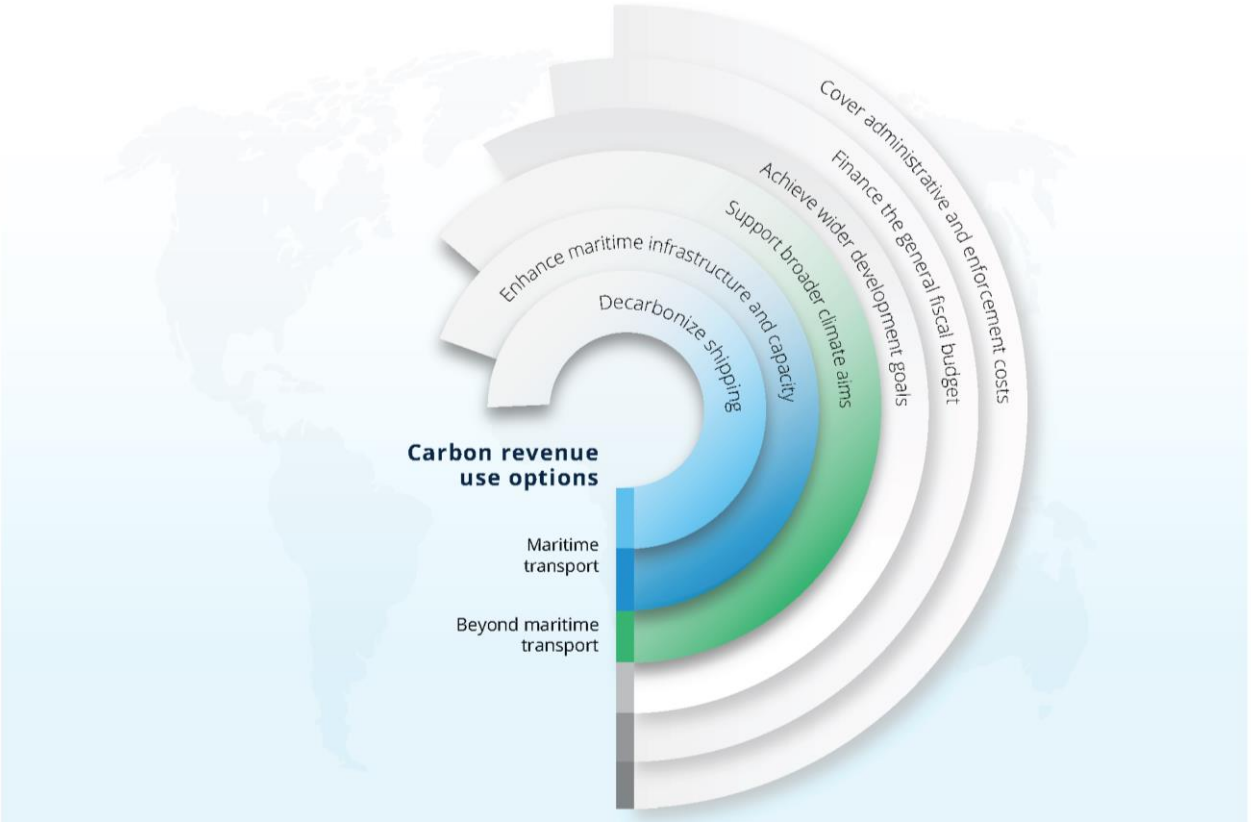


Contribution on the impact of the use of funds from a possible economic measure

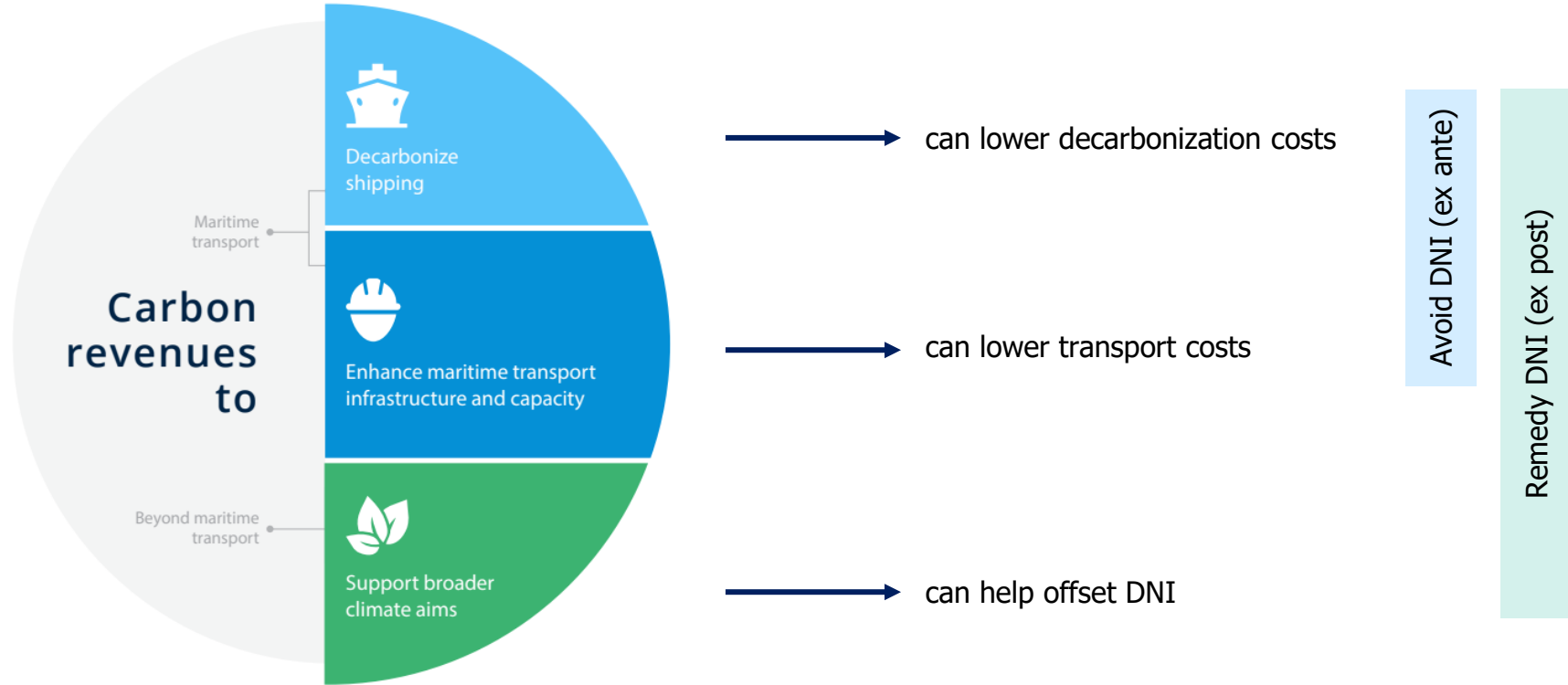
Isabelle Rojon, Rico Salgmann, Goran Dominioni, Sotiria Lagouvardou - Transport Specialists

UNCTAD Ad Hoc Expert Meeting on Maritime Transport Decarbonization Impact Assessments
Thursday, 24 August 2023

Different carbon revenue use options



Addressing DNI through the use of funds



Clarifications needed? (MEPC 80/WP.12)

	a	b1	b2	c	d	e	f	g	h	i	j	k
	SRUs	Sustainable Shipping Fund through RUs for in-sector purposes				GHG pricing on all GHG emissions / Levy						Feebate
	No revenues generated, but addresses/ reduces price gap and incentivize first movers	Capacity building and	...negative impact mitigation	RD&D	Admin	RD&D	Reward for eligible fuels	General GHG mitigation and adaptation	Address DNI as appropriate	Equitable transition	Admin	Reward for eligible fuel
Decarbonize shipping												
Enhance maritime transport infrastructure and capacity												
Support broader climate aims												
Other???			???						???	???		



What is funded activity?

Key questions

- 1) At what stages do revenues need to be factored in in the modelling process to either **prevent or remedy DNI**?
- 2) What **split between revenue use options (e.g., R&D, rewards, general GHG mitigation, DNI...)** can the modelling assume?
- 3) What **split between countries for revenue allocation** could be assumed (e.g., by DNI occurrence, income groups, development status)? Are there good practices to employ?
- 4) How can **activities that are more difficult to quantify** be translated into a modelling approach (e.g., capacity building)?

Thank you.

Contact

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