

Multi-year Expert Meeting
on Transport, Trade Logistics and
Trade Facilitation
8th Session

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

27–28 October 2020

Introduction

Presentation by

Ms. Regina Asariotis

Chief, Policy and Legislation Section
Trade Logistics Branch, Division on Technology and Logistics,
UNCTAD

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**UNCTAD Multiyear Expert Meeting on Transport, Trade
Logistics and Trade Facilitation (8th session)**

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

– Introduction

Regina Asariotis

Chief, Policy and Legislation Section, TLB/DTL

UNCTAD

regina.asariotis@unctad.org

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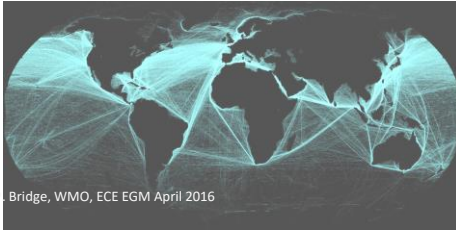
**Climate Change Adaptation for Seaports in support of the 2030
Agenda for Sustainable Development - Introduction**

- **Why? And Why Now?**
- **What do we hope for**
- **Overview of the Programme of Sessions**

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Maritime Transport: a critical facilitator of global trade and development



Bridge, WMO, ECE EGM April 2016

Global shipping movements

Over 80% of volume (70 % of value) of world merchandise trade is carried by sea (port to port): shipping and ports are key nodes in the network of closely linked international supply chains

Globalization: interconnectedness/interdependence of shipping/ports and of transport across supply chains

Seaborne trade: over 60% of goods loaded and unloaded in developing countries (UNCTAD)

Environmental challenges: two sides of the coin

- **Effects of maritime transport on the environment** (e.g. pollution, CO2 emissions)
- **Environmental impacts on maritime transport** (e.g. Climatic Variability and Change, CV&C)

Important to address these global challenges effectively, also in the light of the *2030 Sustainable Development Agenda* and related international agreements

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Relevance of climate change adaptation of seaports in the context of the 2030 Agenda on Sustainable Development

Consensus by international community on a ‘plan of action’ involving 17 sustainable development goals with 169 targets, which are *‘integrated and indivisible, global in nature and universally applicable’* - adopted in 2015, effective as of 2016:

Climate-resilient transport infrastructure is of cross-cutting relevance for achievement of progress on several of the goals and targets, including.

- | | |
|---------|--|
| SDG 13 | Take urgent action to combat climate change and its impacts |
| SDG 9 | Build resilient infrastructure , promote inclusive and sustainable industrialization and foster innovation |
| SDG 14 | Conserve and sustainably use the oceans, seas and marine resources for sustainable development |
| SDG 1.5 | By 2030, build the resilience of the poor and those in vulnerable situations and reduce their exposure and vulnerability to climate-related extreme events and other economic, social and environmental shocks and disasters |

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Climate Variability and Change (CV & C)

A global challenge and “a defining issue of our era” (UN SG Ban Ki Moon, 2008)

Compelling scientific evidence of increasing CV & C / impacts (IPCC, 2013; 2018; 2019)

Huge potential costs associated with inaction

- *WEF (2019 and 2020) Global Risks Report*: Top 3 economic risks are extreme weather events, climate action failure, natural disasters
- *Stern Review (2006)*: 5 - 20 % of GDP, annually
- By 2100, global flood damages due to sea-level rise (and related extreme events) might amount to up to US\$ 27 trillion/year – about 2.8% of global GDP in 2100 (*Jevrejeva et al 2018 Environ. Res. Lett*)
- *Global Comm. on Adaptation (2019)*: Investing US\$1.8 trillion over next decade - in measures to adapt to climate change - could produce net benefits worth more than US\$7 trillion

Very serious development threat, particularly for LDCs and the SIDS

Since 2008, integration of CV & C considerations into UNCTAD’s work; UNCTAD mandate strengthened in 2016 (Maafikiano)

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UNCTAD: climate change impacts and adaptation for coastal transport

