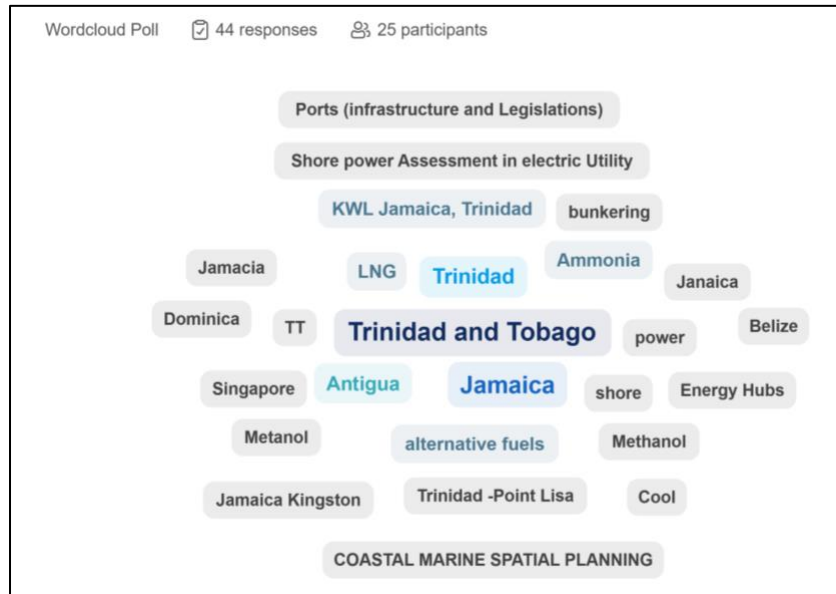
### 2.2.3 Interactive/Breakout Sessions

#### 2.2.3.1 Interactive Mapping – Session 5: Energy and Fuels in the Caribbean

##### **Q1: Where are there existing or emerging energy or maritime fuel initiatives relevant to shipping or ports?**

The responses revealed a noticeable geographic concentration of activity, with Trinidad and Tobago (13 mentions) and Jamaica (12 mentions) emerging as the most frequently cited countries. Beyond geographic references, participants identified specific alternative fuel pathways, including methanol, ammonia, and LNG, providing a snapshot of maritime fuel initiatives being explored in the region.

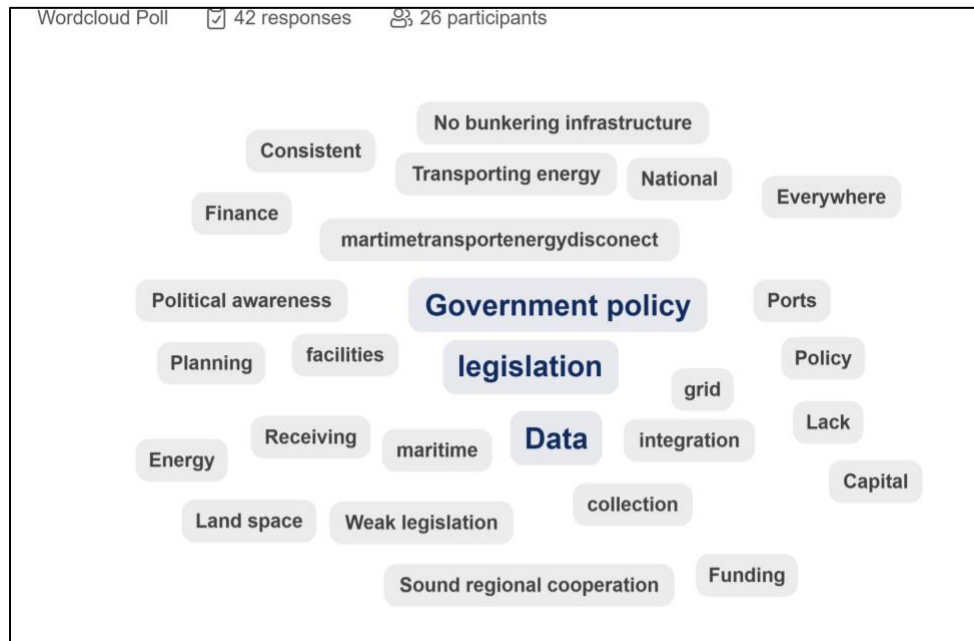
Figure 1: Results of Session 5, Question 1



