

INITIATIVE FOR CLIMATE ACTION TRANSPARENCY PROJECT

Development and Institutionalization of a Framework
to Track NDC Actions and Build Capacity in Relevant
Areas

St. Kitts and Nevis
Inception Workshop Meeting Report
5th February, 2024



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PREPARED UNDER

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INITIATIVE FOR CLIMATE ACTION TRANSPARENCY – ICAT
**Development and Institutionalization of a Framework to Track NDC
Actions and Build Capacity in Relevant Areas**

INCEPTION WORKSHOP REPORT

Deliverable: Output B

AUTHOR

Ms. Phynora Ibe, Project Coordinator

DATE

5 February 2024



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INTRODUCTION:

St. Kitts and Nevis, a dedicated member of the NDC Partnership, has outlined its commitment to reducing greenhouse gas (GHG) emissions through the 2021 update of its Nationally Determined Contributions (NDC). The primary focus lies on the energy and transportation sectors, with ambitious goals of achieving 100% renewable energy in power generation and increasing the electric vehicle share to 2%.

To realize these objectives, the Implementation for Climate Action Transparency (ICAT) has initiated the project titled 'Development and Institutionalization of a Framework to Track NDC Actions and Build Capacity in Relevant Areas.' This project is poised to play a pivotal role in advancing St. Kitts and Nevis towards a sustainable and resilient future. To commence this project, an Inception Workshop was conducted on 23rd January 2024. This report presents a summary of this workshop.

OBJECTIVES

The objectives of the project are as follows:

- Develop a Monitoring, Reporting, and Verification (MRV) framework for GHG emissions in the electricity generation and transportation subsectors.
- Establish an NDC tracking framework for effective management and monitoring of NDC implementation in the specified subsectors, involving data collection and policy assessments.
- Develop suitable indicators for reporting on the progress achieved in implementing the NDC.
- Strengthen the capacity of the St. Kitts and Nevis Government to sustain the MRV and NDC tracking frameworks, enhancing modeling capabilities.

Technical expertise is provided by the Caribbean Cooperative Measurement Report Verification Hub (MRV Hub). The Implementing Entity is the Ministry of Environment. The project is anticipated to span a duration of one year.

Workshop Objectives:

The objectives of the Project Inception Workshop are as follows:

- Conduct a hybrid inception meeting workshop to educate stakeholders about the St. Kitts and Nevis ICAT Project.
- Gather feedback and input from stakeholders regarding the project.

ATTENDEES OF THE INCEPTION WORKSHOP MEETING

Forty-four (44) stakeholders attended the inception workshop meeting including representatives from the Ministry of Foreign Affairs, St. Kitts Inland Revenue Department, Ministry of Environment, Ministry of Education, Nevis Air and Seaport Authority, St. Kitts Ministry of Tourism and others; in addition to representatives from the project implementing partners, Initiative for Climate Action Transparency, Greenhouse Gas Management Institute, Caribbean Cooperative MRV Hub and members of the St. Kitts and Nevis Climate Action Unit.

Thirty-seven (37) participants attended in-person and seven (7) virtually. Twenty-Three (23) females attended the workshop and twenty-one (21) males.

SUMMARY OF PRESENTATIONS

Welcome and Introductions

The St. Kitts and Nevis ICAT Development and Institutionalization of a Framework to Track NDC Actions and Build Capacity in Relevant Areas Project Inception Meeting was facilitated by the St. Kitts and Nevis Project team in a hybrid format in-person at the Solid Waste Management Corp, Taylors Range, Basseterre, St. Kitts and virtually via the ZOOM platform. See figure 1.

The meeting commenced with welcome remarks and participant introductions led by Phynora Ible, Project Coordinator. See figure 1. Ms. Ible emphasized the project's importance for St. Kitts and Nevis and the project's significance in curbing greenhouse gas emissions within the energy sector and in facilitating monitoring and tracking of greenhouse gas emissions.