2009 Follow-up	UNCTAD Multiyear Expert Meeting: “ <i>Maritime Transport and the Climate Change Challenge</i> ” UNCTAD ed. multidisciplinary book: Maritime Transport and the Climate Change Challenge UN-Earthscan (2012)
2010 Follow-up	Joint UNECE-UNCTAD Workshop: “ <i>Climate change impacts and adaptation for international transport networks</i> ” UNECE Group of Experts on Climate Change Impacts and Adaptation for International Transport Networks 2013 EG Report - Climate Change Impacts and Adaptation for International Transport Networks 2020 EG Report - Climate Change Impacts and Adaptation for International Transport Networks
2011 Follow-up	UNCTAD Ad Hoc Expert Meeting: “ <i>Climate Change Impacts and Adaptation: a Challenge for Global Ports</i> ” Becker et. al. A note on climate change adaptation for seaports , Climatic Change, 2013
2014	UNCTAD Ad Hoc Expert Meeting : “ <i>Addressing the Transport and Trade Logistics Challenges of SIDS: Samoa Conference and Beyond</i> ” UNCTAD Multiyear Expert Meeting: “ <i>Small Island Developing States: Transport and Trade Logistics Challenges</i> ”
2017	UNCTAD Port-Industry Survey on Climate Change Impacts and Adaptation
2015-2017 Follow up	UNCTAD DA Project “ <i>Climate change impacts on coastal transport infrastructure in the Caribbean: Enhancing the adaptive capacity of Small Island Developing States (SIDS)</i> ” Monioudi et. al. Climate change impacts on critical international transportation assets of Caribbean SIDS: the case of Jamaica and Saint Lucia , Reg Environ Change 2018: 2211
2019-2020	UNCTAD Ad Hoc Expert Meeting : “ <i>Climate Change Adaptation for International Transport: Preparing for the Future</i> ” UNCTAD – UNEP “ <i>Climate-resilient transport infrastructure for sustainable trade, tourism and development in SIDS</i> ” Climate Change Impacts and Adaptation for Coastal Transport Infrastructure: A Compilation of Policies and Practices

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CV & C implications: Two sides of the “coin”: causes - effects

- **Mitigation:** action directed at addressing causes (long-term)
- **Adaptation:** action directed at coping with impacts (short- and long-term); requires assessment of impacts that can vary considerably by physical setting, type of climate forcing, sector/mode, region etc.

In (Maritime) Transport:

- much of the international debate/policy action focuses on mitigation (i.e. reduction / control of GHG emissions)
- comparatively little focus on study of impacts and development of adaptation policies/actions

BUT: Maritime transport is not (just) a ‘culprit’, it is (also) a victim

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Climate change/extreme events likely to have *direct* and *indirect* impacts on maritime transport infrastructure, operations and services

Sea-level rise, temperature-, humidity-, precipitation- changes, extreme storms and floods are likely to

- **affect ports, hinterland transport and the broader global supply-chain**
- potential for *damage, disruption and delay* – **economic/trade related losses**
- **affect demand** for transport
- **exacerbate other transport-related challenges**, including for SIDS and other vulnerable economies
- open **new arctic sea-lanes** due to polar ice melting

Enhanced climate resilience / adaptation for ports and other key transport infrastructure is of strategic economic importance

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The special case of the SIDS

- Small (land mass, economies, population), remote & highly vulnerable to external shocks
- Large dependency on imports (i.e. international transport); high transport costs
- Key concerns: connectivity and transport costs (accessibility and affordability)
- High exposure to natural disasters and CV & C; low adaptive capacity
- **Seaports (and coastal airports): critical lifelines for external trade, food, energy, tourism (cruise-ships / air transport) and DRR; fisheries and blue economy**
- Strong nexus between transport and tourism: “Sun-Sea-Sand (3S) tourism”, often a most significant SIDS industry, is threatened by climate - driven beach erosion / coastal inundation, as is its facilitating transport infrastructure
- These assets are threatened by sea level rise and extreme events (storms)

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There is an urgent need for accelerated policy action to enhance the climate-resilience of seaports – in support of the implementation of the 2030 Agenda

and of related international agreements, including the **Paris Agreement, Sendai Framework, SAMOA Pathway ...**

Recent related international initiatives include the **UN Climate Action Summit 2019** and the **Global Climate Action Pathways** launched at COP 25

- *MPGCA Milestones for ‘Transport’ and ‘Resiliency’ focus inter alia on ensuring the climate resilience of **critical transport infrastructure** under future climate change*

UNCTAD Expert Meeting: timely opportunity for expert consideration of relevant issues, also with a view to informing important upcoming IG meetings/processes, including

- *UNCTAD XV (Barbados, April 2021)*
- *2nd UN Global Conference on Sustainable Transport*
- *UN Ocean Conference*
- *UNFCCC COP 26*
- *United Nations Decade of Ocean Science for Sustainable Development (2021-2030)*

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Overview of the Expert Meeting Programme of Sessions

see also Note by the UNCTAD secretariat (TD/B/C.I/MEM.7/23)

- Session 1: Understanding the Challenge
- Session 2: Climate change impacts and adaptation – Key issues and experiences, recent initiatives and developments
- Session 3: Cross-cutting issues – Energy efficiency, climate change mitigation and decarbonizing maritime transport
- Session 4: The special case of small island developing States and other small island economies
- Session 5: Interactive discussion on conclusions, key messages, recommendations and areas for further work

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Thank you!

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