



# Progressing Maritime Decarbonisation in St. Kitts and Nevis

 4<sup>th</sup> – 5<sup>th</sup> February 2026

## WORKSHOP COMPLETION REPORT

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## Regional Workshop - Executive Summary

MTCC Caribbean, under its mandate as an implementing partner of the International Maritime Organization (IMO) and European Union (EU) Global MTCC Network (GMN) Phase II Project, convened its first national workshop of the project phase titled “Progressing Maritime Decarbonisation in St. Kitts and Nevis”, held from 4<sup>th</sup> to 5<sup>th</sup> February 2026.

This national workshop builds directly on the outcomes of MTCC Caribbean’s Regional Workshop on “Progressing Maritime Decarbonisation in the Caribbean Region,” which identified key regional priorities including access to finance, institutional capacity gaps, policy alignment, and the need for practical, implementable decarbonisation initiatives.

The workshop followed the theme of “advancing maritime decarbonisation technologies in the Caribbean, with a focus on financing and empowering women towards building a cleaner, more inclusive future.” The two-day workshop featured a combination of expert presentations, panel discussions and interactive working sessions, designed not only for knowledge exchange but also to generate actionable insights aligned with national priorities.

While the regional workshop focused on knowledge sharing and identifying common challenges across Caribbean Small Island Developing States (SIDS), the St. Kitts and Nevis national workshop was designed to translate these regional insights into country-specific actions, with a stronger emphasis on implementation, pilot project development, and stakeholder coordination.

Across the two days, the workshop moved beyond awareness-building to focus on implementation-oriented dialogue, particularly in the areas of technology uptake, financing mechanisms, policy alignment, and gender inclusivity within maritime decarbonisation efforts. The workshop achieved the following key outcomes:

- Enhanced alignment between GMN Phase II project’s objectives and national priorities, with stakeholders, including agreement on how the pilot project and capacity building activities can support St. Kitts and Nevis’ decarbonisation and energy transition agenda.
- Improved understanding of the implications of the IMO 2023 GHG Strategy for St. Kitts and Nevis, including regulatory, operational, and investment considerations.
- Identification of priority decarbonisation actions and project opportunities within the maritime and port sectors of St. Kitts and Nevis, including inputs to support the development of future pilot activities and funding proposals within the maritime and port sectors.
- Strengthened awareness of financing pathways, including climate finance instruments and public–private partnership (PPP) models, alongside key barriers to accessing such funding.
- Identification of institutional, policy, and capacity gaps, particularly relating to project development, regulatory readiness, and cross-sector coordination.

- Concrete inputs to advance SDG 5 (Gender Equality) in the maritime sector, including priority actions related to training, mentorship, and policy support for women in maritime decarbonisation.
- Recognition of the need for strengthened regional collaboration, including support for mechanisms such as a Regional Industry Alliance (RIA) to coordinate efforts, mobilise resources, and strengthen the Caribbean’s collective voice.

Building on the above outcomes, the following table presents a concise summary of the priority actions identified to support implementation at the national level.

Priority Area	Key Action	Lead Stakeholders
<b>Policy &amp; Planning</b>	Develop a national roadmap for maritime decarbonisation, aligned with the IMO 2023 GHG Strategy.	Government, Department of Maritime Affairs, MTCC
<b>Data &amp; MRV</b>	Strengthen emissions data collection and advance development of port emissions inventories.	MTCC, SCASPA
<b>Finance &amp; Projects</b>	Support development of bankable project proposals and engage financing partners.	MTCC, Government, Development Partners
<b>Technology Deployment</b>	Advance implementation of the Basseterre Port renewable energy microgrid pilot project.	MTCC, SCASPA, SYGTECH
<b>Capacity &amp; Inclusion</b>	Deliver targeted training programmes and integrate gender considerations into maritime decarbonisation efforts.	MTCC, Government, WiMAC

Overall, the workshop underscored that while awareness of maritime decarbonisation is well established across the region, the critical gap now lies in implementation capacity, including the ability to develop bankable projects, access financing, and operationalise technologies within the unique constraints of SIDS.

Hosted in St. Kitts and Nevis at the St. Kitts Marriott Resort, Frigate Bay, the workshop facilitated participation of approximately 46 individuals (online and in-person), representing 17 organisations. The participants comprised a targeted cross-section of national stakeholders, including representatives from the maritime administration, port authorities, government ministries and agencies, and energy sector stakeholders directly involved in advancing maritime decarbonisation in St. Kitts and Nevis. The workshop also benefitted from the participation of regional and international partners, ensuring that national discussions were informed by global perspectives and technical expertise.

Separately, and as part of the GMN Phase II pilot project at Basseterre Port, MTCC Caribbean installed two wind monitoring systems across proposed sites identified in collaboration with the St. Christopher Air and Sea Ports Authority (SCASPA). These systems are designed to collect

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site-specific wind data to support the site selection assessment for the wind-powered microgrid solution for the port. While not part of the formal workshop programme, the timing of this activity complemented the workshop by reinforcing the transition from policy dialogue to technical implementation, demonstrating the project's emphasis on data-driven, evidence-based decarbonisation solutions.

## 1 Workshop Preparation

Preparation for the National Workshop in St. Kitts and Nevis was undertaken in accordance with the requirements of the IMO–EU GMN Phase II Project Implementing Partnership Agreement (IPA). MTCC Caribbean coordinated all preparatory activities to ensure effective delivery of the workshop and alignment with project objectives. Key preparation activities included:

1. Development of the workshop agenda, including identification and engagement of relevant technical experts and speakers;
2. Coordination and consolidation of external presentation materials, ensuring alignment with the workshop objectives and national context;
3. Developing MTCC presentation materials, ensuring alignment with the workshop objectives and national context;
4. Development of communication and visibility materials, including stakeholder outreach and participant engagement;
5. Logistical coordination, including MTCC staff travel logistics, venue arrangements, participant management, and on-site support;
6. Facilitation and moderation of the workshop sessions, ensuring structured delivery and stakeholder participation; and
7. Preparation and submission of the workshop completion report, in line with IMO reporting requirements.

### 1.1 Workshop Agenda

The workshop agenda (see Annex I) was developed to facilitate targeted national dialogue and practical stakeholder engagement on advancing maritime decarbonisation in St. Kitts and Nevis, while also situating these discussions within the broader regional and international context. The agenda was structured to support knowledge-sharing, identify priority actions, and strengthen alignment between the GMN Phase II Project, national development priorities, and the IMO's wider decarbonisation objectives.

