

**FORUM:** Environmental Sub-commission 1

**QUESTION OF:** Making transport greener through new technologies.

**SUBMITTED BY:** Uruguay

**CO-SUBMITTERS:** Moldova, United Arab Emirates, Georgia, Japan, Andorra, Plurinational State of Bolivia, Maldives, Antigua and Barbuda, Latvia, Lithuania, Chad, Namibia, Angola, Australia, Senegal, Venezuela, Moldova, Botswana, Oman, Belarus, Hungary

THE ENVIRONMENTAL COMMISSION,

*Acknowledging* that since 1950, the amount of carbon dioxide in the atmosphere has risen from 300 to 410 particles per million;

*Noting* that approximately 17.5 percent of all greenhouse gas emissions originate from transportation;

*Understanding* the need to obey and implement the 2015 climate accord to limit the net global temperature increase to 1.5 degrees Celsius compared to pre-industrial levels;

*Calling to mind* the severe increase of CO emissions derived from energy use, causing an increase in temperature worldwide;

*Confident* that if solutions are not found, a rise of 70% in carbon dioxide emissions from transport are to take place between 2010 and 2050;

*Realizing* that the emissions from vehicles include greenhouse gases such as Carbon Dioxide, Ozone, Nitrous Oxide, Methane, and other gases harmful to Earth and its inhabitants;

*Bearing in mind* that transportation options such as electric vehicles release 50 percent fewer emissions than diesel-fueled vehicles;

*Alarmed at the fact* that electric vehicles can cost up to five times more than their regular non-electric counterparts;

*Aware of* the possible inconvenience posed by new technologies, such as long charging times and decreased range compared to fossil fuel-based modes of transport;

*Emphasizing* that new technologies can only get better with time, funding, and international cooperation;

*Keeping in mind* the Paris Process on Mobility and Climate which was launched in order to specifically to raise the profile of sustainable mobility ahead of the 2015 United Nations Climate Change Conference where the Paris climate agreement was written;

1. Encourages the creation of the organization named the “United Nations Organization for Environmentally Friendly Transport” or (UNOEFT), this organization would be in charge of working to implement this resolution;
  - a) The UNOEFT would work in conjunction with the United Nations Capital Development Fund,
  - b) The UNOEFT would be responsible for working with all member nations to implement this resolution,
  - c) The UNOEFT would work alongside LEDCs to assist infrastructural changes by:
    - i. providing technical assistance
    - ii. facilitating knowledge-sharing between member states,
    - iii. analysing existing infrastructure and developing suitable solutions for each state;

2. Suggests that major cities attempt to expand public transportation to reduce the need for personal vehicle use, funded by the United Nations Capital Development Fund (UNCDF) through the means of, but not limited to;
  - a) Such as increasing the capacity and outreach of current systems of transportation, including but not limited to;
    - i. Metro lines;
    - ii. Light rail (trams);
    - iii. Buses and trolleybuses;
    - iv. Intercity trains;
    - v. Bikes, electric or manual;
  - b) Further suggests that standard gauge, direct current track is adopted as a worldwide standard to further streamline railway transport globally;
    - i. The value of the electric current used may still be decided by the nations in order to accommodate their needs;
    - ii. Current conversion kits may be utilized by international trains;
  - c) Further suggests for the installation and upgrading of rail track to at least medium speed track, capable of speeds of up to 160km/h (100mp/h) in order to make rail transport more rapid and efficient;
3. Strongly advocates the expansion of electrified public rail transport, and the conversion of already existing infrastructure, through the means of, but not limited to;
  - a) The electrification of ground transport including but not limited to;
    - i. The electrification of rail lines, replacing railway sectors where only diesel locomotives operate;
    - ii. The use of electric and/or hybrid buses;
  - b) The expansion of existing forms of electrical transport, including but not limited to;
    - i. Expanding of underground subway lines;
    - ii. Expanding of existing railway lines, and their subsequent integration into intercity, regional and international railway systems alike;
4. Requests that all member nations attempt to make air travel, and aircraft, in general, more environmentally friendly, through the means of, but not limited to;
  - a) Requiring all new aircraft produced in the country to be equipped with winglets or similar;
  - b) Supporting research into making air travel more efficient, including but not limited to;
    - i. Researching into more fuel-efficient engines;
    - ii. Researching into reducing aircraft weight through carbon fiber implementation;
    - iii. Researching into electric airplanes;
    - iv. Researching into solar airplanes;
    - v. Researching into more efficient designs, such as the Flying-V concept;
5. Asks that all member nations attempt to make sea travel, and all types of boats, in general, more environmentally friendly, through the means of, but not limited to;
  - a) Increasing funding towards research on creating environmentally-friendly small seafaring vessels;
  - b) Increasing further funding towards research on creating environmentally-friendly large seafaring vessels;
6. Further Asks that all member nations attempt to make land travel, and all types of land vehicles, in general, more environmentally friendly, through the means of, but not limited to;
  - a) Increasing funding towards research on creating environmentally friendly private transportation vehicles
  - b) Increasing funding towards research on creating environmentally friendly public transportation vehicles

