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Documentation of the Work of the
United Nations Environment Programme (UNEP)

United Nations Environment Programme (UNEP)

Committee Staff

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Agenda

- I. Transformation to a Green Economy: Challenges for Transportation Worldwide
- II. Management of Harmful Substances and Hazardous Waste
- III. Facilitating South-South Cooperation for Environmental Capacity Building

Resolutions adopted by the Committee

Document Code	Topic	Vote
UNEP/RES/1/1	Transformation to a Green Economy: Challenges for Transportation Worldwide	111/19/14
UNEP/RES/1/2	Transformation to a Green Economy: Challenges for Transportation Worldwide	108/9/25
UNEP/RES/1/3	Transformation to a Green Economy: Challenges for Transportation Worldwide	80/22/35
UNEP/RES/1/4	Transformation to a Green Economy: Challenges for Transportation Worldwide	89/22/31
UNEP/RES/1/5	Transformation to a Green Economy: Challenges for Transportation Worldwide	91/14/34
UNEP/RES/1/6	Transformation to a Green Economy: Challenges for Transportation Worldwide	101/7/36
UNEP/RES/1/7	Transformation to a Green Economy: Challenges for Transportation Worldwide	112/11/20
UNEP/RES/1/8	Transformation to a Green Economy: Challenges for Transportation Worldwide	78/21/35
UNEP/RES/1/9	Transformation to a Green Economy: Challenges for Transportation Worldwide	88/10/36
UNEP/RES/1/10	Transformation to a Green Economy: Challenges for Transportation Worldwide	101/11/29
UNEP/RES/1/11	Transformation to a Green Economy: Challenges for Transportation Worldwide	53/45/42
UNEP/RES/1/12	Transformation to a Green Economy: Challenges for Transportation Worldwide	107/8/36
UNEP/RES/1/13	Transformation to a Green Economy: Challenges for Transportation Worldwide	73/20/58
UNEP/RES/1/14	Transformation to a Green Economy: Challenges for Transportation Worldwide	111/10/23
UNEP/RES/1/15	Transformation to a Green Economy: Challenges for Transportation Worldwide	100/23/18

Summary Report

The United Nations Environment Programme (UNEP) held its annual session to consider the following agenda items in order:

- I. Transformation to a Green Economy: Challenges for Transportation Worldwide
- II. Management of Harmful Substances and Hazardous Waste
- III. Facilitating South-South Cooperation for Environmental Capacity Building

150 Member-States, Observer States of the United Nations and non-governmental organizations attended the session. After an engaging introduction, delegates immediately jumped into discussions and dispersed into appropriate regional and topic blocs to further exchange ideas on the essential global actions and commitments to be implemented. Delegates emphasized the importance of a more collaborative approach in dealing with major environmental concerns through full ratification of conventions and resolutions and increased transparency and communication between Member States with more frequent engagements. Delegates further recognized the need to adapt to the current technological age by using social media, youth engagement, and educational missions to raise awareness on environmental concerns.

By Monday evening, the dias received a total of 17 working papers, which addressed a plethora of related topics including the transition to a green economy related to marine, land, and air transportation. Various educational programmes were suggested, including the sharing of knowledge, to aid in improving environmental conditions. Delegates further recognized the importance of not only increase monitoring on global emissions from transportation but to use this data to effectively shape appropriate solutions in tackling these inhibitors to the environmental conditions. On Tuesday morning, various papers merged together on similar ideas. Delegates grasped the importance of collaborative methods and utilized this to really challenge the problems faced in the transition to a green economy.

Throughout the seventh and eighth sessions on Wednesday, the delegates combined their efforts and cooperated on producing 15 working papers, which were all accepted as draft resolutions and all successfully managed to pass with majorities. These resolutions not only went beyond existing strategies to tackle environmental problems, but also suggest ideas for the post-2015 development agenda, coordinate with other UN bodies including the United Nations Industrial Development Organization, and implemented an agreement dedicating an entire decade committed to resolving major environmental concerns.

The committee remarkably came together as a united force and efficiently worked together to resolve the core environmental concerns of Member States. Delegates made impressive progress on addressing the difficulties through their combined efforts and commitments to improving the state of the global environment, with reduced emissions as their main driving force. A real understanding of diplomacy became apparent through the synergetic strategies to overcome the challenges of the global environment.

Code: UNEP/RES/1/1

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

1 *The United Nations Environment Programme,*

2
3 *Concerned with reports from the World Health Organization (WHO) exposing that automobiles account for about*
4 *20% of the world's carbon emissions which amount for approximately 333 million tons of carbon dioxide into the*
5 *atmosphere annually,*

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7 *Reaffirming the mandate contained in General Assembly resolution 2997 (XXVII) of 15 December 1972 which*
8 *established the United Nations Environmental Program (UNEP),*

9
10 *Recalling the importance of international cooperation for technology and knowledge transfer for developing*
11 *countries,*

12
13 *Alarmed by the environmental impacts of gasoline and other lead-based fuels in conjunction with the World Health*
14 *Organization (WHO) report that linked 7 million deaths to air pollution,*

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16 *Emphasizing the Global Fuel Economy initiative, which seeks to endure the perspective of a significant but*
17 *achievable development in vehicle fuel economy, as an involvement to the discussion on climate change, energy*
18 *security, and more ecological mobility on a global basis of green economy,*

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20 *Notes with disappointment the non-inclusion of transportation in the Kyoto Protocol and hopes to include*
21 *transportation in the Post-Kyoto 2015 Agreement,*

22
23 *Recalling General Assembly resolution 64/73 where the United Nations (UN) recognized their previous commitment*
24 *in the Framework Convention on Climate Change, and acknowledged the established Millennium Developing Goals*
25 *that include further objectives that attempt to improve climate change,*

26
27 *Emphasizing the success of General Assembly resolution 66/206 in which all Member States displayed commitment*
28 *to raising global awareness on the importance of new and renewable sources of energy, including cleaner fossil fuel*
29 *technologies,*

30
31 *Recalling the UN's determination to address current world challenges of transportation and promote a Green*
32 *Economy as expressed on the United Nations Framework Convention on Climate Change,*

33
34 *Recognizing General Assembly resolution 67/215 in which the decade of 2014-2024 was declared as the United*
35 *Nations Decade of Sustainable Energy for All, in order to promote the use of all sources of energy and to continue*
36 *to support efforts aimed at developing the energy sectors of developing countries and countries with economies in*
37 *transition,*

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39 *Recognizing the importance of transformation to a green economy which promotes sustainable energy development*
40 *for both economic and social reasons,*

41
42 *Having examined the need for global cooperation to combat climate change by improving efficiency in all modes of*
43 *transportation in order to help curb carbon dioxide emissions,*

44
45 1. *Encourages* developed Member States to commit to provide resources to help developing Member States
46 *implement safer, more fuel efficient alternative methods to motorized transport, with resources including low*
47 *interest loans, technological resources, manpower, and information sharing networks;*

48
49 2. *Exhorts* the Climate and Clean Air Coalition (CCAC) to aid Member States in creating and implementing
50 *initiatives, in order to reduce global Greenhouse Gas (GHG) emissions, redefine urban transport to make it*
51 *more sustainable and develop an infrastructure for a green economy by promoting:*

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53 a. *Clean and energy efficient buses for public transport;*