In line with the objectives of the IMO–EU GMN Phase II Project, MTCC Caribbean organised the in-person workshop to strengthen the capacities of maritime administrations, port authorities, energy stakeholders, government agencies, and other relevant institutions in areas related to maritime energy efficiency, low-carbon technologies, enabling policy frameworks, financing, and inclusive participation.

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The final agenda was organised around the following thematic sessions:

- Status of Maritime Decarbonisation in St. Kitts and Nevis
- Finance and Maritime Decarbonisation
- Road to Net-Zero
- Women in Maritime Decarbonisation
- Private and Public Partnerships
- Identifying National Priorities and Actionable Steps towards Maritime Decarbonisation
- Launch of Pilot Project 1: St. Kitts and Nevis – Harnessing Wind Energy for Port Decarbonisation

These sessions were supported by a combination of presentations, panel discussions, interactive group activities, guided whiteboard exercises, polling, and site visits, which allowed participants not only to receive technical information, but also to contribute directly to the identification of challenges, opportunities, and next steps for St. Kitts and Nevis’ maritime decarbonisation agenda. The panels and presentations offered perspectives grounded in policy, infrastructure, energy, finance, gender, and project implementation, thereby providing a holistic view of the issues and opportunities associated with maritime decarbonisation in the national context.

The structure of the agenda was informed by the key findings of the regional workshop, particularly the need to move beyond awareness and toward implementation-focused discussions. As such, the sessions were designed to reflect a progression from regional-level challenges to national-level solutions.

## 2 Workshop Participation and Logistics

### 2.1 Workshop Participation

The workshop saw participation of 46 individuals, comprising 4 MTCC Caribbean team members, 1 IMO GMN PCU team member (online), 2 online presenters (European Commission and SYGTECH) and 39 stakeholders from across St. Kitts and Nevis, directly and indirectly involved in maritime industry. Table I below illustrates the workshop composition, and a full list of participants is provided in Annex II.

*Table I - Workshop Participants - Stakeholder Distribution*

Stakeholder Category	No. of Participants
Department of Maritime Affairs (MARAD)	5
Port and Port Authorities	18

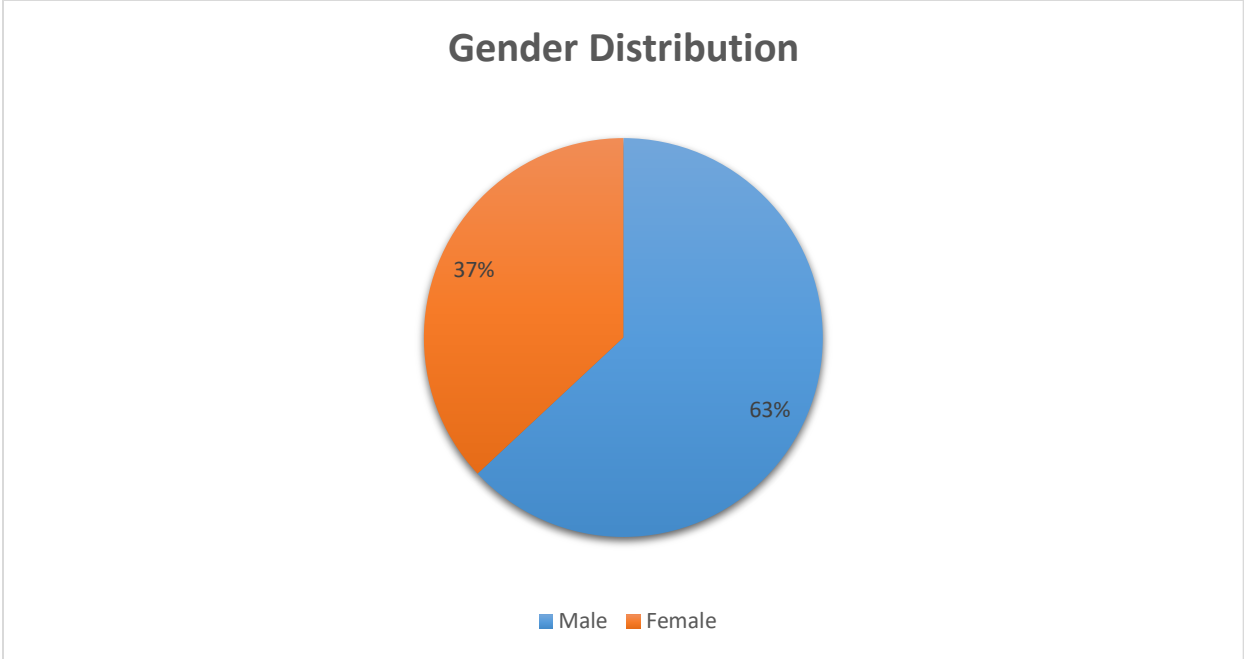
<b>Department of Marine Resources</b>	4
<b>Electricity Company (SKELEC)</b>	2
<b>Energy Unit (Ministry of Public Infrastructure, Energy and Utilities and Domestic Transport)</b>	2
<b>Ministry of Tourism, Civil Aviation, International Transport, Employment and Labour and Urban Development.</b>	1
<b>Ministry of Sustainable Development</b>	2
<b>Ministry of Environment, Climate Action and Constituency Empowerment</b>	2
<b>Maritime-related NGO</b>	1
<b>International Organisations</b>	2*
<b>Professional Services</b>	2
<b>Stratejik Yenilikci Girişimler Arge Muh. Ve Sağlık San. Tic. Ltd. Sti. (SYGTECH)</b>	1*
<b>Organisers and Presenters</b>	4
<b>Women in Maritime Association, Caribbean (WiMAC)</b>	5**

\*Online

\*\*Included within various Stakeholder Category

The workshop saw 17 female participants, inclusive of organizers and presenters. This represents 37% of the total participants (see Figure 1). While not an equal distribution, this statistic still displays the Centre's commitment to our Gender Action Plan and the advancement of SDG 5 in the Caribbean.

*Figure 1: Participants' Gender Distribution*



## 3 Workshop Programme

The workshop constituted an opening ceremony, seven plenary sessions and a site visit to SCASPA’s Basseterre Port facilities. These sessions were spread evenly over the span of the two days, engaging participants from 0900hrs to 1700hrs each day. Throughout the Plenary sessions, the workshop featured:

- 6 Presentations
- 5 Panel Discussions
- 3 Group Activities
- Open Discussion / Q&A Sessions

The structure of this workshop allowed the MTCC Caribbean team to engage with the National stakeholders and gain an understanding of the national needs to inform future workshops, research project proposals, and publications. Section 4 of this report provides a brief overview of each session of the workshop, inclusive of key takeaways.

