

Implementation of the SAMOA Pathway and the Mauritius Strategy for the Further Implementation of the Programme of Action for the Sustainable Development of Small Island Developing States

1. What specific activities or programmes, if any, has your government, organisation or agency implemented or introduced, specifically targeting the vulnerabilities of SIDS? Please cite examples of solutions seeking vulnerability reduction.

Both the Mauritius Strategy, adopted in January 2005, and the SAMOA Pathway, adopted in December 2014, provide a basis for action in agreed priority areas for sustainable development of SIDS, including climate change, disaster risk reduction, sustainable transportation, as well as oceans and seas.

UNCTAD, as part of its work on [transport policy and legislation](#) has been working, ahead of the curve, on the implications of [climate change for maritime transportation](#), since 2008. The particular focus of this work is on impacts and adaptation needs of seaports and other coastal transport infrastructure. With an estimated 80 per cent of the volume of world trade carried by sea, international shipping and ports provide crucial linkages in closely interconnected global supply-chains and are essential for the ability of all countries to access global markets. Ports are likely to be affected directly and indirectly by climatic changes, such as rising sea levels, extreme weather events and rising temperatures, with broader implications for international trade and for the development prospects of the most vulnerable nations, in particular LDCs and SIDS.

Relevant activities by the UNCTAD secretariat include a number of **intergovernmental expert meetings** which have focused on the implications of climate change for maritime transport, highlighting in particular the need to adapt to the impacts of climate change. They include an Ad-Hoc Expert Meeting on "[Climate Change Impacts and Adaptation: A Challenge for Global Ports](#)", held in September 2011, a Joint UNECE-UNCTAD Workshop on "[Climate Change Impacts on International Transport Networks](#)", held in September 2010, and a Multi-year Expert Meeting on Transport and Trade Facilitation with a focus on "[Maritime Transport and the Climate Change Challenge](#)", held in February 2009. Full background documentation relating to these meetings is available on the relevant meetings webpages. The implications of climate change for coastal transport systems were also considered at two Expert Meetings with a focus on the transport-related challenges facing Small Island Developing States (SIDS), namely the third session of the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation, "[Small Island Developing States: Transport and Trade Logistics Challenges](#)", held on 24-26 November 2014, and the Ad Hoc Expert Meeting on "[Addressing the Transport and Trade Logistics Challenges of the Small Island Developing States](#) (SIDS): Samoa Conference and Beyond", held on 11 July 2014.

Drawing also on insights gained at the expert meetings, relevant UNCTAD work includes a **technical assistance project** on [Climate change impacts on coastal transport infrastructure in the Caribbean: enhancing the adaptive capacity of SIDS](#) (UNDA 9th tranche), which is being implemented over the period 2015-17. The aim of the project is to strengthen the capacity of policy makers, transport planners and transport infrastructure managers in SIDS to (a) understand climate change impacts on coastal transport infrastructure – in particular seaports and airports - and (b) take appropriate adaptation response measures. To this end, based on a case-study approach focusing on two vulnerable SIDS in the Caribbean region (Jamaica and St. Lucia) a transferable methodology for assessing climate-related impacts and adaptation options is being developed. The methodology will, subject to location-specific modifications, be available for use in other SIDS within the Caribbean region as well as in other geographical regions. *A Technical Expert Group Meeting on Climate change impacts and adaptation for coastal transport*

infrastructure in Caribbean SIDS was convened on 29 June-1 July 2016 in Geneva, to discuss and refine the draft case-study reports and draft methodology. Two national capacity building workshops are due to be held in Saint Lucia and Jamaica respectively in late May 2017. Relevant work has been selected as one of the case-studies included in the report of the [UN Secretary-General's High Level Advisory Board on Sustainable Transport](#) "*Mobilizing Sustainable Transport for Development*", published in October 2016.

UNCTAD's work has been cited in several chapters of the 5th Assessment Report of the IPCC WG II Report (2014), as well as in the [Climate Change Policy Framework for Jamaica \(2015\)](#). Academic publications include an [UNCTAD edited book on "Maritime Transport and the Climate Change challenge"](#), co-published in 2012 by the UN and Earthscan, and providing detailed insight on a range of the potential implications of climate change for this key sector of global trade; as well as a multidisciplinary academic paper, published in 2013 and co-authored by experts following an UNCTAD Expert Meeting. See Becker et. al, "[A Note on Climate change adaptation for seaports: A challenge for global ports, a challenge for global society](#)". *Climatic Change (2013)* doi:10.1007/s10584-013-0843-z.

