Briefing at UNCTAD TDC

5th United Nations Ocean Forum on trade-related aspects of SDG 14 (3-5 March), and follow-up work by UNCTAD on Oceans and the Blue Economy

Maritime Transport – key recommendations and context

DTL, UNCTAD
https://unctad.org/ttl

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Maritime Transport - UNOF5 Chairs' Recommendations

- Measure GHG and other polluting emissions from ocean economy sectors by improving data generation, collection and sharing and expanding existing databases

- Support developing countries, in particular SIDS and LDCs, in leveraging trade, investment and novel technologies and know-how for climate adaptation and mitigation, including responses to sea level rise

- Build the sustainability and the resilience of maritime transport, including shipping, port infrastructure and operations, and logistics in the face of disruptions to ensure smooth trade flows across supply chains and reliable access to ocean economy activities

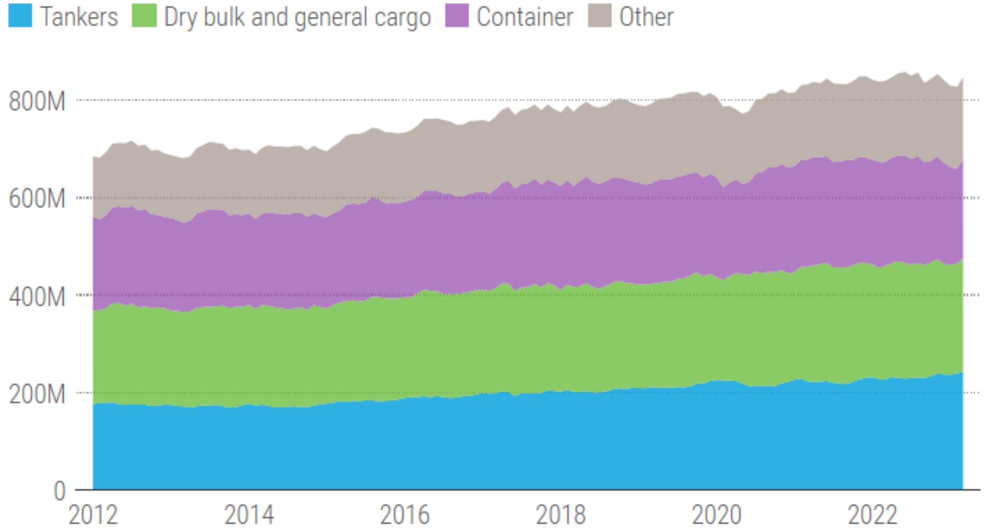
Decarbonization of Maritime Transport

- Maritime transport accounts for over 80% of the volume of world trade but is a major contributor to global GHG emissions (3%), with emissions escalating by 20% in just a decade. Without action, emissions could reach 130% of their 2008 levels by 2050.

Review of Maritime Transport 2023: Towards a green and just transition

Shipping emissions are headed in the wrong direction

Carbon dioxide emissions by main vessel types, tons, 2012–2023



Note: The group "other" includes vehicles and roll-on/roll-off ships, passenger ships, offshore ships and service and miscellaneous ships.

Source: UNCTAD based on data provided by Marine Benchmark, June 2023. • Get the data • Download image

UNCTAD calls on

1. The industry to continually assess the viability of low-carbon shipping green technologies and identify the best energy transition pathways.
2. Regulatory bodies to craft a global decarbonization framework that ensures equality for all ships to ensure a level playing field and avoid fragmentation in the industry.
3. Maritime industry leaders to collaborate across sectors to increase demand for low-carbon fuels and technologies, encouraging investments.
4. Investors and financial institutions to substantially boost funds for the research and development of clean fuel shipping technologies and infrastructure.

Decarbonization of Maritime Transport

- IMO revised GHG strategy (2023): global shipping industry to achieve net-zero GHG emissions by 2050, with interim targets for 2030 (20%-30% reduction) and 2040 (70%-80% reduction)
- Key challenges remain, including fuel availability, costs, technology, technical maturation levels, safety, bunkering infrastructure requirements and onboard storage, as well as engine design and crew skills. Lack of critical data hinders effective carbon assessments and mitigation efforts
- Decarbonizing the world's fleet by 2050 will require between $8-28 billion annually, with infrastructure costs for carbon-neutral fuels up to $90 billion annually
- Concern, especially for SIDS and LDCs, already burdened by higher shipping costs, while on the front lines of climate change and heavily reliant on maritime transport for trade and economic growth.