### 3.1 Opening Ceremony

The Opening Ceremony featured representatives from the International Maritime Organisation IMO, UTT/MTCC Caribbean, SCASPA, and the Ministry of Tourism, Civil Aviation, International Transport, Employment and Labour and Urban Development. Mr. Stephan Nanan, Director of MTCC Caribbean, delivered the opening remarks, welcoming participants and outlining the objectives of the workshop. He emphasised the role of the MTCC Caribbean in supporting SIDS

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through capacity building, technology transfer, and pilot project implementation under the GMN Phase II project. He also conveyed appreciation to the IMO and the European Union for their continued support, as well as SCASPA and the Department of Maritime Affairs for their continued collaboration.

Representing the IMO virtually, Ms. Petra Ghassemi Ahari highlighted the importance of international collaboration in advancing maritime decarbonisation and reaffirmed the IMO's commitment to supporting Member States through technical cooperation initiatives and projects. The remarks also underscored the role of the GMN project in facilitating the uptake of low-carbon technologies and strengthening institutional capacity.

Ms. Adeola Moore, CEO of SCASPA, welcomed participants to St. Kitts and Nevis and highlighted the strategic importance of port infrastructure in enabling the transition to a low-carbon maritime sector. She emphasised SCASPA's commitment to sustainability and its interest in advancing the GMN Phase II pilot project at the Basseterre Port.

Delivering remarks on behalf of the Government of St. Kitts and Nevis, Honourable Marsha T. Henderson, Minister of Tourism, Civil Aviation, International Transport, Employment and Labour, and Urban Development, highlighted the Government's commitment to climate action and sustainable development. The Minister emphasised the importance of aligning maritime sector initiatives with national climate priorities and reiterated the Government's support for collaborative efforts aimed at reducing emissions and enhancing resilience. The Minister also thanked the MTCC and acknowledged St. Kitts and Nevis' continued commitment for the first of its kind wind-turbine micro-grid system for port decarbonisation in the Caribbean region.

The Opening Ceremony set the tone for the workshop by reinforcing the importance of partnerships, capacity building, and technology-driven solutions in advancing maritime decarbonisation within St. Kitts and Nevis.

## 3.2 Plenary Session 1 – Status of Maritime Decarbonisation in St. Kitts and Nevis

### 3.2.1 Presentations

Plenary Session 1 commenced with a series of technical presentations aimed at contextualising maritime decarbonisation within both the global regulatory framework and the regional Caribbean context, while highlighting specific initiatives being advanced in St. Kitts and Nevis. This session built on the regional workshop discussions, which highlighted the need for stronger alignment between global regulatory frameworks and national-level implementation. In this context, the St. Kitts and Nevis workshop provided a more targeted examination of how these global and regional dynamics translate into national priorities, with a particular focus on the role of ports and infrastructure in enabling decarbonisation.

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The first presentation, titled “GMN Phase II Project – Advancing Technology Uptake”, was delivered by Mr Michael Razack and Mr Nathanael Davis of MTCC Caribbean. The presentation provided an overview of the GMN Phase II project, and it’s focused on accelerating the uptake of energy-efficient and low-carbon technologies in developing regions.

Participants were introduced to the structure and objectives of the GMN Phase II project, which centres on four key pillars: pilot projects, capacity building, RIA development, and outreach, with cross-cutting integration of gender considerations. The presentation emphasised the role of technology-driven pilot projects as practical mechanisms for achieving quantifiable GHG emission reductions, while simultaneously building institutional and technical capacity across participating countries. A key highlight of the presentation was the overview of ongoing pilot projects within the Caribbean region, including the renewable energy-powered microgrid project at the Basseterre Deep Water Port in St. Kitts and Nevis.

The presentation further positioned the St. Kitts and Nevis pilot within a broader portfolio of regional and global demonstration projects, illustrating how technology adoption can support the implementation of the IMO’s 2023 GHG Strategy. Emphasis was placed on the importance of linking policy frameworks to practical, on-the-ground interventions, particularly in SIDS, where resource constraints necessitate targeted and scalable solutions.

The second presentation, titled “Global Maritime Decarbonisation and Implications for the Caribbean Region”, delivered by Mr Stephan Nanan of MTCC Caribbean, provided a strategic overview of the evolving international regulatory landscape. This included discussion of the IMO’s 2023 GHG Strategy and its trajectory towards net-zero emissions for international shipping, alongside emerging short- and mid-term measures.

The presentation highlighted the implications of these developments for Caribbean SIDS, with particular attention to:

- The need for alignment between national maritime policies and international regulatory requirements;
- The operational and financial challenges associated with transitioning to zero- and near-zero (ZNX) emission fuels; and
- The critical role of ports as enablers of decarbonisation through infrastructure development, energy provision, and facilitation of new fuel pathways.

Collectively, the presentations established a strong foundation for the session by linking global ambition with national-level implementation, while demonstrating how St. Kitts and Nevis is actively engaging in the transition through targeted pilot projects and strategic planning initiatives.

### 3.2.2 Panel Discussions

The panel discussion titled “Maritime Decarbonisation Initiatives in St. Kitts and Nevis – Synergies with National Climate Action Priorities” brought together representatives from key national

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institutions, including the Department of Maritime Affairs, SCASPA, and relevant government ministries, alongside MTCC Caribbean.

Discussions highlighted that St. Kitts and Nevis is actively positioning itself as a regional leader in sustainability, with strong alignment between maritime decarbonisation efforts and broader national energy transition goals. In particular, panellists underscored the Government's ambition to transition towards a renewable energy-based economy, including initiatives and investments in solar, wind, geothermal and energy storage systems aimed at achieving significant emissions reductions and energy independence.

A central focus of the discussion was the decarbonisation of the Basseterre Deep Water Port, where stakeholders noted the implementation of a renewable energy-powered microgrid under the GMN Phase II project as a flagship initiative. Panellists further explored the synergies between maritime sector initiatives and national climate policies, particularly in relation to:

- Integration of renewable energy into port operations;
- Provisions for routine maintenance and lifecycle management of installed systems,
- Alignment with NDCs and climate action frameworks; and
- Opportunities for scaling the pilot project to Nevis.

