Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation:

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Disaster Risk Reduction and Adaptation to Climate Change Impacts in Transport

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Disaster Risk Reduction and Adaptation to Climate Change Impacts in Transport

THIRD SESSION OF THE MULTI-YEAR EXPERT MEETING ON TRANSPORT, TRADE LOGISTICS AND TRADE FACILITATION, GENEVA, 25 NOVEMBER 2014

by Neil McFarlane, Director a.i., UNISDR

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1. Drivers of global disaster risk in SIDS

2. Disaster risk, transport, infrastructure and tourism

3. Consultations leading to the Post-2015 framework for disaster risk reduction
Falling mortality – rising economic loss risk

Disaster damage and investment in SIDS

Impact of disasters proportionally higher in SIDS as percentage of GDP – up to 80%
Threat is been built up over time... and through public and private investments

Public and private actors will have to address disaster risk as a driver of economic growth
Public and private actors require different options for different types of risk

1. Areas attracting investment in SIDS experience high loss levels

- High economic vulnerability and dependency on tourism revenue in least developed countries
- Transport, industry and tourism development at high risk of storm surges, tsunamis and climate change (sea level rise, erosion, ecosystem degradation)
- Natural hazards are a risk to private investments in SIDS and dependency of local economies results in shared cost
2. Risk built-up or reduced through transport sector investments

- Capital cost of infrastructure – there is a significant capital investment in building infrastructure at risk to climate change and natural hazards.

- Economic cost of damage to infrastructure – there are significant replacement costs to repair or replace damaged infrastructure and significant economic losses and impacts on GDP due to disruption of flows of goods and services.

- Inter-country competition to attract investments weaken role of Government regulations.

3. Options for reducing risk through development policies

- Decisions based on trade-off between returns on and risk to capital

- Increase incentives to slow development in hazard prone areas (i.e. availability and pricing of insurance)

- Assessing country risk exposure to natural hazards (as do Caribbean multi-hazard risk assessment, Seychelles, and Maldives) for long-term planning and development strategies.
Consultations towards a post-2015 framework for disaster risk reduction

Since early 2012, consultation process engaged relevant stakeholders: online, local, national, regional and global.

Consultations in 2014 through Regional Platforms and meetings.

Two Intergovernmental Prepcoms and additional consultations planned 8-10 December 2014 and 12-16 January 2015 in Geneva.

Samoa Pathway calls for addressing disaster and climate risk in coherent manner.

World Conference on Disaster Risk Reduction, 14 - 18 March 2015 – strong participation from Tourism Sector?

1. The Post-2015 framework for disaster risk reduction:
   • Expected Outcomes, Strategic goals, Priorities for Action, Foundational Questions.
   • Enhanced Monitoring System.

2. The voluntary commitments of stakeholders, as leading examples of assumption of responsibility, vision and readiness to act.

3. The Political Declaration.
Thank you

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