

Multi-year Expert Meeting
on Transport, Trade Logistics and
Trade Facilitation
9th Session

**Sustainable and resilient transport and
trade facilitation in times of pandemic
and beyond: key challenges and
opportunities**

12–14 July 2022

**Key challenges for sustainable
development of ports**

Presentation by

Mr. K Subramaniam

President

International Association of Ports and Harbors (IAPH)

Malaysia

Key challenges for sustainable development of ports



UNCTAD Multi-Year Expert Meeting on Transport
12 July 2022
Capt. K. Subramaniam

1

Overview

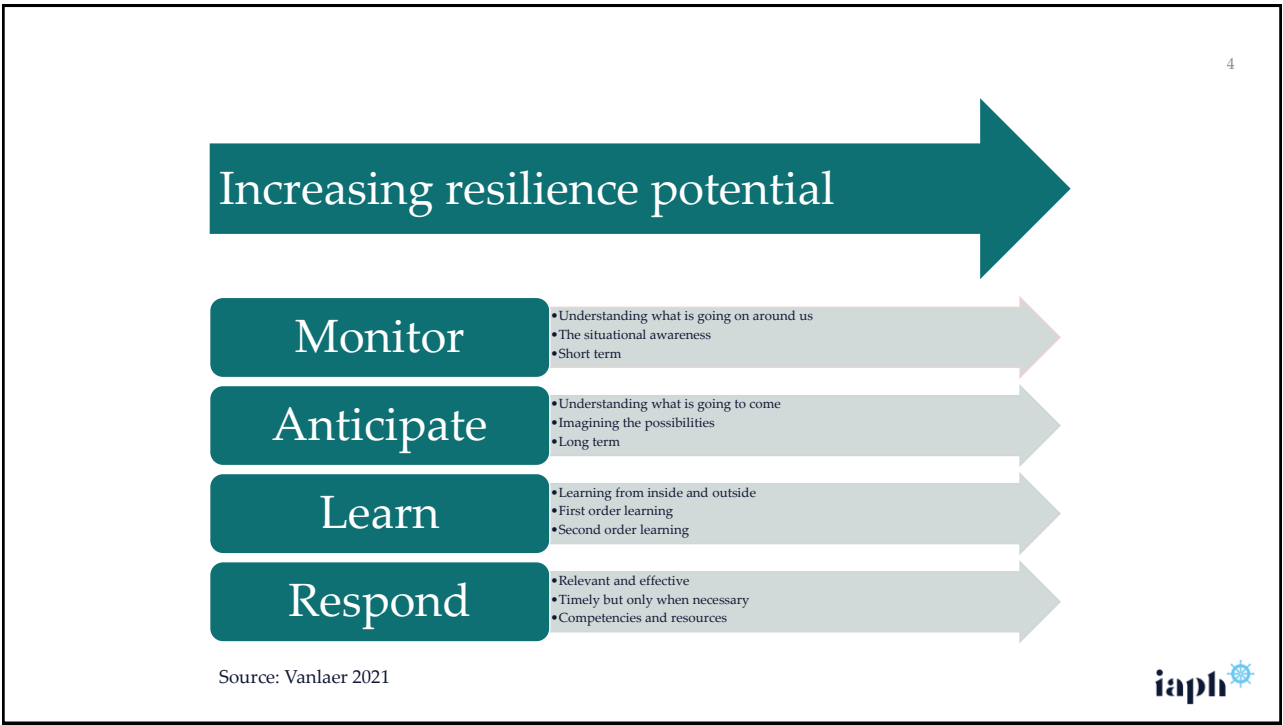
1. Risk and resilience
2. Data collaboration
3. Energy transition
4. Sustainable development
5. Conclusions and reflections