At the same time, several challenges were identified, including limited technical capacity, financing constraints, and the need for enabling regulatory frameworks to support emerging technologies. Panellists emphasised that while awareness of decarbonisation is well established, the primary gap lies in implementation capacity and project execution. The discussion concluded with a shared recognition of the importance of multi-stakeholder collaboration, particularly between government agencies, port authorities, and international partners, to ensure that maritime decarbonisation efforts are effectively integrated into national development strategies and translated into actionable, scalable projects.

## 3.3 Plenary Session 2 – Finance and Maritime Decarbonisation

This session directly responded to one of the key challenges identified at the regional workshop, i.e. limited access to financing for maritime decarbonisation in Caribbean SIDS. The national workshop therefore shifted the discussion from identifying financing barriers to exploring practical approaches for developing bankable projects and improving access to climate finance within the national context.

### 3.3.1 Presentation

The presentation titled “Finance and Maritime Decarbonisation” was delivered by Mr. Michael Razack and provided participants with a structured overview of the role of climate finance in enabling the transition to a low-carbon maritime sector.

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The presentation highlighted key areas where financial resources are required, including investments in energy-efficient vessel technologies, alternative fuels and supporting infrastructure, as well as port and maritime transport system upgrades. It further emphasised that financing is not limited to mitigation efforts but also plays a critical role in supporting climate adaptation and broader sustainable development objectives.

Participants were introduced to the concept of climate finance, including its sources and the range of financial instruments available, such as grants, concessional loans, equity, and guarantees. The session underscored the importance of innovative financing approaches, particularly blended finance, as a mechanism to de-risk investments and mobilise private capital at scale.

A key focus of the presentation was the challenges faced by SIDS, including limited fiscal space, high investment risk, and constrained access to international financing mechanisms. In this context, the importance of aligning maritime decarbonisation initiatives with national development priorities and climate strategies was highlighted as a critical enabler for accessing funding.

The presentation concluded by outlining the key elements of developing strong project proposals, including establishing a clear rationale, aligning with funding criteria, applying a theory of change, and incorporating robust risk assessments to enhance project bankability and implementation success.

### 3.3.2 Group Activity

The group activity identified key barriers to accessing climate finance in St. Kitts and Nevis, including limited technical capacity for project development, challenges in meeting the requirements of international funding mechanisms, and the relatively small scale of projects, which can reduce their attractiveness to financiers. Participants also noted the need for stronger institutional coordination and clearer regulatory frameworks to support investment in maritime decarbonisation initiatives.

To address these challenges, groups proposed increased use of blended finance instruments, strengthened public–private partnerships, and targeted capacity-building support to improve project preparation and enhance access to climate finance. Discussions also highlighted relevant financing windows, including via the Green Climate Fund (GCF), Caribbean Development Bank (CDB) and the Inter-American Development Bank (IDB). However, no specific funding facility was formally prioritised, as emphasis was placed on improving project readiness to access such mechanisms.

## 3.4 Plenary Session 3 – Road to Net-Zero

Building on the regional workshop’s emphasis on the need for data-driven approaches and project development capacity, this session introduced practical tools and methodologies, including emissions inventories and structured project development frameworks, to support the translation of concepts into implementable initiatives.

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### 3.4.1 Presentations

The first presentation, “Project Case Studies – From Challenge to Execution”, delivered by Mr. Svend Soyland of the European Commission, provided participants with practical insights into the development and implementation of maritime decarbonisation projects under the European Union.

The presentation highlighted key focus areas under the Zero-Emission Waterborne Transport framework, including alternative fuels, electrification, energy efficiency, vessel design and retrofitting, and digitalisation. It further showcased examples of applied research and innovation projects, demonstrating how concepts are translated into real-world solutions such as fully electric vessels, energy-efficient ferry systems, and port-side decarbonisation initiatives. Emphasis was placed on the importance of structured project development, from concept design to execution, supported by strong policy alignment and financing mechanisms.

The second presentation, “GHG Emission Inventory and Port Emission Assessment – Basseterre Deep Water Harbour”, was presented by Mr Stephan Nanan, provided a technical overview of the methodology for developing a port emissions inventory.

The presentation outlined key emission sources within port environments, including seagoing vessels, cargo handling equipment, and landside transport, as well as stationary sources such as electricity use and port facilities. It also highlighted the concept of emission scopes and the importance of defining system boundaries, data collection approaches, and levels of detail in inventory development.

A structured work plan for the Basseterre port inventory was presented, covering stakeholder engagement, data collection, emissions calculation, and the identification of reduction measures. The importance of data quality, particularly in ensuring completeness, consistency, and transparency, was emphasised as a critical factor in developing credible and actionable inventories.

During the session, Mr Nanan demonstrated practical examples of emission inventory tools, including spreadsheet templates and reporting formats previously developed for ports in Trinidad and Tobago. These examples provided participants with a clearer understanding of how emission data is compiled, analysed, and translated into actionable recommendations for port decarbonisation.

### 3.4.2 Group Activity – Breakout Session

A breakout session followed the presentation in Session. The breakout session was designed to translate the workshop discussions into practical, country-relevant decarbonisation initiatives for St. Kitts and Nevis. Participants, working in groups, were tasked with identifying potential projects and outlining key elements required for implementation, including the business case, financing approaches, stakeholder involvement, and associated risks.

The outcomes of the group activity are summarised in Table 2.

*Table 2 - Feedback from Groups - Session 3*

Group and Proposed Initiative	Business Case/Rationale	Potential Financing Streams	Key Risks/Challenges
<b>G1 - Hybrid renewable energy system at the seaport</b>	Supports national transition toward renewable energy and reduces reliance on imported fossil fuels, improving energy security and port resilience.	Blended finance (donor + private sector), climate funds, PPPs	High upfront capital costs, integration with existing grid systems, technical capacity requirements
<b>G2 - Wave energy generation (Atlantic side)</b>	Aligns with national ambition to diversify renewable energy sources and reduce fossil fuel dependence, particularly in a high-cost energy environment.	Innovation grants, concessional financing, international climate funds (e.g. GEF-type support)	Technology maturity, environmental impact assessments, uncertain cost competitiveness
<b>G3 - Electrification of port fleet and equipment</b>	Provides immediate and measurable emissions reductions at port level, supporting national emissions targets and improving operational efficiency	Green loans, climate finance mechanisms, equipment leasing models	Grid capacity constraints, charging infrastructure requirements, reliability of electricity supply
<b>G4 - Electrification of company vehicles and equipment + capacity building</b>	Supports national goals for energy transition and electrification of transport, while addressing workforce readiness and long-term sustainability	Grants, technical assistance programmes, capacity-building funds	Limited technical expertise, need for training programmes, institutional coordination challenges

### 3.5 Plenary Session 4 - Pathways to Inclusivity on the Journey of Maritime Decarbonisation in St. Kitts and Nevis

Plenary session 4, titled “Pathways to Inclusivity on the Journey of Maritime Decarbonisation in St. Kitts and Nevis”, was led by Ms. Suzette Balkaran of MTCC Caribbean and Ms. Tricia Greaux of St Kitts and Nevis’ Department of Gender Affairs. The panel brought together representatives from SCASPA, the Department of Maritime Affairs, the Department of Marine Resources, the

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Department of Gender Affairs and WiMAC, to explore the intersection of gender equality and maritime decarbonisation.