**Q2: What are the main infrastructure, regulatory, or institutional gaps limiting progress?**

In response to the second question, participants identified legislative and policy deficiencies as the most prominent concerns, with multiple references to weak, unclear, or absent regulatory frameworks, as well as the lack of integration of maritime decarbonization considerations into national energy policies. It was further noted that gaps exist in the regulatory and institutional authority to generate clean energy at the port, sell electricity within the port, and execute SSP contracts with third-party clean energy off-takers. Data constraints were also frequently cited, with one participant specifically identifying data collection and analysis as barriers limiting progress.

Figure 2: Results of Session 5, Question 2



### Q3: How could regional cooperation unlock faster or more cost-effective progress?

In response to the third question, participant inputs clustered around three primary themes: knowledge sharing and capacity building, regional standards and policy alignment, and access to finance and project feasibility.

First, several responses emphasised the importance of enhanced knowledge sharing and technical cooperation across the region. Participants highlighted the need to pool expertise, share feasibility studies, undertake joint technical training, and strengthen integration between Maritime Administrations, port authorities, and private sector organisations. These responses suggest that regional cooperation is viewed as a mechanism to address technical asymmetries and build collective capacity.

Second, a number of participants underscored the need for harmonised regional standards and coordinated policy frameworks. References to common standards, regional policy, one regional pathway, enabling legislation, and starting at the CARICOM level indicate a clear appetite for stronger policy alignment. Participants recognised that regulatory coherence across jurisdictions would send clearer signals to industry and investors, while reducing uncertainty and fragmentation.

Third, responses pointed to the role of regional cooperation in unlocking finance and improving project feasibility. Participants noted the benefits of bundling projects, pooling resources, sharing risks, and leveraging economies of scale to strengthen the regional business case. Improved access to funding for technology and capacity building, coordinated technology deployment, and the establishment of regional hubs were also identified as mechanisms to reduce financial and technical risks.

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Overall, the responses demonstrate a strong consensus that structured regional coordination could enhance capacity, improve regulatory clarity, and strengthen the financial viability of maritime decarbonization initiatives across the Caribbean.

### 2.2.3.2 Breakout Roundtables: Session 7 – Strategic Decarbonization Actions

Session 7 featured a working group session on “Strategic Decarbonization Actions.” Participants were divided into 3 breakout groups, each focusing on one of the following subtopics:

1. Domestic and intra-regional fleet transition
2. Port infrastructure and shore power
3. Fuel production and supply chains

Each group was tasked to identify 3 priority actions (to be actioned by 2030), 1 regional coordination need and 1 key policy or finance enabler. The key takeaways from this session are as follows:

#### Priority Actions

The groups identified the following strategic priorities to bridge the gap between policy and implementation:

- **Evidence-Based Feasibility/Gap analysis:** Group 1 and 2 emphasized the need for rigorous feasibility studies and gap analysis to determine the applicability of solutions towards port and vessel decarbonizations against Caribbean state realities. A key priority is identifying which vessel segments—particularly Domestic Small Commercial Vessels and Intra Island Code of Safety for Caribbean Cargo Ships (CCSS code) vessels, can realistically decarbonize first, as well as the ideal decarbonising technology or alternative fuel to be utilised.
- **Harmonized Policy and Legislation:** All groups identified the need for governments to set clear policy and legislation. A strong focus on regional coordination of policies and standards was reemphasised here, with groups indicating the need for **CARICOM-level agreements** to enforce policies that incentivises Ship to Shore Power (SSP) and the development of regional alternative fuel bunkering hubs.
- **Infrastructure and Supply Chain Resilience:** All groups acknowledged the immediate need for updating port infrastructure to facilitate the electrification of port equipment, SSP connections and alternative fuel bunkering. Groups also identified the need for Public – Private Sector Partnerships and a Regional approach to developing bunkering hubs and overcoming power demands and infrastructural needs to facilitate SSP

#### Regional Coordination and Finance Enablers

Groups identified the following:

- **Regional Coordination Need:** Participants identified CARICOM as the essential body to agree on a Regional Standard or standard of enforcement. The role of the MTCC Caribbean and regional meetings such as the Regional Meeting of Directors and Heads of Maritime Administrations (DIHMAR), in advancing dialogue and actions in this area.