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- b. Increased use of non-motorized transportation such as bicycles, walk ways, or electric automobiles;
 - c. Use of zero and low emission vehicles;
 - d. Improvements to existing transportation infrastructure including:
 - i. Roadways, railways, airports, and seaports that are sustainable and essential for movement of people and goods that have minimal alteration of surrounding environment;
 - ii. Existing airports and seaports through aid and technology training implemented by fellow Member States;
 - e. Methods of transportation in urban and rural areas that do not have access to conventional forms of transportation;
 - f. Public transportation in urban centers that is sustainable and environmentally friendly;
3. *Commits* to work in cooperation with United Nations Education Science and Culture (UNESCO) in order to provide policy assistance to all Member States in developing educational programmes to raise awareness on the effects the current transportation systems have upon the environment, with the purpose of reaching the youth in developing Member States, aiding in their transition to a green economy;
4. *Recommends* that the Climate Technology Centre and Network (CTCN) implements a green economy road map for transportation that will provide a regional specific incentives for developing states, in order to lower carbon emissions resulting from the transportation system, including:
- a. Debt relief;
 - b. 0% annual percentage rate (APR) financing;
 - c. Monetary Incentives;
 - d. Increased foreign direct investment;
5. *Advocates* for the implementation of an incentive program initiated by the UN through the United Nations Industrial Development Organization (UNIDO) and their Global Compact program that will help promote an effective transformation to a green economy, through encouraging automobile and motor companies to implement new transportation technologies such as electric cars, solar powered motor vehicles, and hydro-powered boats and motorcycles that are fuel efficient and that:
- a. Allows for a recommended 1.6% of annual tax break granted to those companies that are willing to conform to this program, these tax breaks will be received by those companies showing a 20% production of environmentally friendly and fuel efficient vehicles;
 - b. Offers an increment of a recommended 0.4% of tax breaks will be granted to those companies who export-import 5% of their fuel efficient and environmentally friendly production to other member states;
 - c. Allows Kyoto Member States to implement emissions reducing projects in developing states for certified emission reduction credits each equivalent to one ton of CO₂ which can be counted towards meeting Kyoto targets as outlined in the Clean Development Mechanism (CDM);
6. *Encourages* developing Member States to seek appropriate funding for green transformation projects such as:

- 109 a. Bonds distributed by the World Bank and the International Monetary Fund that require payments
110 once suggested projects are ready to be adopted and implemented;
111
- 112 b. International direct investments that contributes towards sustainable transportation e.g. Company
113 Social Responsibility Programs;
114
- 115 7. *Encourages* all Member States to embrace subsidies for shipping and rail roads to appeal to businesses as the
116 ideal transportation choice instead of trucks or airlines;
117
- 118 8. *Recommends* Economic and Social Council (ECOSOC) to request the United Nations Development Programme
119 (UNDP) create a database of best practices regarding establishment and development of public transportation
120 systems incorporating region specific problems and solutions;
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- 122 9. *Encourages* the further cooperation between UNEP and bodies such as the International Maritime Organization
123 (IMO) and its subcommittee the Marine Environment Protection Committee (MEPC) in order to analyze the
124 effectiveness and integrity of MARPOL;
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- 126 10. *Recommends* the increased research and exploration of options into implementing and incorporating emerging
127 trends in renewable resources such as: the new types of bio-fuel, hydroelectric power, solar, tidal power, into
128 ships, trains and large scale transportation;
129
- 130 11. *Calls upon* the Global Environmental Facility (GEF) and the UNEP trust fund to continue to assist developing
131 nations in enacting multilateral standards for environmentally sustainable transportation and create successful
132 environmental sustainable projects in developing nations with particular focus on: maritime, land and air
133 transportation;
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- 135 12. *Suggests* the establishment of institutions for further research on second generation algae biofuel for land
136 transportation vehicles within developed and developing countries;
137
- 138 13. *Requests* the UNEP Transport department to organize the forum “Green Public Transportation Development”
139 (Forum) to provide countries the space for further discussion about including initiatives encouraging public
140 transportation, that will:
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- 142 a. Aim to share Member States’ best practices of green public transportation system development,
143 encouraging to implement it worldwide and reduce the emission of pollutants into the air annually;
144
- 145 b. Be fully administered by the department aforementioned in charge of:
146
- 147 i. Designing of the forum programme, invitation of speakers and experts;
148 ii. Working on the promotion of the Forum;
149
- 150 c. Be held once in two years with the first session in 2015 taking place in Brazil and in 2017 in
151 Mexico, after this, the place will be decided by the Transport department;
152
- 153 d. Develop further research on topics regarding green public transportation;
154
- 155 e. Be funded by voluntary contributions of Member States such as, Brazil, Mexico, South Africa and
156 others willing to support the forum;
157
- 158 14. *Calls upon* all Member States to implement informative conferences and workshops for business, civil society,
159 state officials, and governments that:
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- 161 a. Communicate the importance of maintaining the environment by integrating consciousness-raising
162 regarding the main environmental issues within school and university programs;
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- b. Raise awareness on concrete ways to implement cleaner and sustainable means of transportation for instance conducting public campaigns on ways citizens can easily lower their ecological footprint by limiting their use of polluting transportation methods;
 - c. Encourage the implementation of regulations and policies that can be beneficial to the reduction of pollutants into the environment from automobiles, motor vehicles, ships especially oil tankers and the aviation sector; the implementation of such measures can be ensured by making Member States report each year to the UNEP on the evolution of their national emissions reduction achievements;
- 174 15. *Encourages* all Member States to not rely on food-extracting biofuels and instead to participate in a movement
175 that promotes the production and usage of Miscanthus-based bio-fuels, which will provide a short-to-mid-term
176 goal in the larger context of achieving maximum sustainability and minimum dependence on fossil fuel by:
177
- a. Recognizing the unique nature of the Miscanthus plant as one that is perennial, thrives in poor soils, and provides high levels of fuel value;
 - b. Emphasizing its strength in halting and reversing desertification;
 - c. Inviting farmers across the globe to dedicate their efforts towards growing the Miscanthus-plant in order to become both more sustainable and profitable;
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- 186 16. *Endorses* the expansion of the Global Environmental Outlook (GEO), to aid in the construction of roads,
187 highways, railroads and transportation infrastructure necessary for developing states to industrialize, ensuring
188 minimal impact on the ecosystem by:
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- a. Monitoring the alteration of environmental staples including, but not limited to forests, caves, bodies of water and other wildlife habitat;
 - b. Advocating for the decreased use of explosives and other mass demolition techniques, reducing collateral damage to the areas being occupied;
 - c. Encouraging expedited development as contractors' prolonged occupation of an ecosystem is damaging;
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- 199 17. Calls for the creation of a grant program sponsored by all member states in which nongovernmental
200 organizations such as Sustainable Energy Africa can apply for funding in order for them to continue influencing
201 local governments to develop clean, safe, efficient and attractive alternatives of transportation by implementing
202 programs such as:
203
- a. Earth our City Challenge that has been successful in encouraging municipalities to compete with cities around the world for the title of "Global Earth Hour Capital" by registering their carbon emissions data to their Cities Climate Registry;
 - b. Department of international development climate change fund created to assists in identifying low carbon transition opportunities for current stakeholders;
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- 211 18. *Calls* for the initiation of the Integrated Platform for Consultation on Environment Needs (IPCEN) which shall:
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- a. Comprise of representatives from various private and public environmental organizations, such as the Global Environmental Facility and the Natural Resources Defense Council, available to all Member States at their discretion;
 - b. Operate through the Environment Under Review division of UNEP that will use its web-platform to enable thorough and effective communication among Member States and other related environmental organizations;
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- c. Assist Member States lacking environmental policies to develop the basic roadmap to ease the transition to green transport supported through the Global Environment Fund.