7. Requests that member nations, in conjunction with the UNOEFT reduce incentives for the population to use petrol and diesel-based cars through the means of, but not limited to;
  - a) Taxing:
    - i. Fossil fuel based vehicles;
    - ii. Petrol and diesel in high-income areas;
    - iii. Multi-car ownership, with the exception of purely electric vehicles;
  - b) Encouraging the populace to purchase electric or hybrid cars:
    - i. Subsidies on insurance for these cars,
    - ii. Discounts on public parking spaces;
    - iii. Reduction in automobile and registration tax
    - iv. Using fuel taxes as an Eco tax to discourage diesel/petrol cars
  - c) Increase access to electric charging ports for electric cars, funded in part or in whole by the UNOEFT if requested by the host country;
  - d) Require that cars used in car-sharing programs like Uber or Lyft be electric or hybrid;
  - e) Economically incentivize those who use eco-friendly vehicles through discounted payment at toll stations;
8. Suggests member nations introduce or strengthen public bicycle programs through the means of, but not limited to;
  - a) Integrating bikes into the transport plan by considering bike station locations to the same conditions as other public transport infrastructure;
  - b) Designing new roads with established separated cycle lanes;
  - c) Marketing the introduction of bicycles as an alternative to not only cars but other forms of public transport;
9. Further asks for the creation of advertising campaigns which promote green transportation and inform people of the negative impact regular transportation has on the environment as well as the positive impact of environmentally friendly transport;
  - a) These campaigns could reach people through means such as, but not limited to, as news articles, television ads, internet advertisements, eco-friendly posters, social media campaigns;
  - b) These could be strategically placed in places such as in front of car dealerships;
10. Reminds member nations that transportation is only as green as the energy source on which it runs, therefore it is suggested that;
  - a) Member nations invest in eco-friendly forms of electricity production including but not limited to;
    - i. Solar energy;
    - ii. Hydropower;
    - iii. Wind-generated energy;
    - iv. Biomass combustion;
    - v. Nuclear energy;
  - b) Suggests that all member nations should be free to decide what renewable energy source, or which combination of them to pursue based on factors such as;
    - i. Climate;
    - ii. Geographical location;
    - iii. Existing infrastructure;
    - iv. Amount of funds available,
  - c) Aims to ensure the safe management of nuclear power through:
    - i. Developing new generation-reactor technologies to provide safety and nonproliferation,
    - ii. Regularly checking the cooling mechanisms in nuclear power plants,
    - iii. Continuing the research and development of the disposal of nuclear waste, in order to ensure safety,

11. Strongly believes that a streamlining of global emission controls for motor vehicles is crucial to tackling emissions produced by road-based traffic;
  - a) The vehicles which would have to meet these standards include but are not limited to;
    - i. Personal motor vehicles;
    - ii. Trucks, heavy and light;
  - b) Suggests that the existing EU emission classification matrix is adopted worldwide, with member states having the liberty to make this matrix more applicable;
  - c) Under this standard, all vehicles in the exhaust EURO 2 class or lower would be phased out by 2025, or longer should a member nation require it,
12. Urges countries to create bilateral and multilateral agreements between countries in order to sufficiently work together in developing greener transportation;
13. Invites the UNOEFT alongside member nations to work with large companies and corporations in order to convince them to use greener modes of transportation, such as electric trucks and shipping tankers;
14. Calls upon the UNOEFT to work with member nations to allocate funds and grants to researchers and companies which have created new ways to make the transportation sector greener, in order to bring these innovations to the mainstream market;
15. Requests member nations to create more infrastructure to cater for electric vehicles through the means of, but not limited to;
  - a) Working with the UNOEFT to find a suitable area to place vehicle charging stations,
  - b) Working with the UNOEFT to train specialized electric car mechanics;
16. Encourages member nations to work alongside the UNOEFT to encourage car companies to develop more environmentally friendly vehicles and less fossil fuel based vehicles through means such as but not limited to:
  - a) Economic incentivization such as tax breaks;
  - b) Government subsidies in research and development.