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- **Key Policy and Finance Enabler:** The primary enablers identified were Public-Private Partnerships (PPP) and Legislation. Participants noted that developing partnership models to unlock financing is the only ways to overcome the "outdated infrastructure" and "expensive energy" costs currently hindering progress in hubs like Jamaica and the smaller islands.

## 2.3 Day 2: Unlocking Investment – Finance, Policy, and Regional Roadmap

### 2.3.1 Panel Discussions

#### 2.3.1.1 Session 12: Financing the Maritime Energy Transition – Insights from global and regional development banks

On Day Two, Session 12 – 14 amplified the important issue of financing the energy transition. Session 12 examined what it would take to unlock investment for maritime decarbonization in the Caribbean, from the perspective of global and regional financiers. It provided clarity in terms of what financiers require, how risks are assessed, and how governments and regional institutions can improve project bankability.

The session aimed to:

- provide clarity on financing criteria and decision-making processes used by development banks and private investors;
- identify common risk perceptions and barriers affecting Caribbean maritime projects;
- explore how public finance, guarantees, and blended finance can crowd in private capital; and
- clarify where technical cooperation and early-stage support can most effectively de-risk projects.

Session 12 focused on moving from technical feasibility to bankable projects. Moderated by Capt. Sukhjit Singh, the panel featured representatives from the IDB, IDB Invest, the Caribbean Marine Environment Protection Association (CARIBMEPA) and Guyana's MARAD. This session also featured an open discussion, furthering the discussion on possible next steps towards developing bankable project proposals for decarbonization initiatives in the region.

A central takeaway was the "three-window" approach utilized by Multi-lateral Development Banks (MDBs) like the IDB: a Public Sector window for sovereign-guaranteed loans, IDB Invest for private sector engagement without sovereign guarantees, and IDB Lab for high-risk innovation. Mr. Felipe Ezquerro from IDB Invest emphasized that 10%<sup>2</sup> of their budget is specifically earmarked for the Caribbean, highlighting an active search for first-mover opportunities in port infrastructure and renewable energy transition.

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<sup>2</sup> Panelist and participant observations; does not represent the official views or policies of the IMO.

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## Identifying the Barriers to Bankability

The discussion identified several systemic gaps that currently hinder the flow of capital into Caribbean maritime projects:

- **The Repayment and Risk Gap:** The primary hurdle is not a lack of available finance, but rather the uncertainty of repayment and the need for clear proof of future cash flows. For the private sector to engage, a robust legislative framework is required to minimize long-term investment risk.
- **The Knowledge Gap in Local Banking:** A significant disconnect with regional commercial banks exists, which often lack the technical expertise to evaluate maritime assets, particularly mobile assets like vessels. While port infrastructure is easier to finance due to its fixed nature, the "electrification gap" for SSP and future requirements for battery recycling remain underfunded.
- **The Aggregation Gap:** The lack of an entity for aggregated procurement is a major barrier. Without a regional agency to consolidate demand, individual Caribbean states struggle to achieve the scale necessary to attract large-scale infrastructure loans (typically a \$10M minimum for public sector windows).

## Strategic Pathways for Accessing Finance

To bridge these gaps, the panel recommended several actionable strategies for Caribbean Member States:

- **Engaging Ministries of Finance:** MDB focal points are typically located within Ministries of Finance, Planning and Economy, and further encouraged maritime stakeholders to elevate decarbonization concerns to their respective treasuries. It was also suggested that integrating maritime needs into broader national energy policies is the most effective way to trigger IDB programming exercises and access sovereign-guaranteed funding. Guyana's Low Carbon Development Strategy (LCDS) was highlighted as an example of a national energy policy.
- **Utilizing Public-Private Partnerships (PPP):** The IDB is currently assisting regional governments in structuring PPP to develop feasible projects. A call was made to integrate Maritime Decarbonization initiatives with other sectors to develop bankable projects.
- **Regional Scaling and "Twinning":** To overcome scale constraints, the panel and workshop participants advocated for a Regional Action Plan for Decarbonization. Institutions like RELP (Renewables Real and Possible, formerly Global Renewable Energy Mass Adoption Program - GREENMAP) and the Caribbean Centre for Renewable Energy and Energy Efficiency (CCREEE) were identified as potential regional procurement agencies that could consolidate the Caribbean as a single renewable energy hub, making projects more attractive to international financiers.