Figure 1 – Photo of participants.

ICAT Remarks

Dr. Henning Wuester, Director of the Initiative for Climate Action Transparency presented an overview of the ICAT project, highlighting that its primary mission is supporting countries in their transparency efforts which is a critical aspect in effective policymaking. Dr. Wuester stated that the Paris Agreement is the center of the global response to climate change and central to the design, planning and implementation of the national determined contributions (NDCs). The Caribbean region is one of the

most vulnerable to the impacts of climate change. Though the world is not on track to accomplishing the objective of the Paris Agreement, transparency will help to fix it. He further emphasized the pivotal role of transparency in addressing the global response to climate change, underlining its significance in fostering a collective and informed approach.

Dr. Wuester also stressed the importance of national stakeholder engagement and expertise in the project implementation, emphasizing the collaborative nature required for the project's success. He encouraged all countries to be part of the energy transition taking place in the world. See figure 2.



Figure 2 - Dr. Henning Wuester

Opening Remarks - Minister of Sustainable Development et al – Hon. Dr. Joyelle Clarke:

Honourable Dr. Joyelle Clarke graciously shared her remarks, expressing heartfelt appreciation for the presence of all stakeholders at the inception meeting. She unequivocally endorsed the initiative, emphasizing her support for its goals and objectives. See figure 3.



Figure 3 - Honourable Dr. Joyelle Clarke, Minister of Sustainable Development et al

Opening Remarks - Minister of Communications, Public Works et al Honourable Spencer Brand

Honourable Spencer Brand, Minister of Communications, in his remarks, affirmed the commitment of the Nevis Island Administration (NIA) towards supporting the project. He conveyed both interest and full support for ICAT, underlining the significance of collaborative efforts in ensuring its success. See figure 4.



Figure 4 - Honourable Spencer Brand, Minister of Communications

Remarks from GHGMI Technical Support Team

The following remarks were conveyed by Mr. Matej Gasperic, Senior Project Manager of the Greenhouse Gas Management Institute (GHGMI). He affirmed the GHGMI's strong track record in offering technical support to numerous ICAT partner countries across a diverse range of nations. Mr. Gasperic expressed his delight at the prospect of providing technical assistance to St. Kitts and Nevis, acknowledging the country's commendable motivation, initiative, and drive in implementing the project. He extended best wishes for the successful initiation of the project and anticipated a fruitful collaboration ahead. See figure 5.



Figure 5 - Mr. Matej Gasperic

St. Kitts and Nevis ICAT Project Overview

Ms. Phynora Ible provided a comprehensive overview of the project, emphasizing its anticipated outcomes and outputs. In her presentation, she introduced the dedicated team responsible for executing the project, underscoring the pivotal role of primary stakeholders. Ms. Ible urged these key participants to take ownership of the project, emphasizing that the frameworks developed would seamlessly integrate into their daily responsibilities.

Highlighting the energy landscape of St. Kitts and Nevis, Ms. Ible underscored the nation's significant dependence on imported fossil fuels. She pointed out that a 81%

of total emissions emanated from the energy sector, predominantly through electricity generation and transportation. Emphasizing the project's alignment with the updated National Determined Contributions (NDC) of St. Kitts and Nevis, she clarified that the primary focus lies on the energy sector. The current project is strategically designed to address and contribute to the goals outlined in the updated NDC.

Ms. Ible then presented the core team for the ICAT Project, comprising the Project Coordinator and Project Assistant. The Ministry of Environment is the key implementing partner which is led by the Data Administrator, Ms. Loren Yearwood. She emphasized the importance that stakeholders take ownership of the project. The MRV Hub offers expert consultancy support to the project. UNOPS, ICAT and GHMI offers support services to the project. This collaborative ensemble represents a diverse group of experts and entities committed to the success and sustainable impact of the project. See figure 6, photograph of Ms. Ible presenting.