2



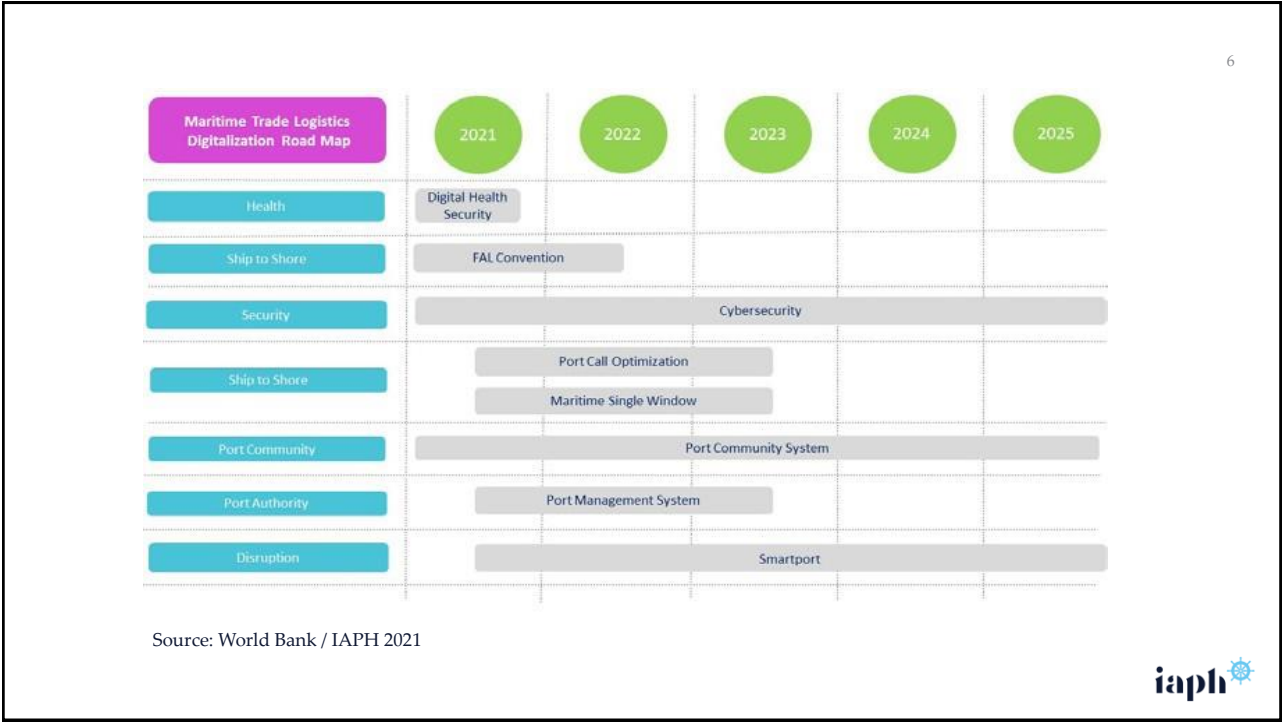
3



4



5



6



7

Ports as decarbonisation hubs

8

<p>1</p> <p>Electrification of port-connected activities</p>	<p>2</p> <p>Fuel switch for maritime transport</p>	<p>3</p> <p>Electrification of industry</p>	<p>4</p> <p>Integration of offshore wind</p>	<p>5</p> <p>Energy system integration</p>
<p>6</p> <p>Hydrogen as feedstock and energy vector</p>	<p>7</p> <p>Phase-out of fossil fuelled power plants</p>	<p>8</p> <p>Carbon capture and storage</p>	<p>9</p> <p>New regulations</p>	<p>10</p> <p>Circular and bio-based economy</p>

Source: DNV-GL and Eurelectric (2020)



8



Demonstrating global leadership of ports in contributing to Sustainable Development

Ports must respond to worldwide, regional and local challenges, such as climate change, mobility, digitalisation, migration and social integration.



www.sustainableworldports.org



Conclusions and reflections

- Disruption is becoming 'business as usual'. Resilience management and business continuity planning are a must for critical infrastructures such as ports.
- Digitalisation of the maritime sector is lagging behind, lack of trust between stakeholders in data sharing is the prime barrier to overcome.
- Decarbonisation ambitions are increasing, leading to regional disparities amidst uncertainty about fuel choice and funding.
- Energy transition offers multiple opportunities for ports, certainly for those that are in energy trade.
- An integrated approach to sustainability is emerging in the port sector , but it is still far from standard practice.

- Will globalisation make (some) way for regionalisation? How will this affect supply chains?
- Is the economies-of-scale business model of global shipping and logistics still valid?
- Has the landlord port governance model reached its expiration date? Should port authorities become more entrepreneurial?
- Has the single-port governance model reached its limits? Will we see more far-reaching forms of cooperation?
- Are port labour arrangements adapted to the digital and automated era?
- Is there a need for global regulation of the port sector?

Thank you!