Furthermore, and in accordance with its mandated work programme on Trade Logistics, UNCTAD's work also focuses on relevant economic and policy aspects of transport infrastructure and service, including in the context of SIDS. Worth noting in this respect is the growing focus on achieving economic, social and environmentally sustainable maritime transportation in SIDS. Main outputs and activities include:

1) *Research and analytical work* which results are disseminated through recurrent publications such as the annual **Review of Maritime Transport (RMT)** which is an UNCTAD flag ship report published for nearly 50 decades. Findings are also published in non-recurrent publications such as the 2014 "**Closing the Distance: Partnerships for Sustainable and Resilient Transport Systems in SIDS**" report which served as UNCTAD's substantive contribution to the SAMOA Conference.¹

2) *Consensus-building activities, including intergovernmental meetings and conferences*. Relevant examples span multiyear **expert meetings** (e.g. Multiyear Expert Meeting on "Sustainable Freight Transport", 2015), **ad hoc meetings** (e.g. Ad Hoc Expert Meeting on "Addressing the Transport and Trade Logistics Challenges of the SIDS: Samoa Conference and Beyond", 2014.), as well as **Ministerial Conferences** (e.g. transport and trade logistics side event during UNCTAD XIII in 2012 and UNCTAD XIV in 2016).

3) *Technical assistance and capacity building* with relevant initiatives by UNCTAD involving a technical assistance programme on Sustainable Freight Transport. The programme aims to build capacities and provide advisory services to developing countries to enable their shift towards sustainable freight transport. The means for such a reorientation include enabling sound transport policy measures and financing mechanisms. Project implementation is underway in both East Africa and the Caribbean regions.

5) *UNCTAD maritime statistics* which span areas such as seaborne trade, world fleet, transport costs, container port traffic and the Liner Shipping Connectivity Index (LSCI). **UNCTAD maritime statistics** are available online at <http://unctadstat.unctad.org/wds/ReportFolders/reportFolders.aspx4>

For effective delivery of technical assistance and to ensure tailored advice and greater impact at the local and regional level, UNCTAD promotes cooperation with local partners such as **the University of the South Pacific with current cooperation focusing on Sustainable Shipping and inter-island connectivity**. In this respect, a specific module entitled "Transitioning to Low Carbon Shipping – Sustainable Sea Transport Solutions for SIDS: Pacific Island Countries Case Studies" has been developed under the overall framework of the UNCTAD's project on "Building Capacities of Developing Countries to Shift Towards Sustainable

¹ The report identifies gaps and needs facing the maritime transport sector in SIDS and highlights potential response measures with a view to more sustainable and resilient maritime transport systems.
http://unctad.org/en/PublicationsLibrary/dt1t1b2014d2_en.pdf.

Freight Transport”. The module provides background information and lessons learned from the reef of experience for decision and policy makers developing strategies for SIDS, seeking to transition their sea transport to low carbon options. (<http://unctadsftportal.org/sftftoolkit/transitioningtolowcarbonshippingmodule/>).

2. To what extent has your Government mainstreamed the SAMOA Pathway and/or the SDGs into national development plans and/or programmes? Please indicate any challenges and/or opportunities.

Relevant work by UNCTAD mentioned above, contributes directly to the implementation of a number of Sustainable Development Goals and targets (e.g. 1.5, 9.1,² 9.a, 11.b, 13.1, 13.2 and 13.3, 14) as well as to the implementation of the AAAA, the SAMOA Pathway, and Paris Agreement. Such work benefits from the strong support of Member States, as evidenced by the reaffirmed UNCTAD mandate in the area of transport and trade logistics, sustainable transport, climate change resilience and adaptation and disaster risk reduction for transport infrastructure, at the UNCTAD XIV document “Nairobi Maafikiano” (TD/519/Add.2), paras. 55 (f),(k),(l). http://unctad14.org/Documents/td519add2_en.pdf

UNCTAD's research and analytical work in the field as well as relevant consensus-building activities have significantly helped to raise awareness and advance the international debate; important synergies are created through excellent inter-agency cooperation and through the establishment of a committed multidisciplinary network of experts. UNCTAD's work has been cited in several chapters of the 5th Assessment Report of the IPCC WG II Report (2014), as well as in the [Climate Change Policy Framework for Jamaica \(2015\)](#).

3. To what extent has your Organisation, integrated the Samoa Pathway and or the SDGs into co-operation frameworks, programmes and activities, to ensure effective follow-up and implementation at regional and national level?

See input in point 1 above, about the **technical assistance project** on [Climate change impacts on coastal transport infrastructure in the Caribbean: enhancing the adaptive capacity of SIDS](#) (UNDA 9th tranche).