Figure 6 - Ms. Phynora Ible

Ms. Phynora Ible highlighted the following points that encompass the key aspects of the project:

Benefits from the Project (4 Outcomes):

1. Energy Sector MRV Framework
2. Conduct Projections and Mitigation of GHG Emission
3. Implement and Maintain an Energy Sector NDC Tracking Framework
4. Develop Policies to Sustain the Frameworks and Enhance Modeling Capabilities

Ms. Phynora Ible listed the Project Outputs – Scope of Work:

1. Modelling Tool
2. Data Collection
3. Training
4. Scenario Analysis
5. NDC Tracking Tool & Indicators
6. Training Workshops (NDC Tracking Training Workshop)
7. Data Gaps (Report on Tracking Indicators & Data Gaps)
8. Institutional Arrangements (Report on Overarching Institutional Arrangements)
9. MRV Framework Electricity and Transport (Report on Framework)
10. Recommendations
11. NDC Tracking Tool (Draft Legal Arrangements)
12. Validation Workshop (Highlight Inputs and Comments)
13. Outreach Material (Reference to COP 29)

Expected Deliverables and NDC Tracking

Ms. Benise Joseph from the Caribbean Measurement Report and Verification Hub (MRV Hub) succinctly outlined the anticipated deliverables of the project (see figure 7):

She highlighted the Project goals which included:

- Modelling Framework for projections of emissions and scenario development for the Energy Sector
- NDC Tracking Framework for Electricity Generation and Transport Sectors

- MRV framework for electricity generation and transport sector

Ms. Benise Joseph gave an overview of the Modelling Framework by addressing the following questions and statements:

- What is a Mitigation Assessment?
- Why Conduct a Mitigation Assessment?
- Preparing for a Mitigation Assessment
- Required Functionality of Modelling Framework
- Types of Tools – TRACE, TRACAD, GHG Abatement Cost Model (GACMO), PROSPECT+, LEAP

She further shared an overview of the NDC Tracking Framework and MRV Framework by explaining the following topics:

Required Functionality of NDC Tracking Framework

Required Functionality of MRV Framework

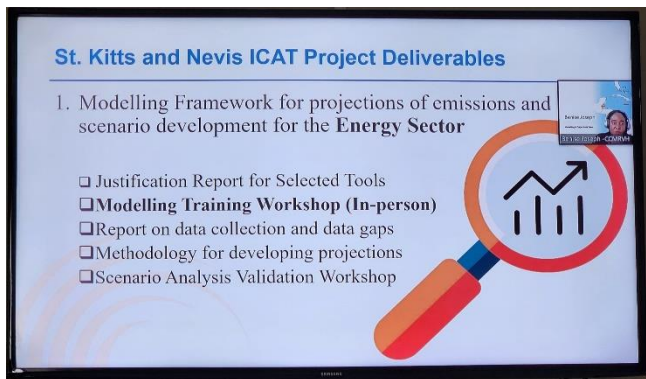


Figure 7- Ms. Benise Joseph

Discussions lead by MRV Hub

Stakeholders participated in an online Mentimeter discussion lead by Ms. Benise Joseph of the MRV Hub, addressing key questions related to energy and transport sectors, sustainable development impacts, and barriers to renewable energy adoption. This information will help inform the selection of modelling tool.

Question 1:

If you had to pick only one-time frame for the modelling, which one would you choose?

See figure 8 responses.

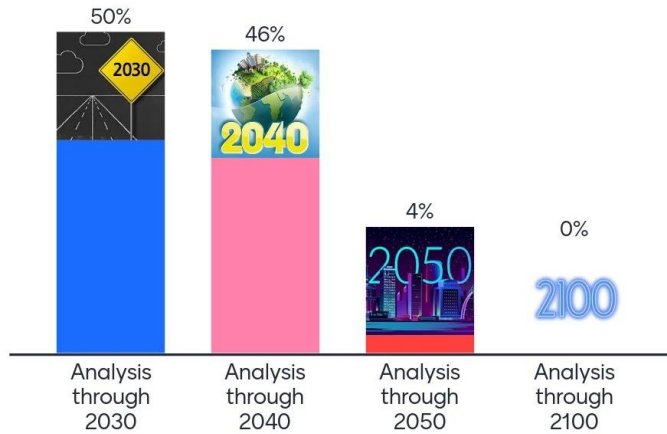


Figure 8 – Question 1

Mentimeter results question 1.

