Main Submitter: Brazil

Co-Submitter: Peru, Indonesia

Signatories: Argentina, Bangladesh, Cambodia, Canada, Central African Republic, Cuba, Ethiopia, Ethiopia, Fiji, Iran, Italy, Japan, Kenya, Morocco, Mozambique, Namibia, Nigeria, Philippines, Portugal, Russian Federation, Singapore, Taiwan, Thailand,

Topic: Addressing the global economic impact of climate change on developing nations and their ability to compete in the maritime trade route

ECONOMIC AND FINANCIAL AFFAIRS COUNCIL,

Recognizing the rapid evolution of emerging technologies and shifting climate change and/or rising sea level dynamics, which drastically impacts feasibility of global maritime trade,

Encouraging environmental and sustainable efforts, like those that include carbon pricing, ship emission monitoring, and research of affordable Biodiesel, by complying with the MARPOL Convention,

Reaffirming the importance of previous conventions and frameworks, such as UNCLOS, and instruments from International Maritime Organization — SOLAS and MARPOL,

Recalling the SDG's 8, 9, 14, 16 and 17 and contributing to more predictable, resilient and inclusive maritime trade,

Increasing global awareness regarding the ongoing climate and global warming issues, caused by many United Nations delegations throughout their socio-economic journeys,

Emphasizing the collective need for sustainable global maritime trade, as maritime trade is internationally beneficial and needs to be safeguarded in the long run,

1. *Supports* accelerated technological advancements such as the integration of adaptive propulsion technologies across the global commercial fleet to prevent supply chain paralysis during geopolitical energy crises, specifically by:
    a. Standardizing the use of dual-fuel marine engines capable of switching between:
        i. Traditional fuels,
        ii. Liquefied natural gas(LNG),
        iii. Green methanol, and ammonia,
        iv. Biodeisel,

b. Requesting international sharing frameworks to lower the costs of these engines for developing nations,
c. stating a timeframe goal to be able to obtain and use 100% HVO100 biofuel by the end of the year 2050;

2. *Encourages* modernizing environmental needs by:
    a. Proposing the system of port filters, and local government operated workers that check the emission levels of ships,
    b. Calls upon member states to implement measures regarding incorporation of recyclable materials in cargo ships infrastructure:
        i. Urges all new ships after 2030 to utilize certified recycled plastic from landfills,
        ii. Develop global certification protocols in coordination with the international maritime organization to verify origin and quality of recycled goods to ensure structural safety,
        iii. Request the IMO marine environment protection committee to review and adjust recycled material based on market availability and tech advancements,
    c. Encourages partnerships and research collaboration to increase innovation in zero-emission shipping technologies:
        i. Supporting funding programs for pilot projects that test sustainable maritime technologies, most importantly in developing lesser developed, coastal states,
        ii. Encouraging technology-sharing and training programs through partnerships with the United Nations Development Programme to ensure the active growth of access to green shipping capabilities,
    d. Endorses compliance with the MARPOL Convention and support for coastal communities strengthen the green economy initiatives,
    e. Pushing for collective funding of affordable Biodiesel for commercial maritime use in order to:
        i. Attain affordable biodiesel technology internationally,
        ii. Implement biodiesel into commercial commerce vessels by at least 75% globally by 2040,
        iii. Incorporate financial incentives for private commercial companies;

3. *Moves* for a new subcommittee of ECOSOC, titled: “The International Maritime Economic Committee” (IMEC) which will:
    a. Meet yearly until 2035,
    b. Meet once every 2 years, or upon need, starting 2037,
    c. Address the state of maritime economic activities including:

i. Green fuel sources such as biodiesel,
ii. Climate change and its effects on the global maritime economy,
iii. Other responsibilities which are to be addressed and/or added/removed to the agreement of the committee;

4. *Accepts* funding from:
    a. Funds from organizations such as but not limited to:
        i. The Green Climate Fund (GCF),
        ii. These additional funds will be distributed as seen fit by the United Nations and other organizations,
    b. Pushing for taxes that will contribute to funding the resolution:
        i. 0.001% of all United Nations members' yearly GDP,
    c. Requests periodic reporting to ECOSOC with the aim to monitor and register the efficiency of the measures implemented,
    d. Evaluation reports conducted by the IMO;

5. *Encourages* the negotiation of Port Continuity Agreements, through which participating coastal states provide one another with temporary access to alternative maritime infrastructure during severe weather disruptions, by:
    a. Identifying partner ports exposed to different disaster risks and agreeing in advance on emergency berthing, storage and cargo-handling arrangements,
    b. Establishing simplified customs procedures for diverted cargo, including safeguards against duplicate import duties when goods remain in transit,
    c. Publishing emergency handling rates and reimbursement arrangements before disasters occur, reducing uncertainty for exporters and shipping companies,
    d. Conducting annual diversion exercises to verify that alternative ports and connecting transport routes can accommodate the agreed cargo volume;

6. *Recommends* the development of Maritime Trade Continuity Insurance through existing regional disaster-insurance mechanisms, supported by development partners and participating states, which would:
    a. Provide predetermined initial payments when independently verified thresholds, such as flood levels or severe weather-related port closures, are reached,
    b. Target initial disbursement within ten working days of trigger verification, financing emergency transport, temporary storage and essential port repairs,
    c. Subsidize premiums for countries with high maritime dependence and limited fiscal capacity, using voluntary donor contributions,
    d. Maintain a separately funded contingency reserve for serious losses that fall outside the automatic payout thresholds;

7. *Encourages* small and geographically isolated economies to establish voluntary joint shipping procurement arrangements, with technical support from UN Trade and Development, by:
    a. Combining verified cargo demand from participating exporters and importers to negotiate more reliable shipping services,
    b. Competitively tendering essential routes that remain commercially underserved, selecting qualified operators requesting the lowest subsidy for an agreed service standard,
    c. Requiring supported operators to publish freight ceilings, maintain minimum sailing frequencies and accept proportionate financial penalties for avoidable service failures,
    d. Limiting operating subsidies to renewable periods of three years, with renewal dependent on continuing need, service quality and independent assessment.