A comprehensive approach, including operational measures, fleet and ports innovation, alternative fuels, effective and supportive policy and legal measures, finance and investment and international collaboration, is necessary to achieve a just and equitable transition.

Seaports: critical for global trade & development but at risk of CV&C

Ports: key nodes in the network of closely interlinked international supply chains

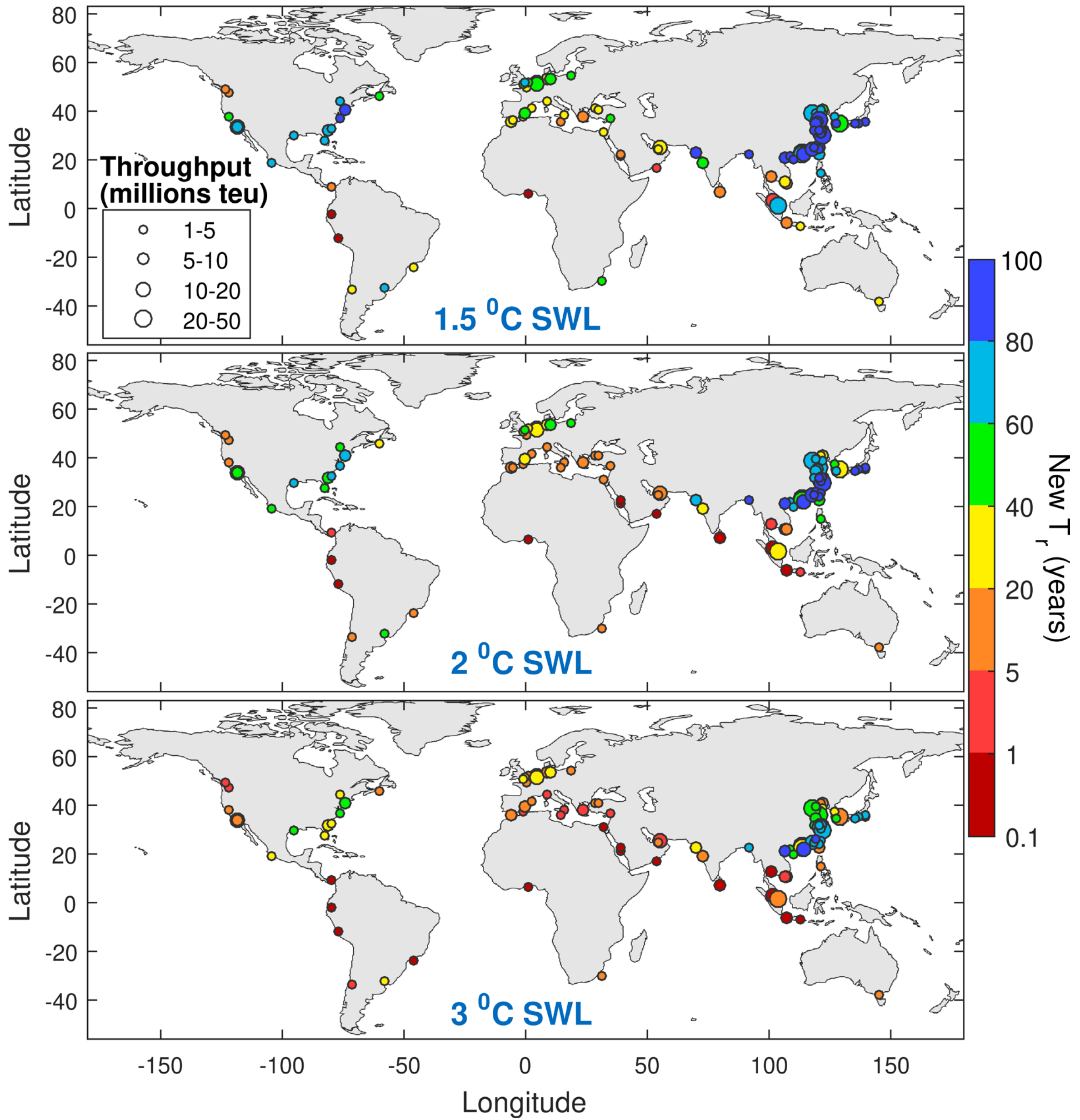
- gateways to global markets and the blue economy
- lifelines for SIDS
- critical for food and energy security and DRR

