

**UNCTAD Multiyear Expert Meeting on Transport,
Trade Logistics and Trade Facilitation**

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**“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

Isabelle Rojon
UMAS



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

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Maritime consultancy delivering applied solutions for a carbon constrained future



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



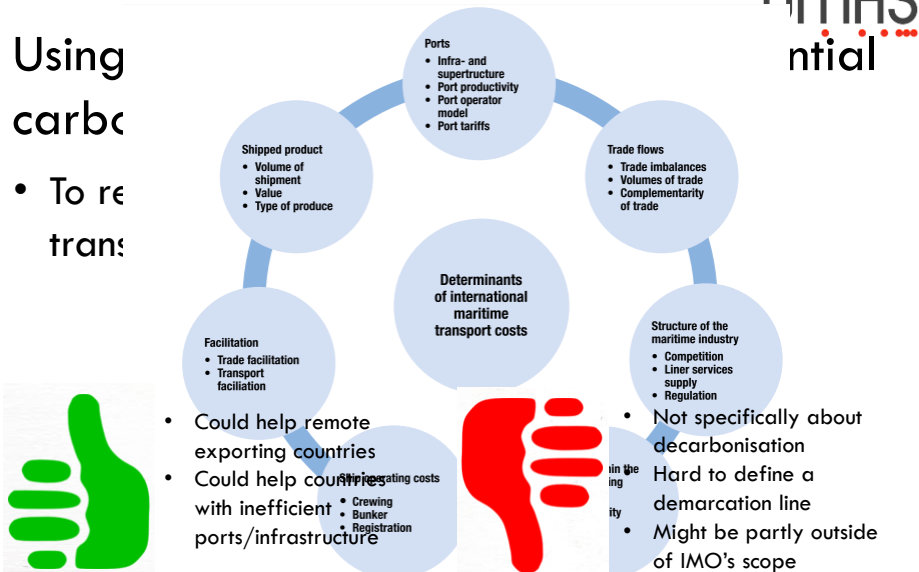
- Speed of adoption
- Technically easily reversible (but maybe not politically)



- Reduced effectiveness
- Risk of market distortions
- Potential carbon leakage due to avoidance strategies

Using carbon

- To reduce transport



- 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

Source: UNCTAD secretariat, based on Wilmsmeier, 2014.

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

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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

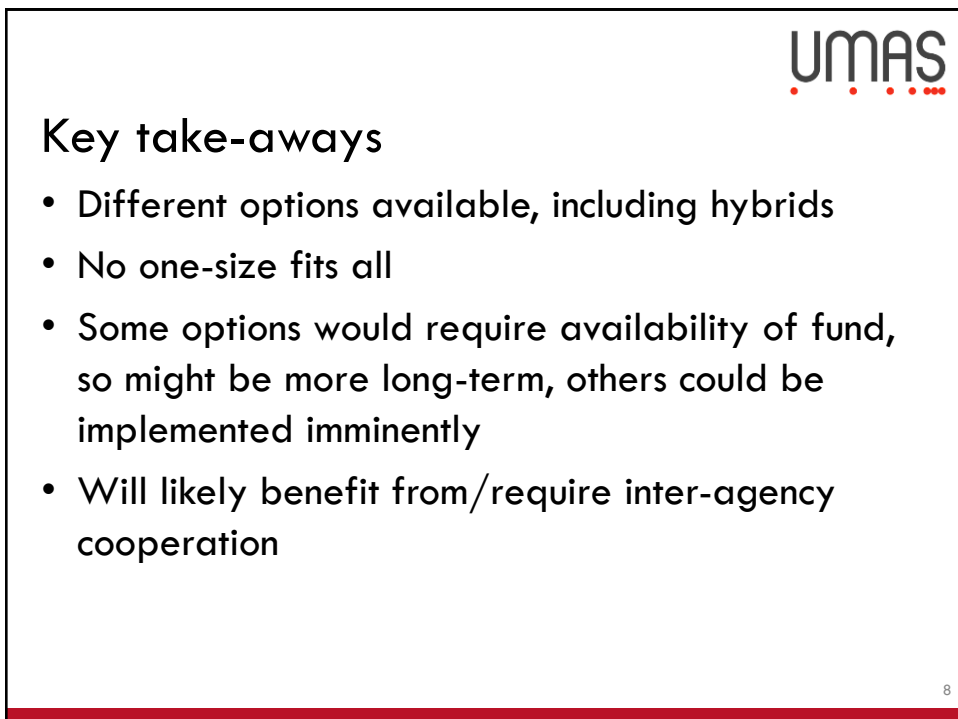
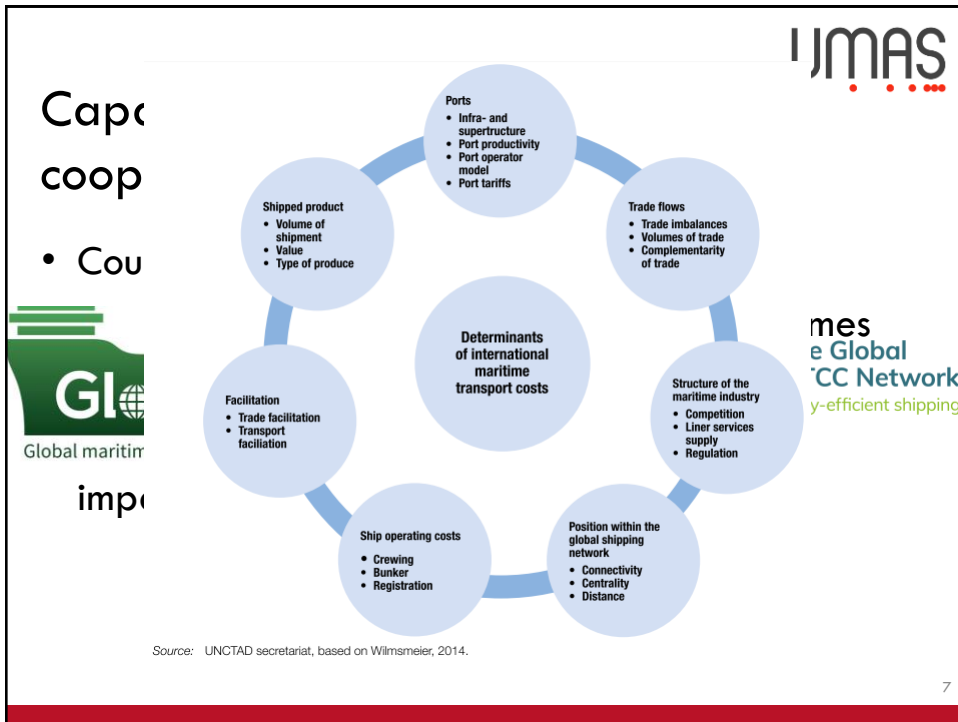


- Address RD&D most directly
- Could help remote, low-value commodity exporters, whilst retaining competitiveness



- May not be so relevant for remote and low-volume importers

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Thank you!

Questions? Please contact:
Isabelle.Rojon@u-mas.co.uk 9