

3-7 April 2022

Documentation of the Work of the United Nations Human Settlements Programme (UN-Habitat) NMUN Simulation*



Conference A

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United Nations Human Settlement Programme (UN-Habitat)

Committee Staff

Director
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Chair

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Agenda

- I. Sustainable Transportation for Better Air Quality in Urban Areas
- II. Mitigating the Spread of Diseases in Urban Areas During Health Crises

Resolutions adopted by the Committee

CODE	TOPIC	VOTE (FOR-AGAINST-ABSTAIN)
1/1	Sustainable Transportation for Better Air Quality in Urban Areas	Adopted by consensus
1/2	Sustainable Transportation for Better Air Quality in Urban Areas	Adopted by consensus
2/1	Mitigating the Spread of Diseases in Urban Areas During Health Crises	18 votes in favor, 13 votes against, 11 abstentions

Summary Report

The United Nations Human Settlement Programme held its annual session to consider the following agenda items:

- I. Sustainable Transportation for Better Air Quality in Urban Areas
- II. Mitigating the Spread of Diseases in Urban Areas During Health Crises

The session was attended by representatives of 38 Member States;

On Sunday, the agenda was adopted in the following order: I and II. On Monday, delegates discussed different strategies for better air quality, such as creating an initiative for sustainable transportation, financing the development of sustainable transport infrastructure, and enabling ways to replace motorized vehicles. By Tuesday, 4 proposals were received by the Dais. Diplomacy and collaboration drove the atmosphere of the committee during sessions.

By Wednesday, two proposals were accepted as draft resolutions by the Dais. These were adopted by consensus in the committee. Subsequently the committee moved to the second topic "Mitigating the Spread of Diseases in Urban Areas During Health Crises". Delegates focused on the importance of immediate action based on the experiences with the COVID-19 pandemic, such as an urgent need for easy accessible sanitation measures in public spaces. One proposal was submitted to the Dais and was approved as draft resolution. The resolution was adopted by the committee. Overall, the committee worked in an inclusive and collaborative way.



Code: 1/1

Committee: United Nations Human Settlements Programme

Topic: Sustainable Transportation for Better Air Quality in Urban Areas

The United Nations Human Settlements Programme,

Affirming the United Nations (UN) Sustainable Development Goal (SDG) 11 and target 11.2 as well as SDG 3 and target 3.6, where sustainable transportation is recognized as necessary to create inclusive, safe, resilient, and sustainable cities and communities as well as safe and accessible road infrastructure as a keystone for the implementation of sustainable transport options,

Recalling the achievements of multilateralism and cooperation in the 2015 General Assembly resolution 70/1 on “Transforming the World: The 2030 Agenda for Sustainable Development” and the 2016 General Assembly resolution 71/256 on “The New Urban Agenda” that emphasize the importance of the implementation of sustainable transport and leaving no Member State behind,

Emphasizing the importance of the deep need for equitable and fair access to investment and funding to implement sustainable transportation in developing countries as demand for passenger and freight transportation activity is predicted roughly to double from 2005-2050 as stated in the UN Environmental Programme (UNEP) *Sustainable Transport and Air Pollution* factsheet,

Bearing in mind General Assembly resolution S-19/2 on the “Programme for the Further Implementation of Agenda 21”, which highlights the importance of sustainable transports for improving urban air quality, as 99% of the world population are living in urban areas, of which only 3% of cities have air quality measures that meet the World Health Organization’s air quality guidelines, causing an estimated 4.2 million premature deaths,

Recognizing the standards observed through the Global Environment Monitoring System for Air (GEMS/Air) as the transport sector contributes to roughly one-quarter of greenhouse gas emissions according to the UNEP *Transport* factsheet,

Further recognizing the success of the 2015 Paris Process on Mobility and Climate (PPMC) as a major international advocate for sustainable transportation and the centrality of the 2015 Paris SDGs, whose parties committed to strengthening the global response to climate change by increasing adaptation and resilience,