Climate hazards and weather extremes change will:

- affect port infrastructure and operations; hinterland transport; and the broader global supply-chain significant potential for damage, disruption and delay – *extensive economic/trade related losses*
- exacerbate transport-related challenges for SIDS and other vulnerable coastal economies; increase energy needs/costs (e.g. in response to extreme heat)
- pose a major threat to sustainable trade & development, particularly for the most vulnerable populations

Climate adaptation/resilience building for critical infrastructure assets is of strategic economic importance – especially in the light of growing hazards, cost of inaction and infrastructure lifespans

Hazard projections for top 100 container ports under CC: Extreme sea level (ESL)



Projected changes in the return period of the baseline(mean 1986-2014) 1-in-100 years extreme sea levels ($ESLs_{100}$) under CV &C for the top 100 global container ports by throughput

UNCTAD SDG Pulse 2024; UNDRR GAR Special report, 2023). Key: SWL (Specific Warming Level) in ^{0}C above pre-industrial times. Tr (years) return period. Seaports from World Port Index 2019. $ESLs_{100}$ projections from EC-JRC data collection; Vousdoukas et al., 2018 . Port throughput (in million TEU) for top 100 Container ports in 2021 from Lloydslist/Maritimeintelligence, 2022).

Climate resilience, adaptation and DRR for ports

Key to achievement of policy commitments/objectives/goals/targets

- 2030 Agenda (SDG 1.5, 9, 13 [14]); SFDRR 2015-2030; and EW4All initiative
- Bejing Statement (para. 19h) – Outcome of 2nd UN Global Sustainable Transport Conference (2021)
- 2015 Paris Agreement, Art. 7 (Global Goal on Adaptation) – note importance of metrics/indicators; Art. 8 (Averting, minimizing, addressing loss and damage)
- Sharm-El-Sheikh Adaptation Agenda (2022) includes Global 2030 Adaptation Outcome Target with focus on climate-resilient transport infrastructure
- UAE Framework for Global Climate Resilience (2023) targets:

(a) Impact, vulnerability and risk assessment: by 2030 all Parties have conducted up-to-date assessments of climate hazards, impacts and exposure to risks and vulnerabilities; by 2027 all Parties have established multi-hazard early warning systems, climate information services for risk reduction and systematic observation to support improved climate-related data, information and services;

(b) Planning: by 2030 all Parties have in place country-driven … national adaptation plans, policy instruments, and planning processes and/or strategies …, and have mainstreamed adaptation in all relevant strategies and plans;

(c) Implementation: by 2030 all Parties have progressed in implementing their national adaptation plans, policies and strategies and, as a result, have reduced the social and economic impacts of the key climate hazards identified in the assessments …

(d) Monitoring, evaluation and learning: by 2030 all Parties have designed, established and operationalized a system for monitoring, evaluation and learning for their national adaptation efforts and have built the required institutional capacity to fully implement the system

NDCs and maritime transport: closing remaining gaps

While 98% of NDCs reference the transport sector, only 33% set specific emission reduction targets

Few NDCs focus on adaptation measures for maritime transport infrastructure

2025 NDC submissions should integrate well-targeted measures to support sustainable and resilient maritime transport, including in the face of growing disruptions

Key Areas for Inclusion:

- Explicit emission reduction targets for the maritime transport sector
- Low-carbon, green vessels for domestic and short-sea shipping
- Renewable energy and energy-efficiency in ports' facilities and operations, shipping services, storage, and distribution, green/clean technologies
- Port adaptation & resilience to climate change impacts
- Enhanced data collection & monitoring for data-driven and informed decision-making

Thank you

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