



















## b. Strengthening international cooperation

UNCTAD work on issues related to climate change adaptation, resilience building and DRR for transport infrastructure, benefits from close cooperation and synergies with a wide range of partners, and with a multidisciplinary network of collaborators, including international and regional academic experts, among others (see e.g. <https://SIDSport-ClimateAdapt.unctad.org>).

UNCTAD collaborates with other UN Agencies in the context of UN-OCEANS, UN-DRR (including in the development and implementation of recommendations of the SLG on DRR for Resilience), as well as in the context of the UNFCCC (eg contributions to the [6th Workshop, Glasgow Sharm el-Sheikh Work Programme on the Global Goal on Adaptation](#), and the 1<sup>st</sup> workshop on loss and damage) and the ongoing work of the Marrakech Partnership for Global Climate Action. Relevant engagement in support of dialogue and consensus building on oceans and climate action during the UNFCCC COP 27 in Sharm El Sheikh and SB 58 (Bonn) include contribution to and co-organization of a number of side events including:

- < [The power of inter-agency cooperation to scale up ocean-climate action: Case studies, challenges and opportunities](#), organized by UN-Oceans Members including IOC-UNESCO, UN/DOALOS, UNEP, UNFCCC in partnership with IAEA, FAO, UNCTAD, UNESCAP and WMO, on 12 November 2022 (online and in Sharm el Sheikh, Egypt);
- < [Producing future marine fuels - Opportunities for scaling up renewable energy production in developing countries](#), organized by IMO, UNCTAD, IRENA and the World Bank, on 10 November 2022 (online and in Sharm el Sheikh, Egypt);
- < [Promoting resilience and sustainability of transport systems in Landlocked Developing Countries](#), organized by UNCTAD, UN-OHRLLS and the Republic of Botswana, on 9 November 2022 (online and in Sharm el Sheikh, Egypt)
- < [How combatting plastic pollution and illegal traffic in plastic waste can help reduce carbon emissions?](#), organised by UNCTAD, BRS Conventions Secretariat, UNODC and UNEP on the 10 November 2022 in Sharm El-Sheikh, Egypt.
- < [A blue transformation to achieve Paris Agreement goals](#), organised by UNCTAD, FAO and AU-IBAR, at the virtual Ocean Pavilion 2022, live day on aquatic food on the 14 November 2022 (online and Sharm El-Sheikh, Egypt)
- < Cutting transport emissions and adapting to climate change with infrastructure: Insights from building the Trans-European Transport Network, EU Side event at COP 27, 17 November 2022, Sharm El-Sheikh, Egypt
- < [Bonn Climate Change Conference \(SB58\) side event: Options for Scaling Climate Finance – Exploring Article 2.1c, the NCOG and JETPs](#), 6 June 2023 - 6 June 2023

In addition, UNCTAD continues to collaborate extensively with the UNECE Group of Experts on Climate Change Impacts and Adaptation, which had first been established in 2011, following a joint UNCTAD-UNECE workshop on the issue.

Also, worth noting is UNCTAD's ongoing research and capacity-building on [legal and regulatory issues](#) including a recent report on [COVID-19 and International Sale of Goods: Contractual devices for](#)





UNCTAD is supporting with analysis on the implications and implementation challenges of the WTO fisheries subsidies agreement, particularly for developing countries in the [Trade and Environment Review \(TER 2023\)](#).

consisted of ships capable of running on one or more fuels. To scale up the use of alternative fuels, low-emission energy supply infrastructure will be required including at ports.

Shipping cannot decarbonize on its own. Action across an ecosystem involving shipping and the energy sector and bringing together the broader industry that includes not only carriers but also ports, manufacturers, and shippers, investors, energy producers and distributors is crucial. This is recognized in the Clydebank Declaration of COP26 pledging to establish green shipping corridors, i.e., routes that leverage collaboration across multiple stakeholders operating or involved in activity between two ports. The aim is to offer bunkering options for vessels running on low or zero-carbon fuels, test various solutions and support first movers in their efforts.

The outlook for maritime transport and trade is challenging as the sector remains at risk in a stressed economic and geopolitical climate with many risks interacting in complex ways and across different timeframes and horizons. Efforts to implement [sustainable, low-carbon, smart](#) and [resilient maritime logistics including shipping and ports](#) is of the essence. UNCTAD has a critical role to play in supporting countries to achieve their energy, decarbonization and digital

a. Capacity building and consensus building activities

UNCTAD is already carrying out a range of activities aiming at supporting developing countries address the many challenges hindering the sustainability and resilience of their maritime transportation systems including shipping and ports. Underpinned by its three pillars of work, namely Research and Analysis

these data especially for SIDS can enable better informed impact assessments and support the decision-making process at the IMO.

In 2022, a new joint UNCTAD-ESCAP project entitled "[Analysis of maritime connectivity in ASEAN and Pacific SIDS](#)" was launched with the objective of analysing global and regional trends in maritime connectivity with a view to providing valuable inputs to policy discussions at national and sub-regional levels. The ultimate goal is to improve maritime connectivity in ASEAN and Pacific SIDS. An [analytical paper](#) has been prepared and several meetings have been held, including for the [Pacific SIDS](#).

In 2023, UNCTAD continued its work with the IMO and carried out another assessment of the potential implications of the medium-long term decarbonization measures being negotiated at IMO. In 2020 and 2021, as mentioned earlier, UNCTAD contributed [expert advice and substantive input](#) into IMO's mandated assessment of the potential impact on States of the proposed short-term IMO GHG reduction measure. This entailed carrying out a thorough evaluation of the potential impact on States of the proposed IMO short-term GHG measure before the adoption of relevant amendments by the IMO Marine Environment Protection Committee (MEPC) in June 2021. Guidance and expert knowledge provided by UNCTAD has helped inform deliberations under the IMO MEPC which, in 2021, approved short-term measures aimed at curbing carbon emissions from shipping while bearing in mind the special needs of vulnerable economies in particular SIDS.