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## 2.3.2 Interactive/Breakout Sessions

### 2.3.2.1 Breakout Roundtable: Session 13 - Mobilizing Finance

Building on the insights from the development banks in Session 12, this breakout session tasked participants with illustrating common barriers to maritime finance and identifying practical solutions to improve project bankability in the Caribbean. Participants were divided into 3 breakout groups, each focusing on one of the following subtopics:

1. Port Investment Gaps and Bankability
2. Risk-Sharing and PPP Models for Clean Fuels, Energies, and Technologies
3. National Policy Levers to Access Climate Finance

#### Primary Barriers to Finance

Groups identified the following barriers to finance:

- **Institutional and Regulatory Gaps:** Groups identified the lack of enabling legislation as a primary barrier across all subtopics. Without "regulatory and legislation backing," projects are perceived as high-risk, especially in an environment of shifting political policies.
- **The Data and Awareness Deficit:** Groups highlighted a pervasive lack of awareness within the regional financial sector and a critical absence of data to support robust business cases. This makes it difficult to evaluate the "competitive advantage" or future viability of specific clean fuel pathways in the region.
- **Scale/ Lack of Demand and Credit Risk:** Groups identified the "scale of the project" as a deterrent to accessing finance, as many individual island initiatives are too small for major development bank windows. This was especially mentioned regarding Port investment gaps and Risk-Sharing and PPP models. Groups also identified Country credit ratings, and the absence of sovereign backed guarantees were identified as factors increasing perceived investment risk. Participants further emphasised that uncertainty regarding which clean fuel pathways the region will pursue weakens the clarity of long-term investment signals.

Other barriers identified included:

- Limited local expertise
- Lack of harmony/ collaboration across sectors
- Lack of political prioritisation
- Limited capacity for developing project proposals
- High risk to infrastructure due to climate change

#### Solutions to Improve Bankability

Groups identified the following potential solution to the barriers identified:

- **National Action Plans:** Groups identified the development of NAPs and the explicit inclusion of maritime decarbonization in these action plans as a primary solution towards unlocking finance for maritime decarbonization initiatives.

- **Strategic Dialogue with Industry:** Participants suggested shifting from a purely government-only approach to strategic dialogues with shipping companies to identify what the private sector is already doing and what specific incentives (such as reduced duties or subsidies) would trigger further investment. This was identified in relation to Risk-Sharing and PPP model, and National Policy Levers.
- **Needs Assessments and Gap Analysis:** Groups identified the need for more comprehensive needs assessments, feasibility studies, to inform the development of bankable business proposals throughout the region. Establishing dedicated data collection entities with regulatory backing was recommended to support evidence-based policy development and project development.
- **Financial Innovation and Aggregation:** Groups highlighted the importance of concessional financing, grant support for project preparation, soft loan mechanisms, and risk mitigation instruments such as sovereign guarantees. Aggregation of projects across the region to achieve scale, as well as adopting private sector operational principles focused on revenue generation, were identified as pathways to enhance viability.

### 2.3.2.2 Breakout Roundtable: Session 16 – Drafting Regional Policy Recommendations

The last working group session, Session 16, was focused on identifying practical policy recommendations to enable investment in maritime decarbonization in the region. Participants were divided into four groups. Each group was tasked with answering all of the questions presented in the table below.

Theme	Guiding Questions
<b>1. Ports &amp; Infrastructure</b>	What policies or regulations are needed to enable investment in shore power, electrification, and green infrastructure?
<b>2. Fuel Supply &amp; Technology</b>	How can countries incentivize the availability and uptake of clean fuels, including through R&D and import rules?
<b>3. Finance &amp; Investment Access</b>	What policy signals, guarantees, or regional platforms could unlock finance from public and private sources?
<b>4. Women in Maritime &amp; Workforce Transition</b>	What policy frameworks, institutional reforms, and investment mechanisms are needed to ensure women’s participation and leadership in maritime decarbonization and energy transition?
<b>5. Regional Collaboration</b>	What regional mechanisms would support coordinated implementation?