The discussion highlighted that while women are actively represented in administrative and support roles within the maritime sector, there remains limited participation in technical and operational roles, particularly within marine and port operations. This was supported by gender-disaggregated data presented by Ms. Adeola Moore of SCASPA. Ms Moore illustrated that approximately 55% of SCASPA staff are female, led by a female CEO and female line Minister. However, she noted that seaport operations and marine division roles remain predominantly male dominated, with females representing 30% and 8% respectively, while higher female representation is observed in areas such as security, with 72% representation.

Panellists emphasised that the transition to maritime decarbonisation presents a strategic opportunity to address these imbalances, particularly as new competencies are required in areas such as alternative fuels, energy systems, emissions monitoring, and digitalisation. It was noted that without deliberate interventions, existing gender gaps may persist or widen as the sector evolves.

Key challenges identified included:

- Limited access for women to technical maritime training and certification programmes;
- Underrepresentation in leadership and decision-making roles; and
- Cultural and institutional barriers to entry into seafaring and engineering professions.

At the same time, opportunities were identified to advance SDG 5 through:

- Integrating gender considerations into maritime decarbonisation policies and projects;
- Expanding targeted training and scholarship programmes for women; and
- Strengthening regional networks such as WiMAC and MTCC Caribbean, which supports the development and participation of women in the maritime sector through mentorship, collaboration, and knowledge sharing

The discussion reinforced that achieving maritime decarbonisation in St. Kitts and Nevis requires not only technological and financial solutions, but also inclusive workforce development, ensuring that women are actively engaged in and benefit from the transition.

### 3.6 Plenary Session 5 – Private and Public Partnerships

The panel discussion in session 5 examined the role of public–private partnerships (PPPs) in advancing maritime decarbonisation in St. Kitts and Nevis. Representatives from key national agencies, including SCASPA, Nevis’ Fisheries Department, SKELEC, and Government ministries highlighted the importance of coordinated stakeholder engagement to support the transition to low- and zero-carbon technologies.

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Discussions emphasised the need to better align ongoing initiatives across the energy, port, and maritime sectors, particularly in relation to infrastructure development, renewable energy integration, and technology deployment. The private sector was identified as a critical partner in mobilising investment, driving innovation, and supporting the implementation of decarbonisation solutions.

Participants also provided positive feedback on the proposed RIA, expressing interest in a collaborative platform to facilitate regional coordination, knowledge exchange, and partnerships. The session resulted in the identification of prospective stakeholders interested in participating in the RIA, reinforcing the importance of structured collaboration in advancing maritime decarbonisation efforts.

### 3.7 Plenary Session 6 – Identifying National Priorities and Actionable Steps Towards Maritime Decarbonisation

Session 6 focused on identifying national priorities and actionable steps to advance maritime decarbonisation in St. Kitts and Nevis. Panellists, led by MTCC Caribbean, highlighted key challenges, including infrastructure constraints, limited access to financing, and capacity gaps in relation to emerging technologies and alternative fuels. This session represented a critical transition from regional dialogue to national action. While the regional workshop identified broad priorities and challenges across the Caribbean, this session focused on contextualising those priorities within St. Kitts and Nevis, resulting in the identification of concrete, country-specific actions and implementation pathways.

The discussion identified several areas of synergy across sectors, including renewable energy integration within port operations, electrification of equipment and transport, and the role of policy frameworks in enabling investment and innovation. The importance of strengthened institutional coordination was also emphasised to support effective implementation.

Opportunities for accessing financing were also discussed, with participants noting the need to develop well-structured, bankable projects aligned with national climate and development priorities to unlock funding and technical assistance. It was acknowledged that projects such as the pilot project under the GMN Phase II can assist in demonstrating scalability for Caribbean SIDS.

The session further demonstrated alignment between national priorities and the objectives of the GMN Phase II project, particularly in relation to pilot project development, capacity building, and regional collaboration, highlighting a clear pathway for continued engagement and implementation.

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## 3.8 Plenary Session 7 – Launch of Pilot Project 1: St Kitts and Nevis-Harnessing Wind Energy for Port Decarbonisation

The final plenary session provided an overview of the St. Kitts’s Pilot Project under the GMN Phase II project, which focuses on the deployment of a renewable energy-powered microgrid to support port decarbonisation in St. Kitts and Nevis. The system is designed as a distributed renewable energy microgrid integrating wind generation with port-side electricity demand. The system incorporates a smart connection box and real-time monitoring system, supported by smart meters to track energy generation, grid supply, and port consumption. While final system sizing and expected energy yield remain dependent on site-specific wind conditions, the pilot project targets supplying a significant share of port energy demand through renewable energy, supported by data-driven optimisation and potential integration with storage and grid systems to ensure reliability and performance.

Professor Tarik Ozkul, CEO of SYGTECH, provided an update on the technology development, including product modifications and the manufacturing process of the AeroFOLD wind turbine system. The presentation highlighted the innovative design of the turbine, which incorporates a foldable and tilt-down mechanism to withstand extreme weather conditions, making it particularly suitable for SIDS exposed to hurricanes.

The system was presented as a lightweight, modular solution with simplified foundation requirements and omnidirectional capabilities, enabling deployment in constrained port environments. Its application within the Basseterre Port microgrid aims to support renewable energy generation, reduce reliance on fossil fuels, and contribute to measurable greenhouse gas emissions reductions.

Mr Nathanael Davis delivered a complementary presentation on the site selection and data collection process for the pilot project. The presentation outlined the installation of anemometers at two proposed locations—Basseterre Port and an elevated hilltop site—to collect wind speed data over a five-month period, serving as a critical input for project design and feasibility assessment.