Code: UNEP/RES/1/2

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

1 *The United Nations Environment Programme,*

2
3 *Emphasizing the right of every human being to access to transportation and mobility as well as to a healthy life,*

4
5 *Noting with satisfaction the outcomes of the United Nations Conference on Sustainable Development (Rio+20),*

6
7 *Acknowledging environmental policy as one of the most pressing issues regarding development and United Nations*
8 *Environment Programme (UNEP) as the foremost organization pursuing environmental sustainability,*

9
10 *Bearing in mind the inclusion of all Member States to UNEP and its expanded mandate from the Rio+20 Summit,*

11
12 *Deeply concerned at the lack of substantial technologies in developing Member States with economies in transition*
13 *to assist with transportation,*

14
15 *Emphasizing the need for a paradigm shift in education from a growth focused economy to economies that can*
16 *achieve sustainable growth as well as the necessity to take a proactive approach complementing the existing*
17 *reactive approach to sustainability,*

18
19 *Fully aware of the challenges of transitioning to a green economy including insufficient funding, the need for more*
20 *research on renewable energies and CO2 emissions, and the need for greater education on these topics,*

21
22 *Recalling resolution General Assembly Resolution 67/2013 on the Implementation of Agenda 21, the Programme for*
23 *the Further Implementation of Agenda 21 and the outcomes of the World Summit on Sustainable Development and*
24 *of the United Nations Conference on Sustainable Development,*

25
26 *Taking into account resolution General Assembly 67/210 on the protection of global climate for the present and*
27 *future of humankind,*

28
29 *Having devoted attention to resolution A/RES/215 on the Promotion of new and renewable energy,*

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31 *Having further considered the Vienna Convention for the Protection of the Ozone layer and associated Protocols,*

32
33 *Taking into account the 2012 Development Country Specification report prepared by the Development Policy and*
34 *Analysis Division of the Department of the Economic and Social Affairs of the UN,*

35
36 *Reiterates its support to the project “Global Assessments and Guidelines for Sustainable Liquid Biofuels Production*
37 *in Developing countries”, founded by the Global Environmental Facility (GEF) and carried out by UNIDO and*
38 *Food and Agricultural Programme (FAO) which help identify and assess sustainable systems in developing*
39 *countries worldwide for the production of liquid biofuels for both transport and stationary applications,*

40
41 1. *Urges the General Assembly to increase cooperation between UNEP and the UNIDO including financial*
42 *integration between the two programs focused on environmentally sustainable development and to use that*
43 *mechanism to carry out a compliance review;*

44
45 2. *Establishes a travelling sustainability conference entitled “Conference on Environmental Sustainability in*
46 *Transport” (COEST) which will:*

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48 a. *Promote environmental capacity-building in developing countries through access to education,*
49 *sustainability, and ongoing research;*

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51 b. *Be attended by representatives of Member States and other interested parties;*

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- 53 c. Be staffed with sustainable transport experts from both EU and UN organs as well as hired experts
54 from the private sector after application process and election by the UNEP Governing Council;
55
- 56 d. Act in cooperation with developing countries or any country in need of additional education in
57 environmentally sustainable transportation;
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- 59 e. Be targeted towards educational facilities in addition to being open to the transportation sector, the
60 industrial sector, and other public and private enterprises;
61
- 62 f. Cover topics in sustainability, including but not limited to promote:
63
- 64 i. Renewable resources in transportation in an effort to curb CO₂ emissions;
65
- 66 ii. Alternative forms of transport such as public transport, carpooling, and cycling;
67
- 68 iii. An assessment of the progress achieved by the private sector in terms of sustainable
69 development;
70
- 71 iv. Utilizing research to promote the economic benefits to industrial and manufacturing sectors of
72 sustainable practices;
73
- 74 v. The quality of life improvement that is possible among society if Member States adopt
75 sustainable practices;
76
- 77 g. Be funded by the United Nations Environment Programme Trust Fund, as well as voluntary donations
78 from UNEP Member States, the Global Environmental Facility, and private enterprises;
79
- 80 h. Take place biennially during the third week in May, starting in 2016;
81
- 82 i. Initially take place in Nairobi, Kenya after which eligible Member States will be able to place bids, and
83 the Governing council of UNEP will vote upon these bids and choose which candidate country will
84 host the next conference;
85
- 86 3. *Encourages* national governments to enhance incentives for investing in renewable energies through:
87
- 88 j. Time-bound incentives with clear cost control protocols, regular programmes reviews and agreed
89 conditions for adjustment, caps on total spending and clear sunset mechanisms, including direct
90 subsidies and tax credits;
91
- 92 k. Progressive emissions trading schemes and taxes on carbon emissions which capture the full social
93 costs of fossil fuel use in transition to a green economy;
94
- 95 4. *Emphasizes* the need for the further implementation of a tier system which:
96
- 97 l. Takes into account the specific needs of all Member States with regards to economic development in
98 terms of food security and mobility, which lie at the heart of any development model;
99
- 100 m. Takes into account the environmental, economical, and social capabilities of Member States and the
101 Annex prepared by the Development Policy and Analysis Division of the Department of the Economic
102 and Social Affairs of the United Nations;
103
- 104 n. Be updated every 10 years by the UNDP and above mentioned Development Policy and Analysis
105 Division of the Department of the Economic and Social Affairs of the United Nations;
106
- 107 o. Serve as guidelines to environmental policies of Member States, especially for developed Member
108 States to consider options in order to optimize interaction between existing schemes and the measures

- 109 towards sustainable development taken by a tier country and be ready to engage in bilateral discussions
110 with any country that has done so;
111
- 112 5. *Encourages* multilateral cooperation between academics, public and private actors, on the facilitation of
113 research and development on new possibilities pertaining to green technologies and renewable fuels in
114 transition to a greener economy in the field of transportation, including but not limited to:
115
- 116 p. The use of second and third-generation non-food biofuels thanks to alumina silicate to break down
117 plastic to produce methane, propane, and ethane which can be converted to ethanol;
118
 - 119 q. Promoting research on long-lasting liquid metal batteries to cut out energy surpluses in developed
120 countries, while allowing developing countries to obtain and use clean energies;
121
 - 122 r. Investing in infrastructure hydro-electrical power, geothermal power, wind power and other
123 renewables;
124
- 125 6. Establishes a specialized council on green transportation composed of professionals and environmental
126 specialists to actively coordinate and retrieve the research being realized worldwide, which would:
127
- 128 s. Be responsible for a continuous assessment of know-how, current research, and best practices coming
129 from respected scholarly scientific journals and the production of a yearly report to the UNEP
130 Governing Council;
131
 - 132 t. Consecutively manage a database encompassing the research and development which would analyze
133 existing and new sustainable transportation technologies and their efficiencies;
134
 - 135 u. Manage a clearing house based in Nairobi, Kenya between willing Member States, institutions and
136 private actors which would match the requests of potential investors with specific portfolios including
137 but not limited to renewable energies and other green technologies in the fields of land transportation,
138 air transportation, and maritime transportation.

Code: UNEP/RES/1/3

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation

1 *The United Nations Environment Programme,*

2
3 *Affirming the Principles of the United Nations Framework Convention on Climate Change (UNFCCC) and its*
4 *corresponding Kyoto Protocol,*

5
6 *Noting with disappointment the non-inclusion of transportation in the Kyoto Protocol and expecting its inclusion in*
7 *the Post-Kyoto Protocol 2015 Agreement,*

8
9 *Recalling the Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships, the*
10 *International Convention for the Prevention of Pollution from Ships (MARPOL), and the Green Economy in a Blue*
11 *World Report,*

12
13 *Recalling also General Assembly resolution 67/210 which expresses the central role of developing countries in*
14 *combating climate change,*

15
16 *Deeply concerned that current trends in transportation especially maritime transportation and greenhouse gas*
17 *emissions are unsustainable,*

18
19 *Noting with regret that carbon dioxide emissions have increased worldwide by 46% since 1990 and the 2009*
20 *International Energy Agency report that current trends in carbon dioxide production are expected to increase from*
21 *19% overall to 50% by 2030 and 80% by 2050*

22
23 *Reminding Member States of the urgency of considering climate change in the post-2015 Millennium Development*
24 *Goals,*

25
26 *Keeping in mind that climate change will affect the entire international community,*

- 27
28 1. *Emphasizes that carbon emissions reduction is essential to the transformation to a green economy;*
29
30 2. *Reminds Member States that rising sea levels induced by anthropogenic climate change represents a tremendous*
31 *threat to culturally and biologically diverse island resources of the world as well as risking the creation of entire*
32 *generations of climate refugees;*
33
34 3. *Further reminds Member States that climate change cannot be addressed without cooperation from the entire*
35 *international community and that all countries must implement carbon emission reductions without sacrificing*
36 *sustainable development;*
37
38 4. *Calls on Member States to adhere to the emissions standards set forth in the MARPOL convention;*
39
40 5. *Urges Member States to ratify all Annexes to the MARPOL convention;*
41
42 6. *Encourages the further cooperation between UNEP and bodies such as the International Maritime Organization*
43 *(IMO) and its subcommittee the Maritime Environment Protection Committee (MEPC) in order to analyze the*
44 *effectiveness and integrity of MARPOL by 2016 in a comprehensive report;*
45
46 7. *Recommends that capable Member States promote green transportation technologies including low carbon*
47 *energy sources by ending policies that incentivize the use of fossil fuels and instead implementing policies that*
48 *include both tax benefits and subsidies for low carbon technologies;*
49

- 50 8. *Affirms* the needs of developing countries, countries with economies in transition, and Small Island Developing
51 States for financial and technological assistance from developed nations as these countries are the most
52 vulnerable to climate change yet least able to make the transformation to a green economy;
53
- 54 9. *Requests* that Member States include the following items as part of the post-2015 Sustainable Development
55 Goals:
- 56
- 57 a. Phase out unsustainable maritime transport technologies that do not meet the required standards over
58 an agreed period of time;
- 59
- 60 b. Ensure that phased out maritime technologies are disposed of in an environmentally sound manner in
61 contrast to the ineffective implementation of the Hong Kong International Convention;
- 62
- 63 c. Foster partnerships with the private sector to further develop green and low carbon maritime
64 transportation technologies;
- 65
- 66 d. Provide financial and technological assistance to developing countries, countries with economies in
67 transition, and Small Island Developing States in order that these states can meet the emission
68 reduction standards in MARPOL.