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## Ports and Infrastructure

Participants emphasised the need for stronger enabling legislation and integrated policy frameworks to support investment in shore power, electrification, and green port infrastructure. Recommendations included embedding maritime energy considerations within national energy policies and physical development plans, establishing clear renewable energy frameworks with maritime specific targets, and mandating timelines for shore power and green infrastructure deployment.

Standardisation also emerged as a recurring priority, particularly in relation to shore power connections, technology specifications, and tariff regimes. Participants proposed harmonised regional standards to reduce investor uncertainty and facilitate interoperability across ports. Policy reforms were also suggested to allow third party electricity providers to operate within port environments, alongside the development of PPP policies and economic instruments to support infrastructure rollout. The importance of developing strong business cases to underpin regulatory reform was repeatedly underscored.

## Fuel Supply and Technology

Participant recommendations under this theme centred on creating incentives to stimulate clean fuel production, distribution, and uptake. Participants called for concessional financing, tax incentives, tariff adjustments, and import duty exemptions to encourage infrastructure investment and early adoption. Regulatory clarity on fuel classification, storage standards, and transport requirements was also identified as necessary to reduce uncertainty.

Participants highlighted the need for prefeasibility and impact studies, regional pilot projects, and strategic partnerships with shipping companies to aggregate demand and determine optimal technology integration. The need for accessing grant funding for research and development was also highlighted, for the development of evidence-based projects.

Other recommendations included a regional fuel mandate with timelines for ships and companies to reduce emissions, in keeping with the IMO targets, and incentivising infrastructure for end point distribution in partnership with technology providers.

## Finance and Investment Access

Recommendations included the establishment of public credit guarantees, sovereign backed guarantees, and third-party risk insurance instruments to reduce perceived investment risk. Access to grant funding for feasibility studies and proof of concept projects was also recommended as essential to bridge early-stage financing gaps.

Participants further proposed the development of regional decarbonization policies aligned with emission targets, strengthened legislative backing for projects, and clearer national action plans. Mechanisms such as first loss capital arrangements, pooled carbon credit revenues, and structured PPP frameworks were identified as tools to mobilise both public and private capital. There was also recognition that governments may need to create enabling conditions while allowing greater private sector leadership in decarbonization efforts.

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### **Women in Maritime and Workforce Transition**

Recommendations included strengthening equal opportunity legislation and enforcement mechanisms, updating human resource policies to remove structural barriers, and embedding gender considerations within decarbonization strategies in alignment with SDG 5.

Targeted measures such as scholarships, cadet training opportunities, mentorship and sponsorship programmes, and incentives for flagged vessels to recruit female cadets were proposed. Participants also highlighted the importance of awareness building, vocational and technical training pathways, and visible support for regional women's maritime organisations.

### **Regional Collaboration Mechanisms**

Proposed mechanisms included the development of a regional maritime decarbonization plan, promotion of green corridors, establishment of a regional task force integrating energy, transport, and gender stakeholders, and formal reporting channels to CARICOM bodies. The creation of regional data platforms and academic research networks to support evidence-based policymaking was also recommended.

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## 3 Summary & Looking Ahead

### Summary of Workshop Outcomes & Actions

The discussions over the two days were synthesised into a number of key takeaways, which participants had the opportunity to review in Session 17 to help ensure that the recorded outcomes accurately reflected the workshop discussions.

1. There is a strong regional commitment to maritime decarbonization. Participants highlighted three broad pathways for action: decarbonizing fleets, decarbonizing ports, and advancing onshore power supply.
2. Maritime administrations underscored the important role of MTCC Caribbean as a regional partner and technical resource in advancing maritime decarbonization efforts.
3. There are emerging opportunities for zero- and near-zero emission fuel bunkering in the Caribbean. Building on Jamaica's Maritime Alternative Fuels Study, the region will need to assess whether these opportunities are best pursued through domestic production, importation, or a combination of both.
4. Several barriers continue to constrain the energy transition in the region, including limited data availability, lack of alignment between energy and maritime policy frameworks, technical workforce gaps, insufficient access to sustainable financing structures, and limited buy-in from parts of the shipping sector.
5. To address these barriers, participants highlighted the need to send clear policy signals aligned with countries' IMO and UNFCCC obligations while remaining grounded in national realities; undertake coordinated feasibility studies to support project development and bankability; pursue regional approaches that generate scale and efficiency; reduce political and regulatory risk; and develop a regional action plan that promotes intra-regional connectivity, includes a financial and resource mobilization component, and incorporates a private sector engagement strategy.

