“Sustainable freight transport in support of the 2030 Agenda for Sustainable Development”

Options to address disproportionately negative impacts of GHG reduction measures on States

by

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Impacts on States

• The impacts on States of a measure should be assessed and taken into account as appropriate before adoption of the measure. Particular attention should be paid to the needs of developing countries, especially SIDS and LDCs.

• Disproportionately negative impacts should be assessed and addressed, as appropriate.
Pre-empt negative impacts

- Exempt certain routes or ports
- Exempt certain cargo types or low cargo volumes
- Exempt certain ship types, size or age categories
- Phased implementation

Using revenues generated from potential carbon pricing mechanism

- To reduce negative impacts, incl. increase in transport costs

- Could help remote exporting countries
- Could help countries with inefficient ports/infrastructure
- Not specifically about decarbonisation
- Hard to define a demarcation line
- Might be partly outside of IMO’s scope
Using revenues generated from potential carbon pricing mechanism

- To reduce negative impacts, incl. increase in transport costs
- To support countries’ general climate change mitigation & adaptation plans

  - Additional funding at state level for CC mitigation/adaptation
  - Wide range of options

  - Complex to share funding inside state budgets
  - Politically acceptable?
  - Difficult to monitor

Using revenues generated from potential carbon pricing mechanism

- To reduce negative impacts, incl. increase in transport costs
- To support countries’ general climate change mitigation & adaptation plans
- To support the decarbonisation of the maritime industry

  - Address RD&D most directly
  - Could help remote, low-value commodity exporters, whilst retaining competitiveness

  - May not be so relevant for remote and low-volume importers
Capacity building & technical cooperation

- Could build on existing projects
- Additional projects and long-term programmes
- Support development of new proposals
- Close links to options for reducing negative impacts, including transport costs

Key take-aways

- Different options available, including hybrids
- No one-size fits all
- Some options would require availability of fund, so might be more long-term, others could be implemented imminently
- Will likely benefit from/require inter-agency cooperation
Thank you!