Keeping in mind that according to the 2014 United States Environmental Protection Agency’s *Near Roadway Air Pollution and Health* factsheet, inefficient traffic flow, i.e. stop-and-go traffic, a lack of traffic safety and codified, transparent traffic law, as well as suboptimal driver’s education lead to a high death rate caused by traffic accidents, increasing carbon emissions, and worsening air quality,

Highlighting the importance of the reinforcement of local and regional partnership guided by the United Nations Human Settlement Programme’s (UN-Habitat) *Habitat Agenda Partners* to ensure that all Member States can sustain long-term actions and policies as well as striving to partner with regional organizations to gain diplomatic and financial support paying special attention to the needs of developing countries,

Inspired by the innovative partnerships and funding mechanisms for development facilitated through General Assembly resolution 313/69 on the “Addis Ababa Action Agenda (AAAA) of the Third International Conference on Financing for Development” (2015) to improve transportation sustainability, transportation effectiveness, and ensure sustainable economic growth as is Member States right under 1986 General Assembly resolution 41/128 on the “UN Declaration on the Right to Development”,

Re-emphasizing the importance of the 2006 establishment of the UN Principles for Responsible Investment and the transparency concerning the origin and use of international economic capabilities,

Aware of the efforts of the UN-Habitat Urban Electric Mobility Initiative (UEMI) that aids lower-income states’ shift to electric mobility and the corresponding immense potential of new and visionary innovations and technologies in the transport sector, especially in emission-free vehicles and electronic mobility, as seen in the 2019 *Global Electric Vehicle Outlook* report of the International Energy Agency,

Expressing its appreciation of the 2018 UNEP’s *Share the Road: Design Guidelines for Non-motorised Transport in Africa*, a guideline that aids in the prioritization of Non-motorized transportation and civilian safety,

Fully supporting access to Bus Rapid Transit Systems (BRTs) which can cut commute times by 30% and reduce air pollution by 40% in urban areas as facilitated through the Global BRTData system,

Considering that inclusive infrastructure in public spaces that recognize the diversity of people’s needs is paramount for creating urban centers that are accessible to all vulnerable communities as mentioned on the 2020 UN-Habitat report: *Addressing Systemic Barriers for Achieving Sustainable Urbanization in Emerging Economies*,

Expressing satisfaction that the *Global Fuel Economy Initiative* aims to improve the average fuel economy of vehicles by 50% by 2030,

Viewing with appreciation the work done by the European Union in establishing the Euro 4 emission standards that limits gasoline to one gram of carbon dioxide per kilometer driven and applauding the Member States that have begun distributing Euro 4 gasoline and raised fuel efficiency standards, including the Philippines, Iran, Japan, the United States, members of the European Union, and many others,

Noting with zest innovative means of promoting sustainable transportation in cities such as the UN-Habitat online classroom *Taking Sustainable Urban Mobility to the Next Level* and the UN-Habitat in the 2021 *Report on Cities and Pandemics: Towards a More Just, Green, and Healthy Future*,

1. Suggests the creation of the *World Environmental Mobility Initiative (WeMove)*, a hybrid conference held twice a year in a region chosen by the PPMC and open to UN Member States and private actors that have expertise on sustainable transport to stimulate the development of public-private partnerships which facilitate:
 - a. The gathering of approaches submitted to the WeMove Initiative by:
 - i. Having private actors and other relevant stakeholders working in the field of sustainable transport in urban areas to implement sustainable transport in a selected region;