### Near-Term Ambitions

The workshop identified the following near-term ambitions to guide regional decarbonization efforts:

- development of a regional maritime decarbonization action plan by the end of 2027;
- initiation of a shore power demonstration pilot by 2030, building on the IDB's shore power study; and
- development of a harmonized regional policy and supporting legal framework to make the uptake of shore power mandatory by 2035.

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## Next Steps

Participants indicated that the key workshop outcomes should be elevated to the Council of Trade and Economic Development (COTED), through their respective ministries, for consideration and possible onward transmission to Heads.

Participants also highlighted the importance of:

- identifying key actors within Ministries of Energy and Ministries of Finance, Planning and Development who can help drive the process forward, recognising that stronger alignment across these ministries is essential to advancing decarbonization ambitions;
- bring in ministries of transport to support advancing the agenda of decarbonization as a sector priority and to improve efficiency of port and maritime operations;
- making initial contact with IDB representatives in-country to begin discussions on financing pathways, PPP frameworks, development of bankable projects, and bilateral approaches to scaling action; and
- building a broader coalition of interested actors, including the banking sector, boatbuilders and shipyards, energy service companies, logistics companies, and biofuel feedstock producers.

## 4 Annex I- Workshop Agenda



### IMO-GreenVoyage2050 Programme

### UNLOCKING MARITIME DECARBONIZATION IN THE CARIBBEAN

### PROVISIONAL AGENDA

29 - 30 January 2026, Hilton Hotel, Port of Spain, Trinidad and Tobago

Day 1 29 Jan 2026	Setting the Scene: Maritime-Energy Transition in the Caribbean
08:30-09:00	<b>Arrival and registration of participants</b>
09:00-09:20	<p><b>Session 1: Opening session</b></p> <ul style="list-style-type: none"> <li>Welcome and official opening</li> <li>Objectives, structure, and expected outcomes of the Roundtable</li> </ul> <p><i>Outcome:</i> Shared understanding of why this roundtable matters and what success looks like.</p>
09:20-10:30	<p><b>Session 2: IMO GHG Strategy and Delivery through Technical Cooperation and Regional Action</b></p> <ul style="list-style-type: none"> <li>Translating global ambition into action: how IMO technical cooperation supports national implementation</li> <li>Key lessons from the 2024 Belize regional workshop on 'Green Shipping in the Caribbean: Implementing the 2023 IMO Strategy on Reduction of GHG Emissions from Ships'</li> <li>Key takeaways from 2025 Regional workshop in Trinidad on 'Progressing Maritime Decarbonisation in the Caribbean Region'</li> </ul> <p><i>Outcome:</i> Clear articulation of how the IMO GHG Strategy is delivered through technical cooperation, and why regional action is essential and urgent for the Caribbean.</p>
10:30-11:00	<b>Refreshments and Group Photo</b>
11:00-11:30	<p><b>Session 3: Case Study – GreenVoyage2050 Jamaica Maritime Alternative Fuels Study</b></p> <ul style="list-style-type: none"> <li>Route analysis and demand assessment</li> <li>Fuel pathways and technical feasibility</li> <li>Policy and investment implications</li> </ul> <p><i>Outcome:</i> Evidence-based understanding of what a realistic maritime fuel transition looks like in a Caribbean context.</p>
11:30-12:30	<p><b>Session 4 – Dialogue on the Future of Maritime Fuels in the Caribbean (Moderated dialogue)</b></p> <ul style="list-style-type: none"> <li>Regional perspectives on fuel options</li> <li>Barriers to adoption</li> <li>Role of regional coordination</li> </ul> <p><i>Outcome:</i> Identification of a short list of credible fuel pathways for the Caribbean in the near to medium term.</p>
12:30-13:30	<b>Lunch</b>

