



ST KITTS AND NEVIS MTCC PRESENTATION

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Introduction



Despite very limited resources and manpower, the Department of Maritime Affairs continue to make every effort to ensure St. Kitts and Nevis fulfill its obligations as a responsible flag, port and coastal state.

In this context, significant progress has been made as it relates to project and new initiatives over the past year, intended to create a safe and secure shipping environment, facilitate trade and commence the process of building the blue economy.

Institutions

- ▶ The Department of Maritime Affairs is focal point to IMO as it relates to MARPOL Annex VI.
- ▶ In the absence of a legislation that speaks to MARPOL Annex VI, the Department has implemented enforcement measures through the requirements of the convention.
- ▶ Additionally, the Dept. of Environment, Fisheries and Coast Guard have their relevant Acts and Policies that assist with enforcement and monitoring efforts.

Resources

- ▶ In relation to human sources, the staff at the department is inadequate to carry out the functions of MARPOL Annex VI. Staff include includes; a Director, 2 Inspectors and a Secretary. As a result of this shortcoming, the Administration has coordinated with government and non government agencies for implementing the requirements of the convention.

Resources

- ▶ Like every other Small Island Developing State, St Kitts and Nevis is operating with limited finances and so resource mobilization is needed to improve implementation. Through the Maritime Technology Cooperation Centre (MTCC), the Department of Maritime Affairs has engaged in a project aimed at Climate Change Mitigation in the Maritime Shipping Industry in the region. This provided a platform to conduct awareness with stakeholders/Shipping Agents, with the aim of facilitating a voluntary fuel report system.
- ▶ With regards to the technological aspect of MARPOL Annex VI the Administration is in need of equipment that would assist in monitoring and measuring pollutants and also capture data.

Legislation

- ▶ St Kitts and Nevis has acceded to MARPOL Annex VI, however, at this time we do not have any legislation in place that give effect specifically to MARPOL Annex VI.
- ▶ Presently the Department of Maritime Affairs has drafted a Maritime Pollution Prevention Bill which is presently with our Legal Department.

Legislation

- ▶ St Kitts and Nevis welcome any external guidance or consultation with regards to the implementation of MARPOL Annex VI, especially in the areas of drafting legislations and maritime education.

Monitoring and Enforcement Measures

- ▶ Flag and Port State Officers of the Administration are required to conduct preliminary checks of the vessels IAPP Certificates to verify their validity and ensure that the required surveys have been performed.
- ▶ Additionally, SKANRegs delegates its flag duties to Recognize Organizations to ensure compliance, as outlined in our Maritime Circular 77-18-data collection for fuel-oil-consumption, 78-18-limiting of sulphur content of the fuel oils and 79-18-Data Collection for Fuel Oil Consumption.

Monitoring and Enforcement Measures

- ▶ Presently there are no incentives or penalties in place as there are no local legislation to support such. However, should there be any contravention that a penalty has to be imposed, the international law will apply.
- ▶ All persons that are assigned to monitor and enforce the laws pertaining to MARPOL Annex VI must obtain the prerequisites of either a Flag or Port State Inspector/surveyor, or Coast Guard Officer trained in that field.

Technology

Existing reporting system for vessels arriving and departing territorial waters

- ▶ The Administration does not have the in-house resources to constantly monitor vessels arriving and departing our territorial waters, however monitoring is delegated to the Coast Guard who utilize the Automatic Identification System (AIS) and Long Range Identification Tracking (LRIT) System to track vessels.
- ▶ The DMA also collaborates with the Marine Division Department of the St Christopher Air and Sea Port Authority and the Customs Department that operates a robust pre arrival and departure system known as Automated System of Customs Data (ASYCUDA). The information is received 24 hours prior to the vessel's arrival.

Technology

Current national initiatives on GHG emissions

- ▶ St Kitts and Nevis has just established a National Climate Change Policy and presented some statistics on Green house Gas Emission, no special attention was given to MARPOL Annex VI.
- ▶ The Residential Sector – 39.8%
- ▶ Road Transport – 36.5%
- ▶ Commercial and Institutional Uses – 10.34%
- ▶ Energy Industries – 9.1%.

Technology

Status of ongoing Research and Energy Efficient technology Projects Geothermal on St. Kitts

- ▶ An MOU was signed with Teranov (a Guadeloupe based engineering company, which specializes in geothermal and project development) to explore geothermal on St. Kitts. Surface studies almost completed, APPP agreement are being negotiated and slim hole drilling expected to start later this year.
- ▶ Negotiation are ongoing for a 5.4 MW wind farm on St. Kitts, Also proposals for two solar farms are being evaluated and negotiated.

Technology

- ▶ **Nevis Renewable Energy Limited (NREL) a private company has been formed to explore geothermal in Nevis.**

Three slim holes drilled and resources proven.

Production drilling ongoing.

- ▶ **Procurement of a consultant to conduct energy audits of water pumps on Government.**

Technology



- ▶ **The Government of St Kitts has embark on a energy efficiency project sponsored by the Republic of China on Taiwan. Over 1000 streetlights have been changed to LED Lamps. The procurement of a consultant is underway for a CDB sponsored project to change all streetlights to LED.**
- ▶ **All homeowners were given LED Lamps to replace incandescent and fluorescent lamps in their homes in 2014**

Technology

Maritime Administration's status on Data collection mechanisms and reporting pertaining to fuel consumption

- ▶ Presently there are no incentives offered by the DMA to vessels with emission reduction and energy efficient technology onboard.
- ▶ In relation Data collection mechanisms and reporting of fuel consumption and existing energy efficiency technology aboard ships, the Administration has delegated its flag duties to Recognize Organization to ensure compliance as outlined in our Maritime Circular 77-18-data-collection for fuel oil consumption, 78-18-limiting of sulphur content of the-fuel oils and 79-18-Data Collection for Fuel Oil Consumption.

Barriers (Current and Anticipated)

- ▶ Limited number of trained energy professionals
- ▶ Administration inadequately staffed
- ▶ Lack of legal knowledge in energy related contracts
- ▶ A Draft Maritime Pollution Act has been introduced since 2015, however we are awaiting enactment.
- ▶ Depends on foreign investors to develop renewable energy projects. Require Independent Power Producer (IPP)
- ▶ Because every country wants to protect its sovereignty, it is difficult to establish a uniform data collection and reporting system

Opportunities for partnership

- ▶ St Kitts and Nevis welcomes any opportunity that presents itself for partnership with MTCC Caribbean to reduce emissions, enhance energy efficiency and successfully implement MARPOL Annex VI.

Thanks for listening

