ECOFIN Resolution from Morocco

Committee: Economic and Financial Committee (ECOFIN)
Topic: Addressing the Global Economic Impact of Climate Change on Developing Nations and Their Ability to Compete in Maritime Trade Routes
Main Submitter: Kingdom of Morocco
Signatories: Greece (Henri), Norway, DPRK, Turkey, Nigeria, Australia, the Philippines, India, Suriname, United Kingdom, Libya, Dominica, Guyana, Russia, Peru, and Brazil.

The Economic and Financial Committee,

Recalling the United Nations Charter and the 2030 Agenda for Sustainable Development, particularly Sustainable Development Goals 9 (Industry, Innovation and Infrastructure), 13 (Climate Action), 14 (Life Below Water), and 17 (Partnerships for the Goals),

Reaffirming the Paris Agreement, particularly its provisions on climate finance, adaptation, and international cooperation,

Recognizing the Sendai Framework for Disaster Risk Reduction 2015–2030 and its emphasis on reducing disaster risks and strengthening the resilience of critical infrastructure,

Acknowledging the importance of maritime trade, ports, and shipping routes to economic development, employment, food security, and international supply chains,

Deeply concerned by the increasing risks posed by rising sea levels, coastal erosion, flooding, and extreme weather to port infrastructure and maritime trade in developing countries,

Noting with concern the financial, technological, and institutional barriers faced by developing countries, particularly Least Developed Countries (LDCs) and Small Island Developing States (SIDS), in adapting their maritime infrastructure to meet the demands of global warming,

Recognizing the existing work of the United Nations Conference on Trade and Development (UNCTAD), the Green Climate Fund (GCF), the Adaptation Fund, and other relevant institutions in supporting climate resilience and sustainable development,

Emphasizing that climate adaptation financing should prioritize the needs of developing countries, including grant-based financing where appropriate, and avoid contributing to unsustainable debt,

Stressing the importance of national sovereignty, voluntary cooperation, regional partnerships, and the use of existing international frameworks to ensure effective implementation,

1. **Encourages** Member States, particularly developing countries with climate-vulnerable ports, to conduct voluntary climate-risk assessments of critical maritime infrastructure,

using existing UNCTAD guidance and national expertise, including assessments of:

a. Sea-level rise, coastal flooding, and storm surges,

b. Coastal erosion and damage to port facilities,

c. Extreme weather-related interruptions to shipping, cargo handling, and transport connections,

d. Potential economic losses, including impacts on jobs, trade costs, and essential goods,

2. **Calls upon** international financial institutions, climate-finance mechanisms, and willing development partners to improve developing countries' access to climate-adaptation financing through:

   a. Prioritizing grants and concessional financing for vulnerable countries where appropriate,

   b. Simplifying application procedures and providing technical assistance to prepare eligible projects,

   c. Supporting the use of existing mechanisms, including the Green Climate Fund and Adaptation Fund, in accordance with their mandates and eligibility criteria,

   d. Providing transparent information on funding eligibility, application processes, and project requirements,

3. **Recommends** that interested Member States and port authorities develop voluntary, country-led port-resilience plans based on their national priorities, which may include:

   a. Upgrading drainage systems, flood barriers, and critical port infrastructure,

   b. Establishing early-warning systems and emergency response procedures,

   c. Restoring mangroves, wetlands, and other natural coastal protections where environmentally appropriate,

   d. Protecting essential port services, electricity, communications, and transport connections during extreme weather,

4. **Supports** capacity-building and technology-sharing partnerships, particularly for developing countries, through:

   a. Training programs for port authorities, customs officials, engineers, and maritime workers,

   b. Technical exchanges between developed and developing countries and between developing countries,

   c. Partnerships involving governments, universities, port authorities, and relevant international organizations,

   d. Sharing affordable and locally adaptable technologies, technical expertise, and best practices,

5. **Encourages** regional cooperation to reduce disruptions to maritime trade and strengthen supply-chain continuity by:
    a. Voluntarily sharing information regarding extreme-weather risks, port closures, and shipping delays,
    b. Coordinating emergency preparedness and response plans between neighboring port authorities,
    c. Identifying alternative ports, transport corridors, and logistical arrangements where feasible,
    d. Promoting cooperation through existing regional organizations and trade agreements, while respecting national sovereignty;

6. **Promotes** accessible and efficient digital trade systems to reduce delays and strengthen port competitiveness, in line with the WTO Trade Facilitation Agreement and relevant international maritime standards, through:
    a. The development or improvement of electronic customs documentation and single-window systems,
    b. Digital cargo tracking and transparent information on port procedures,
    c. Secure and interoperable information-sharing between customs authorities, port operators, and relevant trade stakeholders,
    d. Technical assistance and affordable digital infrastructure for countries facing capacity constraints;

7. **Invites** responsible public-private partnerships for climate-resilient port infrastructure, provided that such partnerships:
    a. **Ensure** transparent procurement, project costs, and contractual conditions,
    b. **Respect** national laws, environmental standards, and community interests,
    c. **Promote** fair risk-sharing between governments and private investors,
    d. **Avoid** excessive financial burdens, unsustainable debt, and the exclusion of smaller developing economies from essential port services;

8. **Requests** UNCTAD, within its existing mandate and available resources, to continue providing research, technical guidance, and capacity-building on climate-resilient maritime transport, including:
    a. Sharing existing port-risk assessment tools, case studies, and practical recommendations,
    b. Supporting developing countries in identifying adaptation priorities and preparing viable projects,

c. Facilitating knowledge exchange on climate adaptation, maritime trade facilitation, and supply-chain resilience;

9. **Encourages** voluntary knowledge-sharing among Member States, regional organizations, and relevant stakeholders regarding successful adaptation measures, challenges, and lessons learned, through existing UN and regional platforms, without creating additional reporting burdens;

10. **Affirms** that the implementation of the present resolution shall remain voluntary, nationally determined, consistent with Member States' existing international obligations, and carried out through existing institutions and mechanisms without establishing new UN bodies or imposing unfunded mandates.