Mr. /Ms. Chair, colleagues,

In the context of the important deliberations of this Committee on climate change and the role of sustainable transport in emissions reduction and adaptation, allow me to share the perspective of UNCTAD by highlighting considerations arising from our recent and on-going work in the field of transport and trade facilitation.

Our research has shown that the same countries that are most negatively affected by climate change – notably the Small Island Developing States, as well as vulnerable and remote regions with changing weather patterns, including many Land-Locked Developing Countries – are also the countries that tend to pay more for the international transport of their imports. While the median developed country pays about 11 per cent of the value of its imports for the transport and insurance (the cif/ fob ratio), Small Island Developing States pay twice as much with around 22 percent (Source: UNCTAD, Review of Maritime Transport 2017). This means, that potentially any mitigation measures in the area of transport – for example decarbonization in shipping or waterway transport – that lead to an increase in transport costs may also detrimentally affect the same countries.

Mr. / Ms Chair,

in this context, allow me to update you on three areas of work we are doing at the United Nations Conference on Trade and Development (UNCTAD) to help countries analyse climate change and the role of sustainable transport in emissions reduction and adaptation.

First: We **help countries adapt to climate change**. With a special focus on sea- and airports, we have concluded a United Nations Development Account project with a web-based platform that showcases the activities, findings and outputs of the project titled "Climate change impacts on coastal transport infrastructure in the Caribbean: enhancing the adaptive capacity of Small Island Developing States". We implemented the project in collaboration with a range of partners, including UNECLAC, UNDP, UNEP, the Caribbean Community Climate Change Centre, OECS Commission, as well as the ECJRC and international and regional academic experts, among others. Drawing on earlier related work by UNCTAD, the project strengthened the capacity of policy makers, transport planners and transport infrastructure managers to (a) understand climate change impacts on transport infrastructure, in particular seaports and airports, and (b) take appropriate adaptation response measures.

While the focus of the project was on Islands, I am sharing the results here with you, because many of the lessons learned are valid for any country and mode of transport.

Second: Through our Sustainable Freight Transport (SFT) Framework we provide a modular **step-by-step process that details how to plan, design, develop and implement tailored sustainable freight transport strategies**. We developed a catalogue of measures as a tool featuring a collection of more than 300 sustainable freight transport measures. The tool allows you to find the measures corresponding specifically to your needs by customizing your searches according to a set of criteria. Key filters include, for example, the Mode of Transport, Timescale for Implementation, Investment Cost, and, Emission Savings Potential. As applicable, additional information is provided by means of specific links to supporting documentation and references.

The platform offers guidance and practical tools to stakeholders from both the public and the private sector across all modes of transport to evaluate the status quo, promote sustainable freight transport systems and track progress.

Third. We undertake analysis and generate statistics that help policy makers understand the implications of future **climate change mitigation measures**. UNCTAD generates statistics on transport costs and international trade by mode of transport, in collaboration with international partners in the United Nations, the International Maritime Organization, the World Bank and the private sector led "Getting to Zero Coalition". We also collaborate with the UN-ECE and ICAO in the reporting of the United Nations for the advancement of the Sustainable Development Goals.

Mr. / Ms. Chair:

As climate change becomes ever more important for international trade logistics, the competitiveness of countries depends ever more crucially on their human, technological and institutional capacities to participate in international transport markets. Accordingly, at UNCTAD, we provide capacity building in ports, trade facilitation, transit, Customs automation, corridors, and sustainable and resilient freight transport.

Geneva, 25 February 2020.

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http://unctad.org/TLB

http://unctad.org/RMT

http://stats.unctad.org/maritime

https://www.sft-framework.org

https://sidsport-climateadapt.unctad.org

https://tft.unctad.org