Code: UNEP/RES/1/4

Committee: United Nations Environmental Programme

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

1 *The United Nations Environmental Programme,*
2
3 *Recalling* the upcoming deadline of the Millennium Development Goals and the need to incorporate sustainable
4 transport in the Post-2015 Development Agenda in order to ensure the development of a green transport sector while
5 transforming into a green economy,
6
7 *Noting* the need for sustainable development as mentioned in the Rio +20 outcome document *The Future We Want*
8 and recognizing the Sustainable Energy for All initiative in order to tackle the importance of transition towards
9 renewable sources of energy,
10
11 *Reaffirming* the definition of sustainable development set by the Brundtland Commission in their report *Our*
12 *Common Future (Report of the World Commission on Environment and Development)* as a way “to ensure that
13 development meets the needs of the present without compromising the ability of future generations to meet their
14 own needs”, therefore implying “limitations imposed by the present state of technology and social organization on
15 environmental resources and by the ability of the biosphere to absorb the effects of human activities”,
16
17 *Acknowledging* the importance of the work of the UN Office for South-South Cooperation and the principle of
18 South-South Cooperation as a complement to North-South Cooperation rather than a replacement to it, as this
19 enables capacity building among developing countries through the furthered sharing of best practices and
20 development initiatives while still maintaining support from northern development partners,
21
22 *Bearing in mind* the resolutions of Implementation of Agenda 21, the *Programme for the Further Implementation of*
23 *Agenda 21 and the Protection of global climate for present and future of mankind (A/RES/67/2010)* and the
24 *Promotion of new and renewable sources of energy (A/RES/67/215)*,
25
26 *Recalling* the need to strengthen South-South cooperation in complement to North-South cooperation and triangular
27 cooperation as put forward by the UN Secretary-General in his report *Resilient People, Resilient Planet: A Future*
28 *Worth Choosing*,
29
30 *Stressing* the importance of the *Bali Strategic Plan for Technology Support and Capacity-Building*, paying special
31 attention to the inclusion of women, children and vulnerable populations in accordance with the *Johannesburg Plan*
32 *of Implementation*,
33
34 *Highlighting* the successes of the United Nations Economic Commission for Europe’s (UNECE) Transport, Health
35 and Environment Pan-European Programme (THE PEP), which gives Member States a platform to share
36 information and expertise on establishing transport and environmental policies,
37
38 *Recognising* the success of THE PEP and the Amsterdam Declaration, also called Making THE Link: Transport
39 Choices for Our Health, Environment, and Prosperity,
40
41 *Keeping in mind* the General Assembly resolution 65/173 that stresses the importance of eco-tourism to be used as a
42 tool to reduce poverty, promote Sustainable Development and encourage ecological conservation while contributing
43 to the Millennium Development Goals (MDG),
44
45 *Observing* the role that the International Civil Aviation Organization and the International Maritime Organization
46 can play in increasing the focus of green transport and sustainable transport practices within their operations,
47 especially through the coordination with airlines and shipping organizations,
48
49 *Recognizing* that corporations benefit financially from the sale of private transportation as compared to mass
50 transportation vehicles,
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- 52 1. *Calls upon* Member States, in the spirit of South-South and triangular cooperation, to adopt a more holistic
53 approach to information sharing and budgetary aid allocation as the basis of any action taken in the sector of
54 land, air and maritime transportation in the present work by:
55
- 56 a. Merging existing mechanisms such as THE PEP, the South-South Exchange Mechanism and the
57 European Union-promoted Shared Environmental Information System;
58
 - 59 b. Expanding the Project *Greening the Blue*;
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 - 61 c. Encouraging collaboration under a single platform, the SHARING IS GREENING platform:
62
 - 63 i. Under UNEP supervision and management through the UNEP GRID networks and partners;
64
 - 65 ii. Through further voluntary contributions by Member States, private entities and regional
66 development banks, such as the African Development Bank, the European Bank for
67 Reconstruction and Development, the Asian Development Bank, as well as other international
68 financial institutions;
69
 - 70 iii. Streamlining this information sharing and budget allocation platform by utilizing current
71 technological advancements such as easily accessible databases, video conferencing, and
72 document sharing;
73
 - 74 iv. Ensuring the access to that technology by developing countries through closer cooperation of the
75 SHARING IS GREENING platform with the World Bank's ICT Sector Strategy which is aimed at
76 helping developing countries through funding mechanisms to build up a solid modern ICT
77 infrastructure having shown great success already in countries like the Republic of Moldova;
78
 - 79 v. Creating a platform based on the logic of professional online networking sites that allows the
80 direct and live interaction between budget donors and budget seekers in the public and private
81 sector as well as the sharing of good practices among Member States around the world;
82
 - 83 vi. Creating a user-friendly interface that allows for the creation of informational profiles by each
84 private and public budget donor and budget seeker, as well as each Member State;
85
 - 86 vii. That allows users to search for information that matches their needs through utilizing categories
87 including but not limited to: Member States, regional blocks, level of development, public or
88 private sector, budget available, budget requested, transportation sector;
89
 - 90 viii. That allows access to an assessment on the success of on-going and past projects by the creation of
91 groups among the entities represented in the platform;
92
- 93 2. *Further recommends* the sharing of sustainable practices regarding the green transformation between public and
94 private sectors, through a biannual meeting that will be held at various predetermined regional locations and
95 will:
96
- 97 a. Be hosted on a rotational basis on sustainable practices criteria as reflected in the SHARING IS
98 GREENING platform;
99
 - 100 b. Promote the advancement of the public transportation through incentives from host governments;
101
 - 102 c. Recommend environmentally sustainable and economically friendly ways for the transport of goods
103 and services such as utilization of environmentally friendly shipping companies and tractors that
104 consume biodegradable fuels;
105
 - 106 d. Develop accessible and inclusive programs such as the M-PESA, a mobile-based money sharing
107 system utilized in Africa, where low-income entrepreneurs interested in transport development will

