Climate Change Adaptation for Seaports in Support of the 2030 Agenda for Sustainable Development

27–28 October 2020

The Special Case of Small Island Developing States and Other Small Island Economies – Regional Perspectives

Presentation by

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UNECLAC
UNCTAD Multi-Year Expert Meeting
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Three Issues…

- Criticality of Transportation Infrastructure for SIDS
- Vulnerability of Transportation Infrastructure
- Covid 19 imposes greater requirements for adaptation of Seaports
Transportation Infrastructure is Critical in SIDS

Trade Openness - Caribbean Countries: 2017 & 2018

Source: UNCTAD

Tourism is a Key Sector

Tourism Percentage Contribution to GDP - 2018

Source: WTTC and ECLAC’s Calculations
Critical for Cruisers – Large Share of Passengers

Transportation Infrastructure is Vulnerable
**Climate Change Implications**

- Adaptation needed to threats from sea level rise
- Need to build in domestic and regional redundancy in transportation

**Regional Adaptation Efforts**

UNCTAD’s Regional Initiative: - Climate Change Impacts and Adaptation for Coastal Transport Infrastructure in the Caribbean

*Source: Monioudi I.N. et al, 2017*
Covid 19 - An Important Implication for the Caribbean

Low liner connectivity indices for many Caribbean SIDS imply that reduced import capacity due to Covid 19, could possibly motivate further consolidation of short-sea commercial shipping services, with reduced shipping options for many Caribbean ports over the medium to long term.

Key Messages

- SIDS seaports manage considerable numbers of passengers relative to commercial cargos. The reality of Covid 19 has important implications for adaptation, as public health considerations for passengers at seaports become even more important.

- Given natural vulnerabilities, and inspite of small hinterlands, SIDS also need to build both domestic and regional redundancies. This is a challenge for small shipping markets spread across large maritime geographic regions.
Thank You!