50% of participants indicated that they would select a time frame through 2030. 46% of participants indicated that they would select a time frame through 2040. 4% of the participants indicated that that they would select a time frame through 2050.

Question 2:

What policies apart from the NDCs, should be considered in this analysis? See results in figure 9,10 and 11.

What policies, apart from the NDCs , should be considered in this analysis?

Energy policy	National Energy Policy	Energy Policy	Not a policy but the views and opinions of marginalized groups.
National Energy Policy	Government subsidies for importation of electric vehicles	Building code policy	National Development Planning Framework (NDPF)

Figure 9 – Question 2

What policies, apart from the NDCs , should be considered in this analysis?

Energy PolicyTransport Policy	Guidelines and policies related to purchasing of vehicles.	* More environmentally friendly construction materials.	Contribution from the youth
Traffic facilities and maintenance policies needed.	Traffic facilities and maintenance policies needed.	Energy policy	Sustainable government buildings

Figure 10 – Question 2

Mentimeter

What policies, apart from the NDCs , should be considered in this analysis?

Policies concerning infrastructure and energy policies
--

Figure 11 – Question 2

Of the 19 persons who participated in the mentimeter question 2, seven suggested that the energy sector should be considered. Two suggested the building code policy. Two suggested the traffic facilities and maintenance policies. One person each suggested consideration of the following:

- Views of opinion of marginalized groups
- Government subsidies for importation of electric vehicles
- National development planning framework
- Transportation policy
- Policies related to purchasing vehicles
- Environmentally friendly construction material
- Contribution of youths
- Infrastructure policy

Question 3:

What other sustainable development impacts should be analyzed in addition to GHGs? See responses in figure 12.

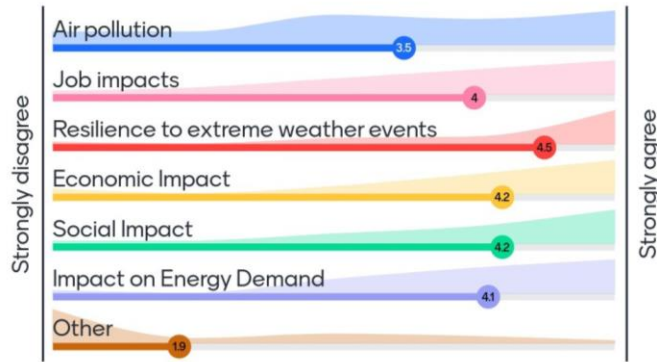


Figure 12 – Question 3

The majority of participants expressed a strong consensus that the project should prioritize the analysis of resilience to extreme weather events, economic impact, and social impact over other considerations, such as job impacts, air pollution, and the impact on energy demand.

Question 4:

For the modelling, when do you think the impact should be analysed? See responses in figure 13.

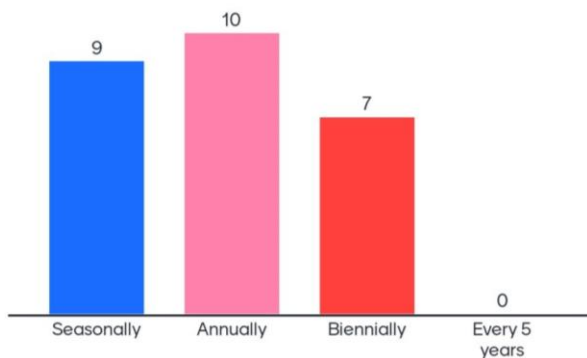


Figure 13 – Question 4

Ten (10) participants of the mentimeter question 4 indicated that the impact should be analysed annually. 9 participants indicated it should be analyzed seasonally and 7 participants stated biennially.