108 have access to education on sustainability practices as well as public-private partnership opportunities,
109 especially to advance youth employment;
110
111 e. Provide incentives to public transportation companies that maintain green practices such as use of
112 biodegradable fuels among other criteria that will be determined by conference officials;
113
114 f. Collaborate with World Union of Small and Medium Enterprises (SME) to develop sustainable means
115 of transport as well as practices contributing to the economy in order to assist entrepreneurs by:
116
117 i. Inviting them to join the SHARING IS GREENING platform in order to enforce and ensure the
118 goals of the latter;
119 ii. Bringing SMEs together through the platform to syndicate funding and investment opportunities
120 facilitating the flow of capital to these renovations, enabling sustainable innovation, building
121 economic growth, and creating green jobs in the implementation of their work;
122 iii. Facilitating the physical flow of people and ideas in the form of international exchange of
123 entrepreneurs, through initiatives such as the UN Young Professionals Program placing a specific
124 emphasis on including a gender perspective as well as increasing the ability of developing and
125 least developed countries to participate;
126
127 3. *Invites* Member States to incorporate the formation of a green economy and the challenges for transport in the
128 post-2015 development agenda while considering the principles of the SHARING IS GREENING Platform in
129 the creation of the Sustainable Development Goals, most notably exploring new and innovative bio fuels, such
130 as algae, the need for sustainable eco-tourism, and environmental information sharing;
131
132 4. *Calls for* the gradual transition to greener and more sustainable habits of urban modes of transportation such as:
133
134 a. Expanding the Clean Development Mechanism of the Kyoto Protocol to include the sustainable
135 development of transport infrastructure in developing countries;
136
137 b. Acknowledging the importance of implementing measures on a national, regional, and local level
138 through a three-level approach:
139
140 i. Encouraging local, national, and global media campaigns in accordance with the UNEP Share the
141 Road Initiative, that promotes walking and cycling over use of private vehicles;
142 ii. Promoting the development of an efficient public transportation system instead of private car
143 usage through the establishment of government incentives and implementation of hybrid and
144 electric public transportation if possible;
145 iii. Expanding national and transnational railway and green highway transportation systems to make
146 train and bus transportation more efficient and an environmentally sustainable way of moving
147 goods and populations;
148
149 c. Taking efforts to reduce highway congestion by:
150
151 i. Setting an adoption rate of carpooling lane systems at peak congestion hours in Member States'
152 traffic of 50% by 2020;
153 ii. Investing in public transportation systems;
154 iii. Increasing use of energy efficient transport technologies in order to ensure that vehicles are used
155 fuel-efficiently and at full capacity;
156
157 d. Facilitating the search for finance of projects for least developed and developing Member States to
158 implement these projects of that nature through the use of the SHARING IS GREENING platform;
159
160 5. *Requests* the Intergovernmental Panel on Climate Change under the UN Framework Convention on Climate
161 Change to expand its scientific research to accurately assess the exact consequences, benefits and drawbacks of
162 congestion tax as a possible solution and incentive to reducing congestion, increasing the efficiency of traffic
163 flow and therefore reducing the level of carbon emissions;

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6. *Calls upon* organizations tasked with assisting in the green transformation to contribute towards addressing the challenge of transportation, such as:
 - a. UNDP Thematic Trust Fund on Environment and Energy to allocate increased financial assistance for projects in developing countries to implement cleaner technologies in their transportation and vehicle manufacturing industry, in order to improve the efficiency and eco-friendliness of production while highlighting the dependence on oil in developing countries and finally provide suggestions that will reduce emissions by applying the information collected in the SHARING IS GREENING platform;
 - b. Perez-Guerrero Trust Fund for South-South Cooperation to increase its financial, technical, and logistical assistance to developing and least developed countries to implement projects and solutions provided in the SHARING IS GREENING platform that promote clean energy investment and transportation infrastructure;
 7. *Strongly advocates* for educational programs that raise awareness with regard to greener transportation supported by training programs for future and present policy makers, facilitated by UNEP's Environmental Education and Training Unit and based on information compiled through the SHARING IS GREENING platform;
 8. *Recommends* the UN General Assembly to establish a World Decade for Sustainable Transport that will raise awareness of the need of reducing carbon emissions through promoting and mainstreaming sustainable transport throughout the UN bodies and agencies in order to increase the ability to establish sustainable transport technologies and develop the transport sectors in least developed and developing countries;
 9. *Encourages* all willing and able Member States to allocate 0.7% of their gross domestic product towards Official Development Assistance, in order to fulfil the previous commitments as stated in the *Monterrey Consensus*, in the hopes that green transportation will receive an increased focus and financial resources to effectively implement sustainable transport projects laid out in the SHARING IS GREENING Platform;
 10. *Invites* other regional and sub-regional organizations to utilize the same holistic approach of THE PEP and, inter alia, create organizations similar to the Centre for International Transport Agreements at the regional level to facilitate multilateral and bilateral movements to greener transportation;
 11. *Calls for* Member States not currently awarded the Airport Carbon Accreditation to work towards its attainment and uphold the four steps involved in order to recognize airports that are green and encourage financing for the greening of those airports, since the air transportation sector is one of the fastest growing sectors using the SHARING IS GREENING platform as an inspiration for past and on-going practices in air transportation;
 12. *Further encourages* public and private airlines and shipping companies to increase their coordination with their respective organizations, either the International Civil Aviation Organization or the International Maritime Organization that establish safety and environmental standards in those respective fields, to develop and incorporate guidelines that work to recycle on-board materials which will maximize the profit of these companies while contributing to environmental sustainability in the air and marine transport sectors;
 13. *Encourages* the members of the Global Bioenergy Partnership to expand its work in investment, research and development to study the production and use of third generation bio fuels including but not limited to algae as an alternative fuel source and determine its feasibility and accessibility by tackling: Infrastructure, the development of a low-cost harvesting systems, the creation of cost effective algae cultivation, and the development of technology, which they should share with the SHARING IS GREENING Platform;
 14. *Suggests* continued and increased partnership between Member States and UNEP's Tourism and Environment Programme, as well as members of tourism industry, in the hopes of developing a system of recognition for members of the tourism industry who are practicing sustainable tourism through utilizing sustainable transport practices as and sharing those practices with the SHARING IS GREENING Platform, in order to increase demand for sustainable ecotourism:

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- a. Striving to further establish bilateral relations such as the one between Benin, Bhutan, Costa Rica, and the Netherlands that grew out into the Programme of South-South Cooperation (SSC) that set sustainable tourism as their primary goal;
 - b. Stressing the importance of eco-tourism as an instrument to promote and strengthen SSC while calling upon all Member States to put it in practice;
 - c. Encouraging the adaptation of agro-ecotourism as a valuable economic development activity which can support the SHARING IS GREENING Platform;
15. *Promotes* the national and local ownership of all aforementioned activities, especially those listed in the SHARING IS GREENING platform, since this will be imperative in the creation of green jobs, ensure the long-term sustainability of green transport initiatives, and facilitate the transformation to a green economy.

Code: UNEP/RES/1/5

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

1 *The United Nations Environment Programme,*
2
3 *Affirming* the United Nations Environment Programme’s (UNEP) definition of “green economy” as one that results
4 in improved human well-being and social equity while significantly reducing environmental risks and ecological
5 sacrifices,
6
7 *Bearing in mind* the lack of major progress of green technology transfer from developed to developing states, or
8 between developing states as noted in the 2012 *Green Growth and Developing Countries Consultation Draft*
9 conducted by the *Organization for Economic Co-operation and Development* (OECD),
10
11 *Deeply concerned* with the current trends of global energy consumption, and that carbon dioxide emissions in the
12 transport sector are projected to increase by 50% by 2030 and more than 80% by 2050, as stated in the report titled
13 *Transport, Energy, and CO₂ : Moving Toward Sustainability*,
14
15 *Acknowledging* the role of South-South Cooperation as a complement to North-South Cooperation that is outlined in
16 the Nairobi Outcome Document and hopeful of its contributions to the success in transitioning to a green economy
17 in the transportation sector,
18
19 *Encouraging* the promotion of technical cooperation among developing states, the strengthening of bilateral regional
20 cooperation, and nurturing self-reliance among developing countries,
21
22 *Aware of* the broad purview of the industry-specific and sustainable development practices outlined in the
23 agreements resulting from the UN Conference on Sustainable Development (Rio+20), *The Hong Kong International*
24 *Convention for the Safe and Environmentally Sound Recycling of Ships*, and the International Convention for the
25 Prevention of Pollution from Ships,
26
27 *Emphasizing* the three objectives of the Green Economy Initiative which are promoting a Green Economy Report to
28 analyze implications of green investment, providing advisory services to move towards a green economy, and
29 engaging a wide range of research with non-governmental organizations (NGOs), business and UN partners,
30
31 *Guided by* the Global Fuel Economy Initiative, which highlights data development and analysis, support for national
32 and regional policy-making efforts, and awareness to improve automobile fuel economy worldwide,
33
34 *Viewing with appreciation* the sharing of technology through the Exchange Board, as outlined in the South-South
35 Global Assets and Technology Exchange System (SS-GATES) and its potential to allow for sharing of
36 transportation technology,
37
38 *Recognizing* the work of the Climate Bonds Initiative and their Standards Board to reduce asymmetric flow of
39 information and allow for sharing of data to mitigate risks in green transit investment,
40
41 *Noting with satisfaction* the Global Environment Facility’s (GEF’s) Public-Private Partnership programs which
42 facilitates partnerships with regional development banks through the use of non-grant financial services,
43
44 *Affirming* the importance of food security, as noted in the *Rome Declaration on Food Security* and the *Maputo*
45 *Declaration on Agriculture and Food Security in Africa*, and recognizing that food security must be considered
46 during the process of the development of bio fuels,
47
48 *Applauding* the progress made by the Food and Agricultural Organization (FAO) in supporting New Partnership for
49 Africa’s Development (NEPAD) which aims to improve economic growth through agricultural development which
50 increases the yields of bio fuel products,
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52 *Welcoming* the growth and development of long-term sustainable solutions, which substantially revolutionize
53 transportation,

