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Morgane Querel

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THE INCLUSIVE TRANSITION HOW TO ENSURE THAT NO ONE IS LEFT BEHIND ?

QUEREL MORGANE – 2023

What means inclusive transition?

Climate change will have an impact on all States around the world. However, their contribution to global warming is not equal. Also, they are not equal regarding climate change impact on their country. Finally, they are not equal when it comes to their capacity to minimize and address these effects. It is the paradox of global warming: a State contributing little to environmental degradation can be heavily impacted by the repercussions, without enough resources to ensure its mitigation and adaptation and to participate to the collective response.

Hence, the Common But Differentiated Responsibilities and Respective Capabilities Principle (CBDR-RC) was adopted in 1992. Inclusive transition have to take into consideration this principles and those deriving, as non-discrimination principle, fair and equitable transition, polluter-pays principle, non-disproportionately negative impact, etc. It is specifically important for developing States, including Least Developed Countries (LDCs) and Small Island Developing States (SIDS).

Concretely, inclusive transition means integrate the specific geographic, economic and social situation of each State to ensure the preservation of Human Right and the effectiveness and safety of the transition.

How include this definition in maritime transport sector transition?

To ensure an inclusive transition in maritime transport sector, industry leaders and policymakers must understand the specific implications for each State.

Firstly, there are geographical implications. This leads to a State' dependency to maritime transport for basic necessities commodities. It is a problem regarding the increasing cost of the maritime transport which may result from the transition sector. The social impact of the resulting inflation will be disastrous. This issue concerns mainly the SIDS, but not only.

Secondly, there are technical implications. Indeed, there is a need for Research and Development (R&D) to product new technologies in order to allow maritime transport sector transition and climate change adaptation and mitigation. Furthermore, there is a need to build new or to adapt existing infrastructures. This involves economic and human resources, but also a suitable territory. All States do not meet these conditions. This issue concerns mainly developing States.

Third, there are economic implications. These follow on from the two previous implications identified and generate social impact for State' concerned residents. Once again, this issue concerns mainly developing States.

As identified, implications of maritime transport sector transition concern principally developing States, which have contributed the least to global warning. Industry leaders and policymakers must consider these factors to enable an inclusive transition; a fair and equitable transition.

Which measures to conduct an inclusive transition in maritime transport sector?

There are many measures that industry leaders and policymakers can undertake to integrate these considerations into the maritime transport sector transition in order to ensure that it will be inclusive.

To begin, many studies exist on the opportunities that maritime transport sector transition represents for developing States. They largely focus on green fuels production and distribution. Many other specific studies need to be undertaken for each developing State to identify their own opportunities. These studies should also identify their specific needs. Finally, they can identify the most appropriate technology for a State regarding its specificities and opportunities. For example, wind propulsion technologies could be interesting technologies for many LDCs and SIDS in terms of its conditions to be use.

When they are identified, national policymakers have to take regulations to seize – or to encourage industries leaders to seize – these opportunities. It means promote the opportunities, in and outside of the country, facilitate the administrative process, assure the protection of the workers, ensure the respect of the environment, and disburse economic resources or request finance assistance. The international community have to support them into these tasks and address their needs.

Industry leaders have to seize these opportunities too, while respecting the country' characteristics, the workers and the environment.

Then, to allow developing States to have the means to seize the opportunities, and to ensure climate change adaptation and mitigation, industry leaders and policymakers must collaborate with them.

This cooperation concerns the R&D. It should permit the financing of R&D to develop safe green technologies on specific topics relevant for developing States. In addition, it should permit the transfer and implementation of the most suitable technologies for a State.

Moreover, this cooperation concerns the knowledge and the prevention of climate change. This means that international community should work on e-learning and training on specific topics relevant for developing States. It should be

accessible for all the workers and adapted to their specificities.

How to finance the inclusive transition of maritime transport sector?

All these measures will have a cost for developing States and the international community. A way to finance it is the use of the revenues from a market-based-measures.

In fact, States, through the International Maritime Organization, are actually discussing the adoption of a basket of measures, including both technical and economical elements. It will generate revenues. As proposed by many countries during the negotiations and as recommended by the World Bank, a part of these revenues should be used to finance the transition and climate change adaptation and mitigation in developing States.

This means finance the studies on the opportunities and needs, the exploitation of these opportunities, the R&D, the technology and knowledge transfer, the technologies implementation, the adaptation of existing or building new infrastructures, and the training of workers. Another part of these revenues should be used to address the disproportionately negative impacts caused by the basket of measures.

To ensure that no one is left behind, a list of the concerned States, with their particular needs and opportunities, should be established.

Without this funding, it will be complicated to take the necessary measures identified to integrate the specific geographic, economic and social situation of each State, and to ensure the preservation of Human Right and the effectiveness and safety of the maritime transport sector transition.

Consequently, an inclusive transition is relied to the adoption of a market-based measures and a proper use of its revenues as soon as possible.