

**FORUM:** SDC1

**QUESTION OF:** Promoting the use of bicycles as a means of fighting air pollution

**SUBMITTED BY:** Uruguay

**CO-SUBMITTERS:** The Netherlands, Thailand, Morocco, Montenegro, Latvia, Cambodia, Germany, UNECE, Brazil, Greece, Canada, Andorra, Indonesia, South Africa, Switzerland, Dominican Republic, Ethiopia, Lithuania, Eritrea

THE SUSTAINABLE DEVELOPMENT COMMISSION I,

*Noting* that transportation contributed 14% of all global emissions this past year,

*Further noting* how the continual increase of greenhouse gasses in our atmosphere has caused 9 out of every 10 people to consequently breath polluted air, resulting in 7 million deaths yearly,

*Acknowledging* both the importance and danger of the climate crisis,

*Recognizing* that not only do bicycles create no carbon emissions, but they also promote activity and exercise,

*Recalling* the importance of the United Nations Sustainable Development Goals, especially Goal 3, which hopes to “Ensure healthy lives and promote well-being for all at all ages”,

*Further recognizes* that pollution by automotive methods accounts for 75% of all air pollution,

*Further acknowledges* two classifications of bicycles, namely mountain and city pattern bicycles, capable of supporting 130 kilograms of weight in total and 90 kilograms through the seat and handlebars,

*Stressing* the need to allocate funding to improve infrastructure that supports a societal shift to cycling, aimed at minimizing the impacts of the growth in urban populations across the globe and proving infrastructure for bicycles as a means to manage rapid urbanization among residents,

*Fully aware* that by 2050 the urban population growth is predicted to add 2.5 billion people to the world’s cities, with nearly 90% increase in population in Asia and Africa;

1. Encourages the development of the Automotive Restriction Advertisement Agency (ARAA), by December 31st of 2020, which would create an intensive global advertising campaign:
  - a) in association with:
    - i. governments looking to switch to renewable forms of energy, thereby giving them time and a sufficient decrease in energy use to make the switch
    - ii. international firms focused on environmental work or upcycling/recycling
    - iii. further encouraging the adoption of ARAA ‘basis laws’ by all member nations, which include stabilization of national deforestation rates to below or at 1% annual deforestation and 100% reforestation of deforested areas
  - b) which would assist all member nations to emphasize passive carbon footprint reduction methods, through advertising campaigns, with the potential to
    - i. promote electric or clean vehicles, so as to decrease the individual output for every person
    - ii. promote public transport to reduce the number of cars in use, and therefore the total amount of carbon that is released into the air;
2. Encourages the adoption of bicycles in developing regions by:
  - a) directing members of the Sustainable Development Commission to use their economic policies to aid the promotion of bicycle use by the year 2025, through:

- i. subsidizing bicycle manufacturing processes
      - ii. directly providing bicycles throughout cities with high population densities
      - iii. taxing the purchase of cars that use petroleum fuel as an energy source
    - b) encouraging bicycle manufacturing in developing regions, with the intention of both stimulating the local economies while increasing the availability of bicycles to the local population by:
      - i. subsidizing bicycle production with a minimal or nonexistent net environmental impact for a period of 20 years, with the potential for renewal every 5 years, in regions defined as targets for development by the United Nations Sustainable Development Sub-Commission
      - ii. suggesting the allocation of funds to LEDCs which experience the highest rates of air pollution to increase the manufacturing of affordable models of bicycles along with the spare parts in order to lower the price of repair;
    - c) hastening the adoption of electric bicycle technology in developed regions as an alternative to motor vehicles or public transportation by encouraging:
      - i. United Nations' members to offer tax incentives to citizens who purchase and operate these bicycles
      - ii. the same nations to waive duties, tariffs, or other import-based levies on electric bicycles
      - iii. the same nations to offer point-of-sale subsidies, offered as a percentage of the purchase price of the bicycle, either through a tax refund or directly providing payment for a portion of the bicycle through a payment to a verified bicycle purchaser upon or after their purchase
      - iv. the same nations to implement a "second-car" tax to be levied on the second carbon-propelled vehicle owned by any one family, incentivizing families to own a single car and use bicycles in a supplemental role where more than one vehicle is appropriate;
3. Calls for the creation of the United Nations Programme for Bicycle Use (UNPBU), comprised of all willing nations, to work with any nation, as well as relevant international organizations such as the European Union (EU), or the World Health Organization (WHO):
- a) with the purpose of promoting the use of bicycles to combat climate change using methods such as but not limited to:
    - i. creating and expanding specialized bike lanes throughout cities in that given nation
    - ii. implementing a system that allows for the rental or free use of public bicycles
    - iii. creating an incentive to use bicycles by methods such as advertisements, led by the ARAA, and education on the dangers of climate change
    - iv. any other methods with majority approval of the UNPBU;
  - b) which would organize the Fund for Bicycle Promotion (FBP), to collect a mandatory donation of 0.01% Gross Domestic Product (GDP) of all member nations of the UNPBU, to be provided to member nations for, but not limited to:
    - i. bicycle infrastructure and sharing schemes
    - ii. advertising to promote the use of bicycles;
4. Endorses the universal implementation of public biking stations, through the UNPBU, using the research done by Intelligent Energy Europe (IEE) and their publication: "Optimizing Bike Sharing in European Cities" (OBIS), which outlines policy recommendations such as the development of funding instruments or the creation of a bicycle-sharing platform, current public bicycle schemes in Europe, and recommendations on the planning, implementation, and optimization of public bicycle schemes;
5. Promotes the development of new bicycle technologies via the creation of 5 open competitions for funding:

- a) the introduction of technology to make bicycles easier to propel and operate for the rider without the use of fossil fuels, with an eye toward the inexpensive implementation of electric propulsion into the bicycle platform
  - b) the creation and implementation (either through direct or licensed production) of cheaper methods of bicycle production without compromising upon the function or quality standards of the bicycle as laid out in clause 1
  - c) the improvement of the quality of the produced bicycles and/or their components to reduce the need for maintenance in remote operating environments without compromising upon the standards laid out in clause 1
  - d) the improvement of bicycle design, through the integration of high-speed electric technology and a greater cargo carrying capacity
  - e) the creation, production, and implementation of new methods of bicycle storage, both in the home and in the workplace, to encourage a bicycle-based commute;
6. Urges that nations spread awareness on the importance of bicycling as a means of primary transportation, in order for this method to become more prevalent in our society, by:
- a) encouraging nations to spread awareness on the importance of bicycling as a form of their primary mobility through
    - i. common media outlets
    - ii. working in association with firms related to the industry in each nation
  - b) implementing grass-roots programs focused on educating low-income earners, and unemployed people on how bicycling can offer a form of increased primary method of transportation at a low cost, and offer this transportation option to them.
7. Emphasizes the importance of improving bike safety to encourage bicycle use by:
- a) organizing a Global Pedestrian and Bike Safety Forum of security organizations from around the world to research, establish, and disseminate best practices for biker and pedestrian safety and security,
  - b) funding bike lanes, sidewalks, street lights, and other pertinent bike and pedestrian infrastructure
  - c) including helmets at all UN-funded bicycle renting stations under the UNPBU,
  - d) encouraging police around the world to be trained for any potential bike and pedestrian related incidents, such as crashes, bike theft, and sexual assault.