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1. *Recommends* the expansion of the SS-GATES Exchange Board to include a Track V focusing on green transportation technology exchange, in order to allow for all developing and least developed countries to access clean technologies that will result in the reduction of emissions and contribute positively toward the transformation to a green economy, which will include:
 - a. Technology experts from all relevant industries, universities, think tanks, environmental agencies, and any other applicable UN Agencies in the field of green transportation, including but not limited to land, air and marine transport;
 - b. Collaboration between all aforementioned technology experts and private investors from multinational corporations and domestic corporations, small and medium enterprises, and public -private partnerships;
 - c. A partnership with United Nations Development Programme in issuing Strength, Weaknesses, Opportunity and Threat (SWOT) Reports in order for Member States to accurately assess their status on adoption of green technology and to set appropriate targets for transformation to a green economy;
 2. *Endorses* the establishment of a Green Transport Technology Forum (GTTF) to be managed by the UNEP Climate Change sub-group, to address the transformation to a green economy in relation to information sharing on transport technology with an emphasis on developing states, the GTTF will:
 - a. Meet annually, as decided by the UNEP Governing Council for the period of a week which will include expositions where technology experts will advertise new technologies for the purposes of establishing investment partnerships;
 - b. Monitor progress on technology exchange related to the development of sustainable transit;
 - c. Enable Member States to engage in dialogue including discussion on alternative energy, the trading of green transportation related resources, and other relevant best practices and lessons learned;
 - d. Promote a diversity of perspectives through inclusive attendance by Member States, NGOs, civil society organizations, multinational corporations, technology experts, and all other interested parties;
 - e. Educate members about benefits of implementing cost-effective measures when using both fossil fuels and/or alternative resources including engine retrofitting and proper levels of air pressure;
 3. *Encourages* the increased application of efforts such as the UN Greening the BLUE initiative at the GTTF in order to support the use of information communication technology such as live-streaming and podcasts in order to ensure all Member States have access to the GTTF and relevant information and investment opportunities while simultaneously reducing the carbon footprint and the financial burden caused by traveling to this conference;
 4. *Urges* all willing and able Member States attending the GTTF to implement ideas and technologies into the transport sector of their national agendas with the aid of UNEP in the form of technical, logistical, and financial assistance in order to ensure a smooth transformation to a green economy in the transport sector and to mainstream efficient green technologies such as bio fuels, algae, and renewable energy sources which will reduce carbon emissions;
 5. *Requests* supplementary funding for the above projects from the General Assembly Fifth Committee, UNEP budget, and voluntary contributions from all willing and able Member States, Private Donors and Non-Governmental Organizations in addition to the GEF Trust Fund, International Climate Fund, and Green Climate Fund as it becomes available;

- 108 6. *Calls for* investments from the international business community, general public and social entrepreneurs to
109 facilitate and help increase private funding into environmentally friendly initiatives in order to ensure efficient
110 transitions to a green economy, that is sustainable through:
111
- 112 a. Private-Public Partnerships, such as the GEF PPP Programme, which help to establish agreements
113 between governments and private companies as a means of providing infrastructure, technology, and
114 public services;
115
 - 116 b. Green Bonds for sustainable transport:
117
 - 118 i. Disbursed by private banks and regional development banks on a volunteer basis in accordance
119 with the national legislation of the stock market of the bond, the regional development banks
120 include but are not limited to the Inter-American Development Bank, the African Development
121 Bank, the Asian Development Bank, the Council of Europe Development Bank, and World Bank;
122
 - 123 ii. Offer above mentioned “Green Bonds for Sustainable Transport” with a floating rate and
124 Corporate Social Responsibility recognition in collaboration with the UNEP as finance mechanism
125 for green technology development;
126
 - 127 iii. Regulated by the Climate Bond Standards Board;
128
 - 129 c. Utilizing investment platforms such as web-based Kickstarter and Indiegogo and micro-lending that
130 link private individual investors and entrepreneurs ensuring smooth funds transfers between them,
131 these platforms will:
132
 - 133 i. Include equity-based approaches whereas investors receive a share in the company in exchange for
134 their investment;
135
 - 136 ii. Contain reward-based incentives whereas an investor receives a fixed percentage from company’s
137 profits;
138
- 139 7. *Recommends* the global expansion of the FAO’s African Biofuel Screening Toolkit, which assesses the land to
140 determine whether there is a potential for the sustainable production of biofuel, to enable Member States to
141 implement biofuel technology and industries on a localized basis;
142
- 143 8. *Invites* Member States to pursue agricultural development and food security to allow for biofuels to be
144 productive as an instrumental role in transforming to a green economy through initiatives such as but not
145 limited to:
146
- 147 a. The use of reclaimed water to increase the efficiency of agriculture production as well as its potential
148 to store water in drought prone regions, similar to the Soil Aquifer Treatment (SAT) in Israel;
149
 - 150 b. Change the ways that food is produced toward a more poly-culture form of crop rotation, reducing the
151 use of pesticides and by allowing insects and other species to live in the crop fields thereby eliminating
152 the infestation of pests;
153
 - 154 c. Plant grass and other species of vegetation so that the roots of these plants will prevent water and
155 nutrients from evaporating and causing soil degradation;
156
- 157 9. *Suggests* that Member States implement cost effective and economically sound naval practices including but not
158 limited to:
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- 160 a. “Shore-to-Ship” electric power supplies, in which vessels shut down their engines while docked and
161 plug into an onshore power source in order to avoid further CO₂, sulfur oxide, and nitrogen oxide
162 emissions;
163

164 b. Variable speed drives, which make naval vehicles operate at optimal speed and in effect reduces
165 energy consumption;
166

167 c. Energy Monitoring and Management (EMMA), which is highly developed software operating on
168 vessel's PCs that allocate responsibilities of managing energy consumption between onboard
169 personnel, as well as a fleet's overall energy costs and emissions;
170

171 10. *Calls upon* Member States to pursue long-term sustainable solutions to transportation such as:
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173 a. The use of energy storage such as the liquid metal battery (LMB), which is a simple and sustainable
174 method to combat energy inefficiencies such as the problem of intermediacy, storage capacity loss, and
175 the potential for failure;
176

177 b. The British engineer system which converts petrol from air through a chemical process allowing for an
178 untapped market of fuel thus alleviating the impact of CO2 emissions;
179

180 c. The use of nanotechnology such as the Bucky Paper as a major component in the manufacture of
181 commercial vehicles such as cars, planes, or boats, substantially curbing the dependence on fossil
182 fuels;
183

184 d. The use of super-chargers such as Tesla's advanced charging technology, that are self-sustaining port
185 refuel stations allowing for greater implementation of solar energy and the advancement of renewable
186 resources.