Key decision-making factors highlighted included grid connectivity, ease of construction and installation, accessibility, cost implications, and regulatory approvals. The session also provided an overview of the project timeline, including site selection, manufacturing and testing, construction, installation, and transition to operational phase.

Overall, the session demonstrated how innovative renewable energy technologies can be applied within port environments to support decarbonisation, while also highlighting the importance of data-driven planning and site-specific considerations in ensuring successful implementation.

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The launch of the pilot project reflects a key progression from the regional workshop, where the importance of technology demonstration projects was highlighted as a mechanism to bridge the gap between policy discussions and real-world implementation. The St. Kitts and Nevis pilot project therefore serves as a practical response to these regional priorities, demonstrating how data-driven solutions can be deployed within the SIDS context.

### 3.9 Key Takeaways and Next Steps

In closing the workshop, Mr. Stephan Nanan, presented a synthesis of the key discussions and outcomes emerging from the two-day workshop, highlighting priority areas for action within the context of St. Kitts and Nevis.

The closing remarks emphasised the need for strengthened coordination across the maritime, port, and energy sectors to support the transition towards low- and zero-carbon operations. It was noted that while awareness of maritime decarbonisation is well established, the primary challenge now lies in implementation, particularly in relation to infrastructure readiness, technical capacity, and access to financing. However, it was noted that St. Kitts and Nevis is making strategic progress.

Mr. Nanan underscored the importance of data-driven decision-making, referencing ongoing efforts under the GMN Phase II pilot project to collect wind resource data to inform the development of a renewable energy-powered microgrid at Basseterre Port. The pilot project was positioned as a practical step towards demonstrating the feasibility of renewable energy integration within port operations in SIDS and can serve as a model for replication and scalability.

The remarks also highlighted the importance of developing bankable projects aligned with national priorities to unlock financing and technical support. In this regard, participants were encouraged to build on the discussions held during the workshop to further refine project concepts and strengthen engagement with development partners and financial institutions. Nevis was acknowledged as a potential location for twinning of the pilot project by NASPA.

In outlining next steps, Mr. Nanan emphasised MTCC Caribbean's continued commitment to supporting St. Kitts and Nevis through targeted capacity-building initiatives, technical assistance, and the advancement of pilot projects under the GMN Phase II project. He also highlighted opportunities for regional collaboration, including participation in the proposed RIA, as a mechanism to facilitate knowledge exchange and coordinated action across the Caribbean.

The session concluded with a call for sustained stakeholder engagement and collaboration to translate the insights from the workshop into concrete actions that support the decarbonisation of the maritime sector in St. Kitts and Nevis.

The outcomes of the national workshop reflect a clear progression from the regional workshop discussions, which identified key systemic challenges across the Caribbean, including financing constraints, capacity gaps, and the need for stronger institutional coordination. In contrast, the

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national workshop advanced these discussions by focusing on implementation, resulting in the identification of actionable steps, the advancement of a pilot project, and strengthened alignment between national stakeholders and the objectives of the GMN Phase II project.

## 4 Summary & Looking Ahead

The MTCC Caribbean National Workshop “Progressing Maritime Decarbonisation in St. Kitts and Nevis” successfully achieved its objectives by facilitating national dialogue, strengthening stakeholder awareness, and identifying priority areas for advancing maritime decarbonisation within St. Kitts and Nevis.

Over the two-day workshop, participants from across various government agencies, port authorities, MARAD and regional partners engaged in targeted discussions on national decarbonisation pathways, financing mechanisms, gender inclusivity, and the role of innovation and pilot projects. The workshop also provided a platform to illustrate the alignment of national priorities with regional and international frameworks, including the IMO’s 2023 GHG Strategy.

## 4.1 Summary of Workshop Outcomes & Actions

Table 3 provides a summary of the workshop's key outcomes and action items.

*Table 3 - Summary of Workshop Outcomes & Actions*

Session Title	Outputs/Outcomes	Next Steps	Owner(s)
<b>Plenary Session 1: Status of Maritime Decarbonisation in St. Kitts and Nevis</b>	<ul style="list-style-type: none"> <li>- Provided an overview of national maritime and port decarbonisation status.</li> <li>- Identified key gaps in infrastructure, policy, and technical capacity.</li> </ul>	<ul style="list-style-type: none"> <li>- Conduct further national-level assessments to refine decarbonisation priorities.</li> <li>- Strengthen data collection and emissions monitoring systems.</li> <li>- Proposals of Port Emissions inventories</li> </ul>	MTCC, SCASPA, Department of Maritime Affairs
<b>Plenary Session 2: Finance and Maritime Decarbonisation</b>	<ul style="list-style-type: none"> <li>- Highlighted financing challenges and opportunities for SIDS.</li> <li>- Identified need for bankable project development.</li> </ul>	<ul style="list-style-type: none"> <li>- Support development of project proposals aligned with funding requirements.</li> <li>- Engage financial institutions and development partners.</li> </ul>	MTCC, relevant Government Agencies
<b>Plenary Session 3: Road to Net-Zero</b>	<ul style="list-style-type: none"> <li>- Presented pathways for achieving net-zero emissions, including energy efficiency and alternative fuels.</li> <li>- Highlighted role of technology and operational measures.</li> </ul>	<ul style="list-style-type: none"> <li>- Facilitate further technical training on alternative fuels and energy systems.</li> <li>- Explore feasibility studies for technology adoption.</li> </ul>	MTCC, SCASPA, Department of Maritime Affairs, Energy Unit
<b>Plenary Session 4: Pathways to Inclusivity (SDG 5)</b>	<ul style="list-style-type: none"> <li>- Identified gender gaps and barriers within the maritime sector.</li> <li>- Emphasised need for inclusive policies and capacity building.</li> </ul>	<ul style="list-style-type: none"> <li>- Integrate gender considerations into national maritime strategies.</li> <li>- Promote targeted training and mentorship initiatives.</li> </ul>	MTCC, Government, WiMAC
<b>Plenary Session 5: Private and Public Partnerships</b>	<ul style="list-style-type: none"> <li>- Highlighted importance of PPPs in enabling investment and innovation.</li> <li>- Identified key stakeholders for collaboration.</li> </ul>	<ul style="list-style-type: none"> <li>- Strengthen stakeholder coordination across sectors.</li> <li>- Promote participation in regional initiatives such as the RIA.</li> </ul>	MTCC, Private Sector, Government
<b>Plenary Session 6: National Priorities and Actionable Steps</b>	<ul style="list-style-type: none"> <li>- Identified priority areas including renewable energy integration, infrastructure development, and capacity building.</li> </ul>	<ul style="list-style-type: none"> <li>- Develop a national roadmap for maritime decarbonisation.</li> <li>- Advance priority actions through pilot and technical assistance projects.</li> </ul>	MTCC, SCASPA, Department of Maritime Affairs, Government

