

UNCTAD contribution to the UN SG Report on the Law of the Sea

30 January 2015

I. Maritime transport in the context of a Post-2015 Sustainable Development Agenda

Building on the achievements of the 1992 "Earth Summit" and the 2000 Millennium Development Goals (MDGs) and guided by the principles in the outcome document of the Rio + 20 Conference held in 2012 ("The Future We Want"), the international community is currently setting new grounds for a sustainable development age

While transport

enhance the understanding/technical knowledge among policy makers, transport planners and transport infrastructure managers in SIDS of climate change impacts on coastal transport infrastructure, services and operations and to strengthen their capacity to take effective adaptation response measures. Relevant activities are being carried out over the period 2014-2017.

h) **UNCTAD port-industry survey on climate variability and change** (designed in collaboration with global port industry associations and other experts). The survey aims to improve the understanding of weather and climate-related impacts on ports and to identify data availability and information needs, as well as determine current levels of resilience and preparedness among ports. Relevant information is urgently required for the purposes of risk-assessment and adaptation planning, including in particular for ports in developing regions. A substantive report is currently in preparation.

i) As part of its collaboration with intergovernmental and non-

the discussions at the third session of UNCTAD's Multi-year Expert Meeting on Transport and Trade Facilitation, held in December 2010.

c) Energy costs and related implications for freight rates, climate change mitigation and environmental sustainability in transport

With some 80 per cent of global merchandise trade carried by sea and maritime transport being largely dependent on heavy fuel oil for propulsion, the implications of elevated oil prices on maritime transport costs are of considerable interest. However, few empirical studies on the subject have been carried out. A technical report by UNCTAD entitled "Oil Prices and Maritime Freight Rates: An Empirical Investigation" (UNCTAD/DTL/TLB/2009/2) was published in 2009, providing much-needed data to advance the understanding of oil prices as a determinant of maritime freight rates. See http://unctad.org/en/docs/dtltlb20092_en.pdf. The study has also served to assist in the work of an International Maritime Organization (IMO) Expert Group on Market Based Measures charged with assessing the feasibility and impact of such measures.

In terms of technical assistance and capacity building, relevant initiatives by UNCTAD include:

A technical assistance project on “

through transport policy measures and creative financing mechanisms which is currently being implemented. Such transport policy measures and financing mechanisms should integrate and promote a balancing act between the three dimensions that underlie sustainable development namely, environmental, social and economic. Areas of focus include the development of new tools of finance such as private public partnerships (PPPs) models for sustainable transport development and new sources of finance such as climate finance instruments that could help developing countries face the challenge of investing in sustainable freight transport solutions.

with relevant agencies and institutions in this area, multilateral and development banks (such Asia Development Bank), as well as initiatives such as SLoCaT, Clean Air initiative to build on their respective areas of expertise and to create synergies.

University of the South Pacific to cooperate in research and