Code: UNEP/RES/1/6

Committee: United Nation Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation

1 *The United Nations Environment Programme,*

2
3 *Guided by the principles of the Millennium Development Declaration which aims to promote an inclusive and*
4 *flexible framework through which Member States can further collaborate,*

5
6 *Solemnly declaring that Member States remain sovereign in enabling cooperation that will best suit their financial*
7 *and economic specifications in accordance with their own capacity, needs, and stages of development,*

8
9 *Fully aware of the objectives set by the Rio +20 Declaration, the Agenda 21 and the Outcome Document “The*
10 *Future We Want” for developing globally accessible green economic measures,*

11
12 *Committed to strengthening international environmental governance within the context of the institutional*
13 *framework of the United Nations (UN) in order to promote a balanced integration of the economic, social, and*
14 *environmental dimensions of a green economy,*

15
16 *Reaffirming the mission of General Assembly resolutions 67/437, 63/281, and 3264 to proactively mitigate risk*
17 *factors associated with transportation in regards to climate change affecting present and future generations of*
18 *humankind,*

19
20 *Noting with satisfaction the increasing recognition from the international community of Public and/or Public-Private*
21 *Partnerships as an efficient way to carry out projects not for private interests but for the public good,*

22
23 *Reiterating the need for secure, stable, adequate and predictable financial resources for countries to implement*
24 *projects to reduce the environmental impact of transport,*

25
26 *Confident that education is a tool to empower Member States in enhancing environmental capacity building while*
27 *maintaining full sovereignty,*

- 28
29 1. *Draws attention to the latest report of the Intergovernmental Panel on Climate Change, “Mitigating Climate*
30 *Change”, for promoting sustainable transportation and the important role that education plays in making*
31 *headway towards a green economy, while considering the current status and ability of all Member States;*
32
33 2. *Calls upon all Member States to implement the Green Initiative on Transportation (GIT), an educational*
34 *framework seeking to train and provide state-specific tools after the preexisting Framework of Operational*
35 *Guidelines on United Nations Support to South-South Cooperation and Triangular Cooperation for addressing*
36 *the issue of transportation emissions, and consider the following propositions as new ways of implementing the*
37 *GIT:*
38
39 a. *Sharing information via academic systems about the impact of current transportation choices, and*
40 *emphasizing the economic benefits provided by green transportation;*
41
42 b. *Implementing critical thinking for proactive development of solutions from emerging alternative fuels*
43 *which do not threaten food security;*
44
45 c. *Encouraging innovation in alternative transportation technology to develop concrete tools that will*
46 *reduce Greenhouse Gas emissions, including, but not limited to:*
47
48 i. *Solar and piezo-kinetic technology;*
49 ii. *Wind technology;*
50 iii. *Hydropower technology;*
51

- 52 3. *Recommends* that Member States increase their involvement in sharing best practices, information, and
53 technology for education and sustainable practices in developing countries regarding emissions caused by
54 transportation;
55
- 56 4. *Resolves* to provide initiatives through the UNEP South-South Cooperation Exchange Mechanism and multi-
57 agency South-South cooperation units which will equip professionals to educate students by disseminating
58 knowledge, tools, behaviors and values explicitly relevant to green transportation into primary and secondary
59 school subject curriculum, as well as women's groups, grass root corporations and political parties;
60
- 61 5. *Recognizes* the need to work with UNIDO in order to foster international, triangular and regional cooperation
62 with trained experts in civil engineering, urban planning, natural and energy related sciences who would
63 collaborate with domestic professionals in local communities in developing countries in order to foster
64 knowledge-sharing and provide the tools for the transformation to a green economy;
65
- 66 6. *Emphasizes* the need for Public and/or Public-Private Partnerships alongside Non-Governmental Organizations
67 for organizing seminars, conferences, and workshops directed at civil society in order to:
68
- 69 a. Foster knowledge-sharing between universities and industries, thus encouraging innovation;
 - 70
 - 71 b. Address the connection between urban areas and rural areas, by developing public transportation
72 such as trains or buses between these areas where the return on investment in such infrastructures
73 for companies would be financed, for example, by users fee or free advertising space on bus
74 shelters and in train stations;
 - 75
 - 76 c. Proactively generate solutions with the help of experts from the public and the private sectors,
77 concerning transportation in urban areas, especially traffic congestion and air pollution, by
78 developing public transportation, car-pooling and bicycle sharing systems;
 - 79
 - 80 d. Make sure that Public-Private Partnerships respect the existing legal, regulatory and social
81 environment of each specific Member State and ensure that the contracting public entity decides
82 the level of control and oversight of the design, construction, management and maintenance of the
83 service;
 - 84
- 85 2. *Recognizes* that the building of a sustainable urban transport network goes with rethinking the urban
86 development in order to reduce carbon emissions, and thus *invites* all Member States in which urbanization
87 is rapidly growing to take the following propositions as a guideline for their urban policies:
88
- 89 a. Developing Bus Rapid Transit systems to improve bus traffic, whose main elements are: fully
90 dedicated ways for buses, stations with off-board fare collection to reduce boarding delays related
91 to paying the driver, station platforms level with the bus floor to reduce boarding delays caused by
92 steps, and bus priority at intersections;
 - 93
 - 94 b. Increasing the use of bicycle by including bike lanes on as many roads as possible, taking into
95 account the width of the roads; for the safety of both car drivers and bikers, bike lanes should not
96 be traced on roads with less than a 3 meters width;
 - 97
 - 98 c. Improving urban planning by, instead of gathering firms and companies in a sole district,
99 scattering them across the cities in several districts, thus reducing commuting by bringing closer
100 companies to the workers;
 - 101
- 102 8. *Urges* investments into green transportation projects in the educational sector:
103
- 104 a. From UN agencies, programs and funds, such as United Nations Educational, Scientific, and
105 Cultural Organization (UNESCO), the United Nations Children's Fund (UNICEF) and the United
106 Nations Development Programme (UNDP), from, but not restricted to, the Organization for

- 107 Economic Cooperation Development (OECD), the Global Environment Facility Small Grants
108 Programme (GEF SP) and the Global Partnership for Education (GPE);
109
110 b. From microcredit establishments modeled after the south African Micro-finance Regulatory
111 Council, the Banco del Sur of Venezuela, and the Enda Inter-Arabe of Tunisia, which have proved
112 to be successful in providing small loans to enable beneficiaries to start and expand their projects;
113
114 c. From all the civil society.

Code: UNEP/RES/1/7

Committee: The United Nations Environmental Programme

Topic: Transformation to a Green Economy, Challenges for Transportation Worldwide

1 *The United Nations Environmental Programme,*
2
3 *Recalling* General Assembly resolution 67/210 of 12 March 2013 on the promotion of global climate and the future
4 of mankind,
5
6 *Guided by* the Rio Earth Summit of 2012, particularly paragraph 132 and 133 that recognize transportation and
7 mobility are central to sustainable development and enhance sustainable transportation as a key factor to achieve
8 economic growth and improve accessibility,
9
10 *Viewing with appreciation* the increased commitment to sustainable transportation infrastructure by global
11 development banks in the Rio+20 outcome documents, and the importance this has on sustainable development,
12
13 *Cognizant* of the importance of non-motorized transportation as an alternative mode of private transportation as
14 opposed to individual motorized vehicles, as outlined in The Cancun Agreements of 2010, in order to mitigate
15 depletion of the ozone layer,
16
17 *Emphasizing* the sentiments in the World Bank’s lending and research program, which aims to support development
18 of a comprehensive vision and action plan for non-motorized modes of transportation within the client countries,
19
20 *Aware of* freight transportation and its vital role in “last mile” operations, and the framework set out by the Kyoto
21 Protocol to reduce CO2 emissions, and recognizing the Climate and Clean Air Coalition’s call to action for the
22 reduction of black carbon and CO2 emissions which cause adverse effects on global climate and human health,
23
24 *Acknowledging* that economic gains should not be the only focus of development for Member States, as outlined in
25 General Assembly resolution 65/309 of 25 August 2011 entitled “Happiness Towards a Holistic Approach to
26 Development” and outlines that sustainable development should supplement social and environmental wellbeing of
27 individuals, mainly their ability to access roads,
28
29 *Noting* that unsustainable maritime transportation has negative effects on internationally shared oceans, such as oil
30 spills and dumping of wastes from ships, as stated in the “Green Economy in a Blue World”, a joint International
31 Maritime Organization (IMO) and United Nations Environmental Programme (UNEP) report,
32
33 *Guided by* the standards created by the International Civil Aviation Organization (ICAO), which advocates for the
34 reduction of carbon emissions by 0.5%-0.6% annually,
35
36 *Affirming* that while substantial efforts have been made towards securing trade route infrastructure, there are still
37 financial issues at stake as noted by the UGPC,
38
39 *Reiterating* Point 4 in the Resolution E/ESCAP/1309 from 2004, which states that landlocked and neighboring
40 transit countries can benefit from actions taken to increase the efficiency of transit, trade and transport,
41
42 *Taking note* of General Assembly resolution 67/215 of 20 March 2013 entitled “Promotion of New and Renewable
43 Sources of Energy”, which stresses the development of renewable energy sources as an important factor of
44 sustainable development,
45
46 *Believing* that green transformation must be accompanied by a shift in transportation norms, as indicated in the
47 Africa Transport Policy Programme, as well as the Green Africa Conference in 2009,
48
49 *Deeply regretting* that obsolete means of transportation are still sent to developing countries for disposal without an
50 appropriate recycling infrastructure in place, with an extremely disproportionate number of these ships being
51 dismantled in South Asia according to the Shipbreaking Platform and the Marine Environment Protection
52 Committee of the International Maritime Organization,
53