Session Title	Outputs/Outcomes	Next Steps	Owner(s)
	- Highlighted need for policy alignment and institutional coordination.		
<b>Plenary Session 7: Pilot Project Launch – Wind Energy for Port Decarbonisation</b>	- Introduced pilot project for renewable energy-powered microgrid at Basseterre Port. - Highlighted importance of data-driven planning and site selection.	- Continue wind data collection and analysis. - Progress implementation phases of the pilot project.	MTCC, SCASPA, SYGTECH
<b>Site Visit – Basseterre Port (SCASPA)</b>	- Provided practical insight into port operations and infrastructure constraints. - Supported contextual understanding of pilot project implementation.	- Use insights to inform project design and future interventions.	MTCC, SCASPA

## 4.2 Next Steps

Building on the outcomes of the workshop, MTCC Caribbean remains committed to supporting St. Kitts and Nevis in advancing maritime decarbonisation through targeted technical assistance and continued stakeholder engagement.

Key follow-up actions include:

- **Advancement of the Pilot Project:** Continued implementation of the wind energy-powered microgrid at Basseterre Port, including ongoing data collection, system design, and deployment planning.
- **Capacity Building and Technical Support:** Delivery of targeted training and technical assistance to address identified gaps in energy systems, emissions monitoring, and alternative fuels.
- **Development of Bankable Projects:** Support to national stakeholders in preparing project proposals aligned with climate financing mechanisms and donor requirements.
- **Strengthening National Coordination:** Facilitation of dialogue among key institutions to improve alignment across maritime, port, and energy sectors.
- **Promotion of Inclusive Maritime Development:** Integration of gender considerations into maritime decarbonisation efforts, supported by future MTCC Caribbean initiatives.

The workshop reinforced the importance of practical, data-driven, and collaborative approaches to maritime decarbonisation. MTCC Caribbean will continue to work closely with national stakeholders to translate these outcomes into tangible actions that support a sustainable and resilient maritime sector in St. Kitts and Nevis.

# Annex I - Workshop Agenda



## AGENDA

### Day 1: Wednesday 4<sup>th</sup> February 2026

0830hrs – 0900hrs Networking and Registration

#### Opening Ceremony

0900hrs – 0905hrs **Opening Protocols**  
Emergency Procedure Briefing

0905hrs – 0950hrs **Welcome and Opening Remarks**

- **Mr. Stephan Nanan** (Director, MTCC Caribbean)
- **Ms Petra Ghassemi Ahari**, (Project Analyst, International Maritime Organization)
- **Ms Adeola Moore** (CEO, St Christopher Air and Sea Ports Authority)
- **Honourable Marsha T. Henderson** (Minister of Tourism, Civil Aviation, International Transport, et.al)

0950hrs – 1000hrs **Group Photo**

1000hrs – 1030hrs: Coffee Break

#### Session 1: Status of Maritime Decarbonisation in St. Kitts and Nevis

<p>1030hrs – 1045hrs <b>Presentation</b> GMN Phase II Project - Advancing Technology Uptake</p> <ul style="list-style-type: none"> <li>• <b>Mr. Michael Razack</b> (Deputy Director and Project Manager, MTCC Caribbean)</li> <li>• <b>Mr. Nathanael Davis</b> (Project Officer, MTCC Caribbean)</li> </ul>	<p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>- Increased visibility of the project's objectives and key deliverables</li> </ul>
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<p>1045hrs – 1100hrs <b>Presentation</b> Global Maritime Decarbonisation and Implications for the Caribbean Region</p> <ul style="list-style-type: none"> <li>• <b>Mr. Stephan Nanan</b> (Director and GHG Advisor, MTCC Caribbean)</li> </ul>	<p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>- Enhanced understanding of the short-term and mid-term measures and their implications for the industry</li> <li>- Enhanced understanding of challenges and opportunities in the transition to ZNZ fuels.</li> <li>- Enhanced understanding of the role of Ports in advancing decarbonisation</li> </ul>
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<p><b>1100hrs – 1200hrs</b> <b><u>Panel Discussion</u></b>  Maritime Decarbonisation Initiatives in St. Kitts and Nevis - Synergies with national climate action priorities</p> <ul style="list-style-type: none"> <li>• St. Kitts and Nevis Department of Maritime Affairs</li> <li>• St Christopher Air and Sea Ports Authority</li> <li>• St Kitts Ministry of Sustainable Development, Climate Action and Constituency Empowerment</li> <li>• St. Kitts Ministry of Public Infrastructure, Energy and Utilities</li> <li>• MTCC Caribbean</li> </ul>	<p><b>Focus Areas</b></p> <ul style="list-style-type: none"> <li>- Understand national development and energy priorities linked to emissions reduction.</li> <li>- Highlight existing strategies/ initiatives in both maritime and general sectors (e.g., energy policy, NDCs).</li> <li>- Identification of gaps in existing strategies in the context of the 2023 IMO GHG Strategy</li> </ul> <p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>- Identification of Decarbonisation strategies in St. Kitts and Nevis</li> <li>- Mapping of projects, either ongoing or ready for implementation</li> <li>- Stakeholders identify duplication of efforts between Maritime Decarbonisation and national/organisational climate action</li> </ul>
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**1200hrs – 1300hrs: Lunch Break**

**Session 2: Finance and Maritime Decarbonization**

<p><b>1300hrs – 1445hrs</b> <b><u>Presentation</u></b>  Finance and Maritime Decarbonization</p> <ul style="list-style-type: none"> <li>• MTCC Caribbean</li> </ul> <p><i>Activity: Group Activity</i></p> <ul style="list-style-type: none"> <li>- Each group identifies a minimum of 3 barriers in accessing climate finance for maritime decarbonisation.</li> <li>- Groups identify how climate finance instruments or partnerships could address the barriers identified.</li> </ul>	<p><b>Focus Areas:</b></p> <ul style="list-style-type: none"> <li>- Role of Climate finance in funding zero-emission technologies and maritime solutions</li> <li>- Innovative financing solutions</li> <li>- Key components to developing sound project proposals</li> <li>- Mechanisms to ensure efficient use of financing for sustainable development</li> </ul> <p><b>Expected Outcomes:</b></p> <ul style="list-style-type: none"> <li>- Identification of 3 financing instruments or partnerships for maritime decarbonisation</li> <li>- Proposed solutions to key barriers linked to financing options/partnerships</li> <li>- Outline basic steps to strengthen project proposals for finding</li> </ul>
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**Session 3: Road to Net-Zero**