13:30-13:45	<p><b>Session 5 – Facilitated Interactive Mapping: Energy and Fuels in the Caribbean</b></p> <ul style="list-style-type: none"> <li>• Live interactive exercise using a digital platform</li> <li>• Participants post inputs on a regional map in response to guided prompts: <ul style="list-style-type: none"> <li>◦ Existing energy and fuel initiatives</li> <li>◦ Infrastructure and policy gaps</li> <li>◦ Opportunities for regional collaboration</li> </ul> </li> <li>• Facilitator highlights emerging patterns and clusters in real time</li> </ul> <p><i>Outcome:</i> Shared, participant-driven snapshot of regional strengths, gaps, and collaboration opportunities to inform subsequent discussions.</p>
13:45-14:30	<p><b>Session 6: From Policy to Practice: Real-World Applications in the Caribbean</b></p> <ul style="list-style-type: none"> <li>• Decarbonizing short sea shipping in the Caribbean</li> <li>• Building green port infrastructure</li> <li>• Harnessing renewable energy for marine fuels</li> <li>• Practical insights from technology demonstrations under the GMN Phase II Project</li> </ul> <p><i>Outcome:</i> Practical lessons and replicable approaches already being implemented in the region.</p>
14:30-15:20	<p><b>Session 7 – Breakout Roundtables: Strategic Decarbonization Actions</b></p> <p>Participants split into 3 breakout groups:</p> <ol style="list-style-type: none"> <li>1. Domestic and intra-regional fleet transition</li> <li>2. Port infrastructure &amp; shore power</li> <li>3. Fuel production and supply chains</li> </ol> <p>Each group identifies:</p> <ul style="list-style-type: none"> <li>• 3 priority actions (2026–2030)</li> <li>• 1 regional coordination need</li> <li>• 1 key policy or finance enabler</li> </ul> <p><i>Outcome:</i> Prioritised, action-oriented inputs grounded in national and regional realities.</p>
15:20-15:45	<b>Refreshments</b>
15:45-16:05	<p><b>Session 8 – Plenary: Report Back from Breakout Groups</b></p> <ul style="list-style-type: none"> <li>• Key insights and convergence points</li> </ul> <p><i>Outcome:</i> Shared understanding of priority actions and cross-cutting themes emerging from Day 1.</p>
16:05-16:50	<p><b>Session 9 – Strategic Dialogue: Aligning International Obligations with National Development Goals</b></p> <ul style="list-style-type: none"> <li>• Reflections on balancing IMO GHG commitments with national development priorities</li> <li>• Positioning maritime decarbonization as an enabler of economic development, energy security, and resilience</li> <li>• Perspectives on how Caribbean States can sequence action while managing capacity and resource constraints.</li> </ul> <p><i>Outcome:</i> Framing of maritime decarbonization as a development opportunity, setting the context for finance and investment discussions on Day 2</p>
16:50-17:00	<p><b>Session 10 – Closing Reflections and Key Takeaways:</b> Summary of key insights and priority actions emerging</p>
17:00	<b>End of Day 1</b>