Question 5:

Which of the following, in your opinion, is the highest priority for St. Kitts and Nevis?
See responses in figure 14.

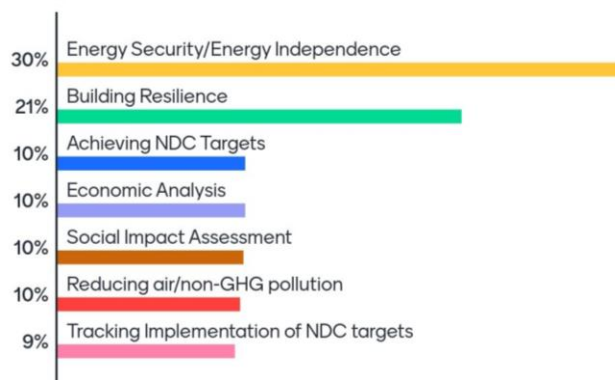


Figure 14 – Question 5

The participants of the mentimeter question 5 indicated that the Energy security / energy independence was the highest priority. Followed by building resilience then achieving NDC targets, economic analysis, social impact assessment, reducing air/non GHG pollution and tracking implementation of NDC targets.

Question 6:

The main focus of the project is the energy and transport sectors, do you think these represent the priority sectors for St. Kitts and Nevis? See responses in figure 15.

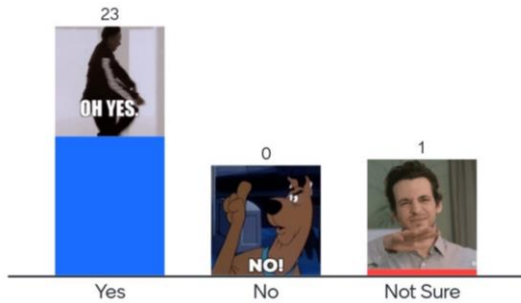


Figure 15 – Question 6

Twenty (23) of twenty-four (24) Participants of the Mentimeter question number 5 indicated that the energy and transport sectors were priority and one (1) participant indicated that they were not sure.

Question 7:

Apart from the stakeholders in this meeting, can you recommend any other stakeholders who should be consulted to complete this assessment? See responses in figure 16 and 17.

Results:

Mentimeter

Apart from the stakeholders in this meeting, can you recommend any other stakeholders who should be consulted to complete this assessment?

Church, youth council	Youth educators	Vulnerable Groups (gender, youth, women and differently abled)	Department of Youth/Youth Ambassadors
Persons with disabilities	Schools	Bus association	Banking institutions

Figure 16 – Question 7

Apart from the stakeholders in this meeting, can you recommend any other stakeholders who should be consulted to complete this assessment?

Chamber of Industry	Vehicle Inspectors Vehicle Retailers Companies	Vehicle importers	Construction Sectors
Public works department	Organizations, NGOs or agencies that focus on conservation, vehicle insurance agencies, brokerage and shipping companies	Esco's	Insurance Agents

Figure 17 – Question 6

The following stakeholders were recommended to be consulted for the project:

1. Churches
2. Youth Council
3. Your Educators
4. Vulnerable groups
5. Department of Youth
6. Youth Ambassadors
7. Persons with disabilities
8. Schools
9. Bus Associations
10. Banking Institutions
11. Chamber of industry
12. Vehicle Inspectors
13. Vehicle retail Companies
14. Vehicle Importers
15. Construction Sectors
16. Department of Public Works
17. Organizations, NGO's or Agencies focused on conservation

- 18. Vehicle insurance Agencies
- 19. Brokerage and Shipping Companies
- 20. Insurance Agencies

Question 8:

What are some of the major barriers of obstacles to the adoption of renewable energy and electric vehicles in St. Kitts and Nevis? See responses in figure 18 and 19.