<p><b>1445hrs – 1505hrs</b> <b><u>Presentation:</u></b>  A Project Case Study - From Challenge to Execution</p> <ul style="list-style-type: none"> <li>• <b>Mr. Svend Soyland</b> (DG Research and Innovation, European Commission)</li> </ul>	<p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>- Challenges and lessons learned from the EU project shared</li> <li>- Enhanced understanding of the processes</li> <li>- Identification of lessons and innovations that can be adapted or scaled down to a small island context</li> </ul>
<p><b>1505hrs – 1515hrs</b> <b><u>Q&amp;A Session</u></b></p>	

**1515hrs – 1530hrs Coffee Break**



<p><b>1530hrs – 1600hrs</b> <b>Presentation:</b> Port of Basseterre GHG Inventory</p> <ul style="list-style-type: none"> <li>• <b>Mr. Stephan Nanan</b> (Director and GHG Advisor, MTCC Caribbean)</li> </ul>	<p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>- Presentation of Port GHG Inventory as a baseline for future planning</li> <li>- Stakeholders identify local decarbonisation gaps and match with potential technologies/solutions</li> <li>- Stakeholders list ways in which their organisation can contribute to any of the decarbonisation initiatives previously identified.</li> </ul>
<p><b>1600hrs – 1700hrs</b> <b>Breakout Session:</b> Advancing towards Net-Zero: St Kitts and Nevis Maritime Sector</p> <p><i>Group Activity:</i></p> <ul style="list-style-type: none"> <li>- <b>Decarbonisation Project/Initiatives - Business Case &amp; Financing Streams</b></li> <li>- <b>Stakeholder Mapping.</b></li> <li>- <b>Risk Assessment</b></li> </ul>	

**Wrap-up of Day 1**

**1645hrs – 1700hrs** **Day One Highlights and Preview of Day**

**Day 2: Thursday 5<sup>th</sup> February 2026**

**0845hrs – 0900hrs** **Registration and Networking**

**Session 4: Pathways to Inclusivity on the Journey of Maritime Decarbonisation in St. Kitts and Nevis**

<p><b>0900hrs – 1000hrs</b> <b>Panel Discussion:</b> <i>Addressing challenges and identifying opportunities for women in maritime decarbonisation, with a focus energy efficient technology uptake.</i></p> <ul style="list-style-type: none"> <li>• Department of Gender Affairs</li> <li>• MTCC Caribbean</li> <li>• St. Christopher Air and Sea Port Authority</li> <li>• St. Kitts and Nevis Department of Maritime Affairs</li> <li>• St. Kitts and Nevis Department of Marine Resources</li> <li>• WiMAC</li> </ul>	<p><b>Focus Areas:</b></p> <ul style="list-style-type: none"> <li>- Explore existing gender gaps and challenges in St. Kitts and Nevis' Maritime sector</li> <li>- Identified pathways to advance SDG5 within Maritime Decarbonisation efforts</li> <li>- Engage participants in formulating locally relevant and actionable gender inclusion steps</li> </ul> <p><b>Expected outcomes:</b></p> <ul style="list-style-type: none"> <li>- List of recommendations to advance SDG 5.</li> </ul>
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**Session 5: Private and Public Partnerships**

<p><b>1000hrs – 1100hrs</b> <b>Panel Discussion:</b> Role of PPPs for advancing Maritime Decarbonisation in St. Kitts and Nevis</p> <ul style="list-style-type: none"> <li>• MTCC Caribbean</li> <li>• St Christopher Air and Sea ports Authority (SCASPA)</li> <li>• Nevis Fisheries Department</li> <li>• St. Kitts Electricity Company Ltd. (SKELEC)</li> <li>• Ministry of Sustainable Development, Climate Action and Constituency Empowerment</li> <li>• Ministry of Public Infrastructure, Energy and Utilities</li> </ul>	<p><b>Focus Areas:</b></p> <ul style="list-style-type: none"> <li>- Stakeholder sentiments on the formation of a Regional Industry Alliance</li> <li>- Synchronisation of local efforts for decarbonisation</li> <li>- The role of private partnerships in advancing the uptake of decarbonising technologies</li> </ul> <p><b>Expected Outcomes</b></p> <ul style="list-style-type: none"> <li>- Prospective/Interested members for RIA identified</li> </ul>
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1100hrs – 1115hrs: Coffee Break

**Session 6: Identifying National Priorities and Actionable Steps Towards Maritime Decarbonisation**

1115hrs – 1215hrs **Panel Discussion:**

- MTCC Caribbean
- Nevis Air and Sea Port Authority (NASPA)
- Ministry of Sustainable Development, Climate Action and Constituency Empowerment
- Ministry of Public Infrastructure, Energy and Utilities
- St. Kitts Electricity Company Ltd. (SKELEC)
- Nevis Fisheries Department

**Expected Outcomes**

- Identification of major challenges to the sustainable development of ports and maritime decarbonisation
- Identification of key synergies in Maritime Decarbonisation
- Identifying opportunities for accessing financing to advance zero-emission technologies
- Participants identify how GMN objectives and deliverables align with national priorities

**Session 7: Launch of Pilot Project 1: St Kitts and Nevis-Harnessing Wind energy for port decarbonisation**

1210hrs – 1245hrs **Presentation**

Update from SYGTECH- Product modification and manufacturing process

- **Prof. Tarik Ozkul** (CEO, SYGTECH)

**Presentation**

Process for site selection and data gathering

- **Mr. Nathanael Davis** (Project Officer, MTCC Caribbean)

1245hrs – 1345hrs Lunch Break

1345hrs – 1415hrs **Workshop Highlights and Final Remarks**

Key Takeaways and Next Steps

- MTCC Caribbean

**Post Workshop Survey**

**Site Visits**

1415hrs – 1700hrs Tour of possible wind turbine installation site – Basseterre Port, St. Kitts.

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