- ii. Having the PPMC act as jury to evaluate the submitted ideas based on their compliance with the SDGs, the *New Urban Agenda*, and the AAAA;
 - iii. Providing a catalog of locally adaptable and inclusive solutions addressing regional particularities;
 - b. The assessment that will be based on the compliance with the SDGs, the *New Urban Agenda*, and AAAA to compare different innovations, supporting the decision-making of governments and regional administrations including:
 - i. The strengthening of public transportation systems;
 - ii. Ways to reduce congestion in urban areas;
 - iii. Traffic corridors that create pathways exclusive to public transportation options;
 - iv. Improve transport connections between rural and urban areas, e.g. trains;
 - c. The recommendation of integrated health and environmental considerations into transport policies by encouraging public and private parties to participate in green investment, which aims at reducing air pollutants evaluated along the guidelines provided through GEMS/Air:
 - i. Incentivizing the implementation of sustainable transport through the use of green bonds to foster green investments within the private sector;
 - ii. Introducing possible certificates to participating actors to incentivize sustainable investment;
 - d. The encouragement of public and private parties to consider and integrate the needs of people with disabilities to ensure sustainable transportation is utilized by the widest range of people possible;
 - e. The enabling of Member States to be able to implement a solution that addresses their needs with private partners that will receive additional support to their investments through the *Infrastructure Development Fund Project*, *United Nations Innovation Network*, and the *Mobility for All Initiative*;
 - f. The decision to elect the most innovative and sustainable solutions by adhering to the UN *Principles for Responsible Investments* to guarantee and establish safeguards against exploitative dynamics and corruption;
- 2. *Encourages* the formation of a UN roadmap through the Organization for Economic Co-operation and Development to offer a framework for the acquirement and leveraging of funding for Member States by bundling possible approaches of public transport and applicable investors by:
 - a. Taking advantage of funding arms for the provision of official development assistance (ODA) through organizations such as the Multilateral Investment Guarantee Agency, the Norfund, and National Climate Change Funds in Africa;

- b. Expressing its conviction in the implementation of incentives evaluated by WeMove such as BRTs, e-mobility, and Non-Motorized Transport through LDC regional governments to fund deficits in infrastructure in developing countries;
- c. Ensuring equal and fair access to economic support in an effort to guarantee equitable and sustainable economic development and to make use of already made connections by UN-Habitat and the ODA to private partners;
- d. Complying with the UN *Principles for Responsible Investments* and guarantee transparency concerning the origin and use of economic resources to guarantee a fair market process to:
 - i. Facilitate the cooperation of UN-Habitat with the World Bank to engage in the development of closer affiliation between the developing states and UN-Habitat also by encouraging the allocation of financial resources from World Bank to UN-Habitat;
 - ii. Promote cross-border investment in developing countries for trusted and skilled investors as well as partners to carry out projects in a broad range of sectors in developing member states, adhering to international performance standards;
- e. Avoiding competition in bad faith to prevent a disadvantageous undercutting of local regulations in urban areas in an effort to attract the most profitable investments of foreign investors by establishing a regulations such as a price ceiling and creating safeguards against the creation of monopolized advantages;
- f. Recruiting employees both from target countries and regions ensuring that the employees fully understand how to utilize funds to maximum capacity in order to:
 - i. Benefit closer affiliation between developing countries and UN-Habitat;
 - ii. Emphasize the efficient use of regional funding arms as links between the developing countries and UN-Habitat, all to incorporate external and internal board members to represent institutions such as Norfund in all the investment companies;

3. *Recommends* collaboration with the PPMC to select and suggest cities to implement BRTs to shorten commuting times and therefore reduce emissions based on the parameters of the current existing access to public transportation to achieve in terms of:

- a. The number of kilometers of public transportation routes per the total kilometers of road;
- b. The population and population density of urban areas;
- c. The air quality of various urban areas according to their air quality index scores;

4. *Calls for* local governments to take greater initiative in the implementation of sustainable and safer transport solutions similar to the *Transportation Master Plans* of Turkish cities which give local governments the tools and wherewithal to implement solutions tailored to their unique geographic and economic needs through solutions such as:

- a. Encouraging the promotion and increased use of BRTs due to the lack of availability in most nations, highlighted by the Global BRTData data-collection platform;
- b. In support of the UN World Bicycle Day, which is beneficial in achieving such sustainable goals, the number of non-motor vehicle lanes alongside car lanes should be increased, with the availability of bike rental stations becoming more accessible across all areas;
- c. Advocating the use of electric cars through the expansion of the accessibility of more public charging ports for their use in locations that have the infrastructure to support such expansions;
- d. Promoting initiatives that encourage people to walk instead of utilizing fuel based vehicles, such as World Walking Day and car free days, which aid the improvement of air quality;
- e. Alternating use of cars depending on even or odd numbers on license plates on the weekends, with agreements for the purchase of bus tickets for those who will not be able to use cars on the days just mentioned, like 2x1 promotions;
- f. Ensuring safer pedestrian infrastructure with continuous sidewalks to further prioritize pedestrian safety, as mentioned in the UNEP *Share the Road: Design Guidelines for Non-Motorised Transport*;
- g. Developing safe road infrastructure and the improvement and maintenance of existing roads, including the connectivity between urban and rural areas, to reduce the amount of traffic in urban areas and decrease emissions;
- h. Further connect urban areas to rural communities through the expansion of sustainable transportation options such as high speed railways and trains;

5. *Urges* Member States take extra efforts to cater urban centers to the needs of vulnerable communities by prioritizing their involvement in urban planning and design through:

- a. Creating frameworks similar to the joint UN-Habitat and independent think tank Global Challenge's program *HerCity* which promotes women in urban planning to improve the use-value, safety, and public confidence of local transport systems;
- b. Guaranteeing accessibility to all persons with disabilities by installing necessary means such as wheelchair lifts or ramps on public transportations wherever possible;

6. *Invites* the preliminary transition of public and private transport into more sustainable options such as electric, hydrogen, biofuels, and highly fuel-efficient vehicles, in order to improve air quality by:

- a. Transitioning to vehicles with higher fuel standards through the actions and research carrying out by the Global Fuel Economy Initiative;
- b. Promoting the transition to zero-emission vehicles (both private and public) in cities that have the infrastructure to support that through creating a region specific tool kit as guided by UEMI and the *WeMove* Initiative for governmental use on the implementation and maintenance of electric vehicle infrastructure while taking into consideration geographic conditions and traffic trends;

- c. Creating interconnection between short routes where possible commuting airplanes into high speed trains (such as Hyperloop trains);
- d. Monitoring of the number of carbonized and electric vehicles:
 - i. Willing Member States are encouraged to collect data concerning private vehicles through their National Department of Motor Vehicles on a biannual basis and submit reports to the International Renewable Energy Agency;
 - ii. Reports should be submitted at the beginning of third year;
 - iii. Willing Member States are also encouraged to create a unique database to include information about the different public transport agencies to monitor the number of sustainable vehicles in the public sector;
- e. Raising standards applicable to making motor vehicles more sustainable through incentivizing Member States for raising national standards for both the fuel efficiency of vehicles and fuel standards, in line with the *Global Fuel Economy Initiative* and Euro 4;
- f. Further promoting car sharing apps like *Zipcar* and *Enjoy* to be used for individuals to drive within cities in exchange for a rental fee, in partnership with city leadership to purchase sustainable cars, with monetary aid drawn from voluntary funding from Member States for cities that require monetary assistance;

7. *Further invites* Member States to consider the electrification of modes of transportation according to their urban areas' specific needs through the adoption of innovative policy programs, based on successful already existing programs that offer market-driven policies such as the Chinese *Ten Cities, Thousand Vehicles* program;

8. *Expresses its hope* for UN-Habitat to develop and expand innovative initiatives across regions and Member States, modeled in a similar manner to the Egyptian Information Technology Industry Development Agency's *Zeus Project*, which seeks to electrify pre-existing transportation systems to make them more environmentally clean by training local mechanics;