Figure 18 – Question 8



Figure 19 – Question 8

The following were some of the major barriers of obstacles indicated by the participants:

- 1. Infrastructure

2. Politics
3. Education
4. Infrastructure to support EV Penetration
5. Public Awareness
6. Funding
7. Lack of buy in for the plan for the disposal of fossil fueled vehicles

DISCUSSION

Question 1:

What measures and policies were in place in Antigua, and have they met their goals?
What is the current status of the project?

Answer:

Ms. Benise Joseph responded that Antigua and Barbuda successfully completed the first phase of the project, which focused on establishing economy-wide modeling capabilities. During this phase, models were developed, and data gaps across various sectors, including energy, agriculture, forestry, and waste, were assessed which were IPCC sectors.

The second phase of the project is currently underway, with a specific focus on the transport sector. Antigua aims to achieve an ambitious goal of transitioning its vehicle fleet to electric vehicles by 2045. Understanding the impact of this transition on the energy sector and associated social costs is crucial.

As of now, the project has made substantial progress, and the validation workshop is scheduled for January 24, 2024, where key findings will be presented. The project has met its objectives, and upcoming workshops will be organized to train individuals on interpreting the results generated.

Question 2:

Will this group be sustained, and if so, how frequently will the group convene? Are there plans for conducting town hall meetings to inform and educate the general public?

Answer:

Ms. Phynora Ible responded stating that certainly, the group will to be sustained. The project team has gathered contact information from each participant and will be actively reaching out to maintain communication.

Phynora Ible expressed enthusiasm for the concept of town hall meetings and affirmed that the idea will be incorporated into their plans.

Next Steps

Phynora Ible outlined the project roadmap with key deliverables and dates, providing a clear path forward for the upcoming year. The following timeline was presented.