UNCTAD has mainstreamed the SIDS perspective into its work on transport and trade logistics and across its three pillars of work, including research and analysis, technical assistance and capacity building as well as consensus building activities. UNCTAD is also cooperating with relevant institutional partners (e.g. UNEP, Commonwealth Secretariat, UNOHRLLS, etc.) as well as academia such as the International Ocean Institute (IOI) and the University of the South Pacific (e.g. in the areas of Sustainable Shipping and inter-island connectivity). In this respect, a specific module entitled “Transitioning to Low Carbon Shipping – Sustainable Sea Transport Solutions for SIDS: Pacific Island Countries Case Studies” has been developed under the overall framework of the UNCTAD’s project on “Building Capacities of Developing Countries to Shift Towards Sustainable Freight Transport”. The module provides background information and lessons learned from the reef of experience for decision and policy makers developing strategies for SIDS, seeking

² Regarding the relevance of this work for SDG target 9.1, see also *UNCTAD Development and Globalization Facts and Figures 2016*, http://stats.unctad.org/Dgff2016/prosperity/goal9/target_9_1.html.

to transition their sea transport to low carbon options. (<http://unctadsftportal.org/sftftoolkit/transitioningtolowcarbonshippingmodule/>).

4. Indicate the extent to which the issues and concerns of SIDS are given due consideration in conferences and processes organized or supported by your organization.

As mentioned above, relevant activities by the UNCTAD secretariat include a number of **intergovernmental expert meetings** which have focused on the implications of climate change for maritime transport, highlighting in particular the need to adapt to the impacts of climate change. Two of these Meetings focused in particular on the transport-related challenges facing Small Island Developing States (SIDS), namely the third session of the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation, "[Small Island Developing States: Transport and Trade Logistics Challenges](#)", held on 24-26 November 2014, and the Ad Hoc Expert Meeting on "[Addressing the Transport and Trade Logistics Challenges of the Small Island Developing States](#) (SIDS): Samoa Conference and Beyond", held on 11 July 2014. In addition, relevant UNCTAD work focused specifically on SIDS, includes a **technical assistance project** on [Climate change impacts on coastal transport infrastructure in the Caribbean: enhancing the adaptive capacity of SIDS](#), described in point 1 above.

5. In relation to the implementation of the commitments and partnerships announced at the Samoa Conference: <http://www.sids2014.org/partnerships/>

(i) indicate actions undertaken to date and their outcome(s);

UNCTAD has not been directly involved in any of the listed partnerships announced at the Samoa Conference. However, through its work, it has been supporting these partnerships, particularly those involving SIDS in the Caribbean region (Jamaica and St. Lucia). As mentioned above, through the technical project on [Climate change impacts on coastal transport infrastructure in the Caribbean: enhancing the adaptive capacity of SIDS](#), a transferable methodology for assessing climate-related impacts and adaptation options is being developed. The methodology will, subject to location-specific modifications, be available for use in other SIDS within the Caribbean region as well as for SIDS in other geographical regions.

UNCTAD research and technical assistance programme in the field of transport and trade logistics supports several of the priority area of SIDS partnership, namely oceans and seas, sustainable transport, sustainable energy, climate change, etc.

(ii) indicate what partnerships have been contemplated or have been initiated; and,

Technical assistance project on [Climate change impacts on coastal transport infrastructure in the Caribbean: enhancing the adaptive capacity of SIDS](#) (UNDA 9th tranche) (2015-17).

UNCTAD has mainstreamed the SIDS perspective into its work on transport and trade logistics and across its three pillars of work, including research and analysis, technical assistance and capacity building as well as consensus building activities. UNCTAD is also cooperating with relevant institutional partners (e.g. UNEP, Commonwealth Secretariat, UNOHRRLLS, etc.) as well as academia such as the International Ocean Institute (IOI) and the University of the South Pacific (e.g. in the areas of Sustainable Shipping and inter-island connectivity). In this respect, a specific module entitled “Transitioning to Low Carbon Shipping – Sustainable Sea Transport Solutions for SIDS: Pacific Island Countries Case Studies” has been developed under the overall framework of the UNCTAD’s project on “Building Capacities of Developing Countries to Shift Towards Sustainable Freight Transport”. The module provides background information and lessons learned from the reef of experience for decision and policy makers developing strategies for SIDS, seeking to transition their sea transport to low carbon options. (<http://unctadsftportal.org/sfttoolkit/transitioningtolowcarbonshippingmodule>).

- (iii) indicate whether additional partnerships have been registered on the SIDS partnership Platform.

No