9. *Calls upon* Member States to create their own national online training workshop for sustainable transportation information in order to cater to the geographic needs of individual Member States, similar to the previous UN-Habitat programs such as *Open Sustainable Urban Mobility Classroom* which aims to provide information about multimodal integration, policy and financing instruments, low-carbon mobility solutions, data, and smart mobility, from academic institutions, national transportation authorities, and international online databases;

10. *Supports* Member States to limit private transportation by implementing available services or creating new ones, as endorsed by UN-Habitat in the 2021 *Report on Cities and Pandemics: Towards a More Just, Green, and Healthy Future* by:

- a. Taking advantage of preexisting partnerships as well as developing partnerships between UN-Habitat and non-governmental organizations;
- b. Protecting the environment and reducing the unnecessary resources waste, the Member States supports salvaging the existing abandoned or vacant buildings by replacing them

with useful community services (offering workplace, offices, health structures, educational sites) by promoting upward construction rather than horizontal extension;

- c. Creating a database, supported by UN-Habitat, of information regarding sustainable and effective urban management practices that is accessible to both the country's leaders and its citizens so that everyone can act consciously;

11. *Seeks* the creation of a global recycling program Ecological, Sustainable, and Accessible Program in cooperation with the automobile industry. The present partnership has the goal to stimulate the population to purchase sustainable vehicles and, above all, to prioritize the public electric transportation system and aiming at recycling the reusable parts of old vehicles and convert them into electric and more sustainable ones by:

- a. Giving incentives to the population with the aim of discarding old non eco-sustainable cars and purchasing discounted electric vehicles;
- b. Fabricating new electric public transportation and increasing the availability of public rides as well as making them as comfortable, safe, and practical for the public;

12. *Hopes* that cities seeking to improve their transportation voluntarily seek aid from UN-Habitat in an advisory capacity to recommend what methods of transportation, such as non-motorized transport, hydrogen vehicles, electric cars, or BRTs, should be prioritized for investment based on the characteristics of the city in question, including:

- a. The climate, to ensure transport is usable year round regardless of the weather;
- b. The size of the population and their needs for commutes;
- c. The existing infrastructure available and their usage;
- d. Proximity to other urban centers and potential for connecting routes between urban centers;
- e. The population density to ensure a single avenue of transportation is not overcrowded.



Code: 1/2

Committee: United Nations Human Settlements Programme

Topic: Sustainable Transportation for Better Air Quality in Urban Areas

The United Nations Human Settlements Programme,

Noting with approval the General Assembly resolution 70/1, “Transforming Our World: The 2030 Agenda for Sustainable Development” (2015),

Reaffirming United Nations (UN) Environmental Agency resolution 1/7 on “Air Quality Standards”,

Bearing in mind the World Health Organization’s (WHO) Global Urban Ambient Air Pollution Database (2016),

Acknowledging that the implementation of sustainable transportation programs are costly, especially to less developed Member States which may present barriers to development,

Cognizant of prior work of the WHO Global Health Observatory and the UN Environment Programme Urban Air Action Platform Database in making air quality information readily available,

Having faith in the United Nations Global Sustainable Transport Conference that focuses on opportunities, challenges, and solutions towards achieving sustainable transport worldwide,

Recognizing the difficulties faced by many Member States when upgrading transportation infrastructure to improve sustainability,

Reiterating the importance of women, minority, and indigenous perspectives,

Aware of existing efforts, such as the *Urban Pathways Initiative*, which only engages in temporally confined projects,

Considering the need for a more centralized approach to connect developing countries with resources, funding, and knowledge necessary to reduce air pollution from transportation,

Strongly emphasizing the *United Nations Declaration on the Rights of Indigenous People* (2007),