PROJECT ROADMAP – SKN ICAT PROJECT

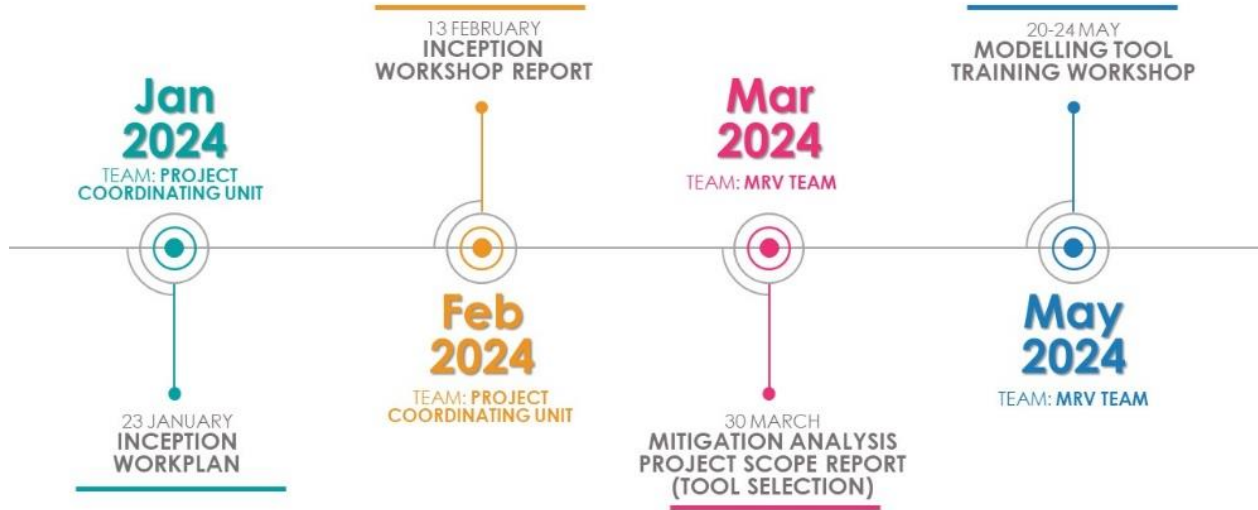


Figure 20 – Project Roadmap

PROJECT ROADMAP – SKN ICAT PROJECT

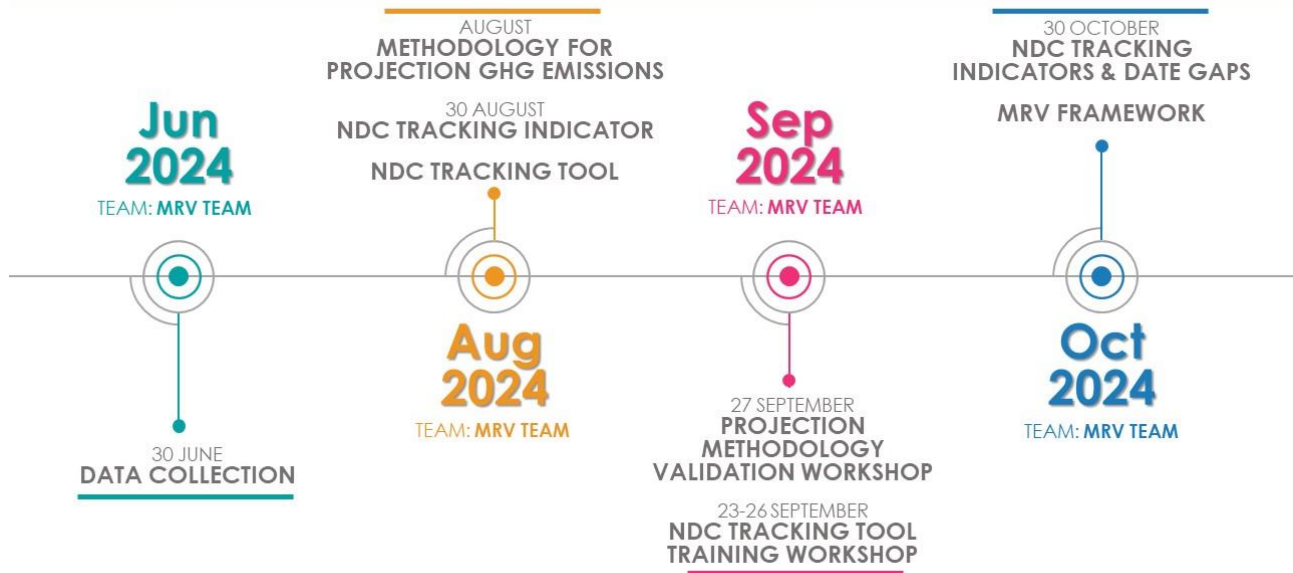


Figure 21 – Project Roadmap

PROJECT ROADMAP – SKN ICAT PROJECT



Figure 22 – Project Roadmap

ANNEX 1

Workshop Agenda

Initiative for Climate Action Transparency (ICAT) Project Inception Meeting

ICAT Project

St. Kitts and Nevis

Date: 23 January 2024
Time: 9:30am to 11:30am
Location: Solid Waste Management Corp, Taylors Range, Basseterre, St. Kitts

Inception Meeting Agenda

9:30 – 9:40	Welcome and Introductions	Phynora Ible – Project Coordinator
9:40 – 9:50	Opening Remarks	Ministry of Environment et al
9:50 – 10:00	ICAT Remarks	ICAT
10:00 – 10:10	Nevis Island Administration Remarks	Minister of Physical Planning et al
10:10 – 10:20	Remarks from GHGMI Technical Support Team	Technical Support
10:20 – 10:40	ICAT Project Overview	Phynora Ible – Project Coordinator
10:40 – 11:10	Expected Deliverables and NDC Tracking	MRV Hub



11:10	-	Discussion	MRV Hub
11:20			
11:20	-	Next Step and Closing	Phynora Ible - Project Coordinator
11:30			



Figure 23 – Inception Workshop Meeting Participants