<b>Day 2 30 Jan 2026</b>	<b>Unlocking Investment: Finance, Policy, and Regional Roadmap</b>							
09:00-09:15	<b>Session 11 – Welcome Back and Recap of Day 1</b> <i>Outcome:</i> Re-anchoring participants around agreed priorities and objectives for Day 2.							
09:15-10:30	<b>Session 12: Financing the Maritime Energy Transition – Insights from global and regional development banks</b> <ul style="list-style-type: none"> <li>• Study on financial instruments</li> <li>• Funding port modernization and resilient transport</li> <li>• Access pathways for financing maritime zero- or near-zero energy projects</li> </ul> <i>Outcome:</i> Improved understanding of what financiers require to engage in Caribbean maritime projects.							
10:30-11:00	<b>Refreshments</b>							
11:00-12:00	<b>Session 13: Interactive Breakout Groups – Mobilizing Finance</b> <ol style="list-style-type: none"> <li>1. Port investment gaps and bankability</li> <li>2. Risk-sharing and PPP models for clean fuels, energies, and technologies</li> <li>3. National policy levers to access climate finance</li> </ol> Each group identifies: <ul style="list-style-type: none"> <li>• Key barriers to finance</li> <li>• Practical solutions to improve bankability</li> </ul> <i>Outcome:</i> Concrete recommendations to improve access to finance at project and policy levels.							
12:00-12:30	<b>Session 14 – Plenary: Enabling Conditions for Investment</b> <ul style="list-style-type: none"> <li>• Report back from breakout groups</li> <li>• Plenary discussion</li> </ul> <i>Outcome:</i> Agreed set of enabling conditions required to unlock public and private investment.							
12:30-13:30	<b>Lunch</b>							
13:30-13:45	<b>Session 15 – Facilitated Interactive Mapping: Finance and Investment in the Caribbean</b> <ul style="list-style-type: none"> <li>• Live interactive exercise using a digital platform</li> <li>• Participants post inputs in response to guided prompts:               <ul style="list-style-type: none"> <li>○ Existing finance initiatives and funding sources</li> <li>○ Gaps in financial instruments and access to finance</li> <li>○ Opportunities for regional platforms and collaboration</li> </ul> </li> <li>• Facilitator highlights emerging patterns and clusters in real time</li> </ul> <i>Outcome:</i> Shared, participant-driven snapshot of finance flows, gaps, and regional collaboration opportunities to inform subsequent policy and investment discussions.							
13:45-15:20	<b>Session 16: Drafting Regional Policy Recommendations</b> <ul style="list-style-type: none"> <li>• Identify practical policy recommendations to enable investment in maritime decarbonization across the Caribbean</li> </ul> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Theme</th> <th>Guiding Questions</th> </tr> </thead> <tbody> <tr> <td><b>1. Ports &amp; Infrastructure</b></td> <td>What policies or regulations are needed to enable investment in shore power, electrification, and green infrastructure?</td> </tr> <tr> <td><b>2. Fuel Supply &amp; Technology</b></td> <td>How can countries incentivize the availability and uptake of clean fuels, including through R&amp;D and import rules?</td> </tr> </tbody> </table>		Theme	Guiding Questions	<b>1. Ports &amp; Infrastructure</b>	What policies or regulations are needed to enable investment in shore power, electrification, and green infrastructure?	<b>2. Fuel Supply &amp; Technology</b>	How can countries incentivize the availability and uptake of clean fuels, including through R&D and import rules?
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	<p><b>3. Finance &amp; Investment Access</b></p> <p>What policy signals, guarantees, or regional platforms could unlock finance from public and private sources?</p>
	<p><b>4. Women in Maritime &amp; Workforce Transition</b></p> <p>What policy frameworks, institutional reforms, and investment mechanisms are needed to ensure women’s participation and leadership in maritime decarbonisation and energy transition?</p>
	<p>Additionally, for all groups: <b>Regional Collaboration</b></p> <p>What regional mechanisms would support coordinated implementation?</p> <p><i>Outcome:</i> Draft, actionable regional policy recommendations ready for consolidation.</p>
15:20-15:45	<b>Refreshments</b>
15:45-16:15	<p><b>Session 17: Synthesis &amp; Way Forward</b></p> <ul style="list-style-type: none"> <li>• Presentation of consolidated findings from all sessions</li> <li>• Ideas for follow-up</li> </ul> <p><b>Expected Workshop Output:</b> Summary note outlining draft policy ideas, roadmap milestones, and proposed regional coordination mechanism (to coordinate on policy harmonization, knowledge sharing, capacity building, and investment facilitation).</p>
16:15-16:30	<p><b>Session 18: Closing Session – Final remarks</b></p> <p><i>Outcome:</i> Formal closure and confirmation of next steps</p>
16:30	<b>End</b>

## 5 Annex II- Workshop Participant Breakdown

### 5.1.1 Participating Countries

The states within the Caribbean region represented at the workshop included:

- Antigua and Barbuda
- Bahamas
- Barbados
- Belize
- Dominica
- Grenada
- Guyana
- Jamaica
- St. Kitts and Nevis
- St. Lucia
- St. Vincent and the Grenadines
- Suriname
- Trinidad and Tobago

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### 5.1.2 Workshop Stakeholder Distribution

#### Stakeholder Distribution

Stakeholder Category	No. of people
Maritime Administrations	14
Government Agencies	5
International Organisations	7
International Financial Institutions	4
Ship Owners/Operators	1
Renewable Energy Related NGO	1
Organisers/ Presenters	10

### 5.1.3 Gender Distribution

*Figure 3: Participants' Gender Distribution*