1. *Recommends* that the General Assembly establish a permanent UN Human Settlements Programme’s (UN-Habitat) programme, titled the *International Sustainable Transportation Initiative* (ISTI) in an effort to streamline, centrally organize, and extend existing efforts being pursued by the UN-Habitat *Urban Pathways Initiative* which shall:
 - a. Offer voluntary funding to developing Member States seeking to implement sustainable transportation projects and initiatives;
 - b. Be administered by the UN-Habitat;
 - c. Be mandated to conduct an in-depth analysis of every applying Member States’ needs for sustainable transportation infrastructure by looking upon Member States current urban transportation infrastructure, financial capacities, technical capacities, and technological capacities which shall then be presented to UN-Habitat for consideration;

2. *Recommends* that applicants wishing to apply for a sustainable infrastructure program through ISTI satisfy the following criteria:
 - a. Falls within the low, lower-middle, and upper-middle income groups, as defined by the World Bank;
 - b. Annual urban population growth of 1% or higher in metropolitan regions;
 - c. Metropolitan regions with a “moderate” US air quality level (AQI) level (50–100 AQI);
 - d. Metropolitan regions/cities containing over 100 parts per millions (PPM) of carbon monoxide in the air;
 - e. Metropolitan regions/cities containing 50 micrograms of lead per cubic meter air (50 µg/m³) and Metropolitan regions/cities with a nitrogen oxide (NO_x) level above 151 PPM;
 - f. Feasibility of project implementation, including factors such as preexisting infrastructure and projected cost of establishing transit systems;
3. *Advocates* for the implementation of recommended forms of sustainable transportation infrastructure such as:
 - a. Bus Rapid Transit Systems (BRTs): a high quality bus-based transit system that delivers fast, comfortable, cost-effective, and eco-friendly services at the metropolitan level. BRTs reduce the overall amount of vehicle kilometers traveled in a city by shifting commuters to high-capacity buses that can carry up to 160 passengers at a time, through the provision of a dedicated lane, with busways, iconic railway stations, and by giving priority to buses in junctions and roundabouts;
 - b. Electric cable cars: a type of cable railways used for mass transit by which rail cars are hauled by a continuously moving cable running at a constant speed, thus helping to overcome distance between two commuting cities;
 - c. Cycling: install a cycling friendly environment by establishing more designated pedestrian priority zones, including travel speed limit (30 kilometers/hour), traffic calming measures, and parking prohibition except designated areas, and by strengthening bicycle racks within trains and buses, an extended bicycle network, and the promotion of bike sharing concepts;
 - d. Walkable Cities: promote mixed-use development in urban centers to create an inclusive urban environment where urban residents may walk to their work, and reduce commuting times particularly in regions where alternative forms of transportation such as bicycling are impractical;
 - e. Accessibility and public education: in order to make the transition to sustainable forms of transportation as comfortable and favorable as possible for the affected citizens, it is recommended that Member States and cities explore implementing a similar technology to Moovit, an international Israeli Software Application, which provides information like route maps, route schedules, stop locations, and other information that increases citizens’ familiarity with new transport options and their likelihood to actually use said

options, as well as similar technologies to a public transport fare system, like the Korean “one card, all pass”;

4. *Welcomes* any conference hosted by the ISTI or any other relevant entity on sustainable transportation infrastructure, which shall focus on sharing information, projects, and innovative transportation solutions, while developing equitable solutions to poor air quality in urban centers which:
 - a. Shall be hosted in rotating locations across different regions;
 - b. Provides a platform for all Member States to present key needs and innovative solutions, that are individualized and adaptable by:
 - i. Emphasizing sharing of research, technology, and innovative projects on the topic of sustainable transportation from UN-Habitat partners and other agencies such as The International Association of Public Transport, The International Association of Public Transport, African Non-Governmental Organizations (NGOs) Environment Network, and academic institutions with a focus on this area such as The Transportation Sustainability Research Center;
 - ii. Strongly encouraging equal representation of each Member State’s ideas and problems to reduce the disparity in air pollution by arranging the Member States according to common problems or regions that would allow for efficient exchanges of possible solutions and priorities that are relevant to their concerns;
 - iii. Amplifying the voices of experts from a diversity of backgrounds, including researchers, local governments, engineers, and city planners;
 - iv. Considering the incorporation of accessible options, such as virtual conference platforms to ensure all Member States are able to formally attend in order to combat issues such as the amount of transportation pollution in physical travel for the annual conference, lacking the resources and funds to attend the conference in person, and any compromises in the safety of attendance;
 - c. Promotes engagement of all stakeholders, including local governments and consultants by:
 - i. Integrating public and private sectors to highlight their unique perspectives and contributions to the issue;
 - ii. Allowing investors to network with representatives of Member States for potential funding opportunities;
 - d. Creates a report which will summarize the key findings of the conference in an accessible format that will be distributed to stakeholders including the UN General Assembly, NGOs such as the Institute for Transportation and Development Policy, and local government of Member States;
5. *Suggests* Member States look toward the funding mechanisms of their own regional organizations as a means to provide localized finance sources to address the unique fiscal needs of Member States in implementing sustainable public transportation:

- a. Regional funding mechanisms, such as the African Development Bank (ADB), Inter-American Development Bank (IADB), the European Union (EU), and the Asian Cooperation Dialogue, can be used as a conduit to leverage voluntary contributions from developed Member States to fund sustainable transport needs in developing urban areas;
 - b. Voluntary contributions from developed Member States that are dispersed through an intermediary, such as The World Bank Group, and the African Development Bank Group to ensure fair and equal access to less developed Member States;
6. *Further invites* Member States look toward the funding mechanisms of their own regional organizations as a means to provide localized finance sources to address the unique fiscal needs of Member States in implementing sustainable public transportation:
7. *Approves* of the compilation of data from existing air pollution databases, such as the WHO Global Health Observatory and the UN Environment Programme Urban Air Action Platform Database, into an Urban Air Observatory in order to:
 - a. Aid in setting ISTI priorities by informing the agency on individual cities that would most benefit from ISTI initiatives;
 - b. Collaborate with global meteorological agencies, such as National Oceanic and Atmospheric Administration and European Organisation for the Exploitation of Meteorological Satellites, to gather, compile, and interpret data relevant to the goals defined in SDG 11.6, which aims to reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality;
 - c. Guide implementations of the transportation programs through monitoring programs in focus cities, as well as developing recommendations for future program initiatives;
 - d. Track sustainability and efficiency progress towards goals set by the ISTI through:
 - i. The application of IQAir's technology in order to calibrate air quality and validate the progress on a city to city basis within each Member State;
 - ii. The interpretation and evaluation of relevant data (e.g., carbon monoxide, lead, nitrogen oxides, ground-level ozone, particle pollution) from partner global meteorological agencies;
8. *Encourages* that vulnerable and diverse populations are included as the options for sustainable transportation are explored and implemented, these populations are included to reduce inequitable impacts by:
 - a. Including these populations in the statistics gathered for the monitoring and achievement of the implementation of sustainable transportation;
 - b. Including the opinions of vulnerable and diverse populations in the discussion of sustainable transportation for better air quality.



Code: 2/1

Committee: The United Nations Human Settlements Programme

Topic: Mitigating the Spread of Diseases in Urban Areas During Health Crises

The United Nations Human Settlements Programme,

*Acknowledges the UN-Habitat *Cities and Pandemics: Towards a More Just, Green, and Healthy Future* (2021), preventative measures are a main field of action of sustainable urbanization, as diseases are spread through the air, physical contact, contaminated water and parasites,*

1. *Urges Member States to consider increasing the creation of sanitation and hand washing stations in urban areas and educational programs aimed at improving awareness of the spread of diseases, particularly workplaces and schools in urban areas, similar to Liberia's *Water, Sanitation, and Hygiene in Schools* protocol which adheres to World Health Organization's guidelines on personal sanitation.*