54 *Bearing in mind* that a robust framework exists to cope with sea transport recycling as stated in the International
55 Maritime Organization resolution MEPC.222(64),
56

- 57 1. *Recommends* increased investment in transportation infrastructure as a means to foster sustained economic
58 growth, allowing basic access of development needs for individuals, businesses, and society to be met in a
59 manner consistent with human and ecosystem health, promoting poverty reduction and equity, which can be
60 accomplished through:
 - 61 a. Requesting voluntary financing from nongovernmental organizations, multinational corporations, and
62 Member States to developing countries;
 - 63 b. Increased funding from willing and able Member States to be allocated to relevant UN programmed,
64 such as UNEP in order to allow them the necessary resources needed to fully meet their mandate;
- 65 2. *Proposes* increased allocation of resources utilizing best practices through The World Bank’s Multi Donor Trust
66 Fund for Sustainable Logistics to be directed towards sustainable trade infrastructure development, which will
67 increase access to economic opportunities to Member States across the developing world;
- 68 3. *Advises* increasing the ease of accessibility to individuals of the UNEP’s Non-Motorized Transport Programme
69 “Share the Road”, which seeks to promote bicycling and walking as an alternative mode of transportation and to
70 limit fossil fuel usage and harmful emissions by:
 - 71 a. Mobilizing political and social will through current UNEP awareness programs such as Public
72 Environmental Awareness and Education Programme that will seek to combine the use of media,
73 social campaigns, and public figures to bring attention to the positive economic and environmental
74 impact of non-motorized modes of transportation;
 - 75 b. Promoting micro-loans to individuals in developing nations from the UN Global Micro Lending
76 Initiative to purchase bicycles and participate in bike sharing programmes;
 - 77 c. Supporting peer-to-peer and state-to-city financing to establish bicycle sharing programs in urban
78 centers;
- 79 4. *Advocates* the development of sustainable infrastructure, in particular roads, for non-motorized transport
80 through the use of the Horizon 20/20 Initiative under UNEP which funds the construction of road infrastructure
81 in developing Member States by:
 - 82 a. Increasing the time frame of the Horizon 20/20 Initiative from the cutoff date of 2020 to the year 2030;
 - 83 b. Focusing sections of the Horizon 20/20 Initiatives research to include more cost efficient road
84 construction for developing Member States;
- 85 5. *Encourages* States to minimize emissions of “last mile” vehicle operations and implement green freight
86 innovative technology and efficient maintenance and management through the EPA SmartWaySM and Clean
87 Air Asia programmes to provide funding for certain transportation, low emission technologies and CO2
88 reduction efficiency schemes by:
 - 89 a. Focusing on tire maintenance, as automotive tire pressure monitoring, aluminum wheels, and low
90 rolling resistance;
 - 91 b. Managing truck loads, utilizing truck storage efficiently, and avoiding logistics of empty trucks;
 - 92 c. Developing energy efficiency designs, efficient truck aerodynamics, nose cones, and eco-driving
93 engines;

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- 109 d. Rationalizing number and locations of logistical hubs and improving internal and external co-
110 ordination;
111
- 112 e. Strengthening promotion of local production and consumption of products and services;
113
- 114 6. *Endorses* Public Private Partnerships in order to create and maintain a sustainable transport sector in
115 medium/big sized cities through the Sustainable Transport Initiative in close collaboration with investment
116 banks to provide advice in financing for the innovation of public transport projects;
117
- 118 7. *Requests* the creation of a special division, called the Public-Private Partnership Central Units within each
119 regional southern headquarters of the UNEP aiming at pursuing long-term policy partnership with the private
120 sectors, which will specifically:
121
- 122 a. Collect sustainable transportation project requests from Member States of the region;
123
- 124 b. Assess the viability of the projects and the potential impact of the projects on environment, society and
125 economy;
126
- 127 c. Link with appropriate private organizations to deploy information and communications technologies
128 (ICT) and Intelligent Transport Systems for traffic and transport management;
129
- 130 d. Gather information on best practices and programs in the regional area covered by the agency;
131
- 132 e. Successful admission application with help of allocated regional offices will submit and support
133 regional investment banks such as Islamic Development Bank, Asian Development Bank and Arab
134 Bank for Economic Development of Africa;
135
- 136 f. Divisions will work closely with the Green Climate Fund presents a major opportunity for stimulating
137 low-carbon, climate resilient, development in developing countries;
138
- 139 8. *Stresses* that the Public-Private Partnership Central Units should be located in specific UNEP headquarters
140 supervising regions of the world lacking transport infrastructure, including:
141
- 142 a. The Public-Private Partnership Central Units for Africa is located and depends on the UNEP Addis
143 Ababa Office;
144
- 145 b. Public-Private Partnership Central Units for Asia and the Pacific is located and depends on the UNEP
146 Beijing Office;
147
- 148 c. Public-Private Partnership Central Units for Latin America and the Caribbean is located and depends
149 on the UNEP Brazil Office;
150
- 151 d. Public-Private Partnership Central Units for West-Africa is located and depends on the UNEP Cairo
152 Office;
153
- 154 9. *Urges* Member States with developing economies and infrastructures to implement national road network
155 programs that will build roads according to the environmentally sustainable guidelines established by the Green
156 Roads Development Programme which:
157
- 158 a. Includes the use of permeable surfaces for road construction such as porous asphalt and pervious
159 concrete which will effectively filter water pollutants and decrease excess runoff;
160
- 161 b. Decreased destruction or displacement of sensitive ecosystems by establishing ecological reserves of
162 an equivalent size to the approximate area of construction zones being introduced, as well as the
163 reintroduction of native plant species in areas that have been disturbed by development;
164

- 165 10. *Accepts* the responsibility of protecting the marine environment by expanding the UNEP Regional Seas
166 Programme, allowing it to monitor the efficiency of marine transportation such as ships in developing countries
167 by adding the dimension of marine transportation efficiency to the current assessment framework, through an
168 electronic model based on the existing e-Compliance program used by the European Union as a means of
169 digitally managing maritime regulations and improving accessibility of information to Member States,
170 involving relevant stakeholders such as classification societies, port state control and ships;
171
- 172 11. *Requests* the division of the United Nations Climate Change Conferences (UNCCC) within UNEP to call for the
173 Secretary-General Christina Figueres to provide annual report stating the economic benefits of renewable
174 energy resources in large scale transportation;
175
- 176 12. *Calls upon* willing and able Member States to facilitate and invest in South-South Global Assets Technology
177 Exchange (SS-GATES) to promote innovative technologies involving energy and environment projects such as,
178 wind, hydro, solar power, and biofuels in developing countries through the Clean Development Mechanism
179 (CDM);
180
- 181 13. *Emphasizes* that corporate social responsibility should become a core concept for foreign transnational import
182 and export transportation:
183
- 184 a. Corporations should consider their carbon footprints when operating in developing Member States;
 - 185
 - 186 b. Multinational corporations that have expertise in the field of energy and environmentally efficient
187 transportation frameworks are encouraged to work in close cooperation with local companies in order
188 to create long lasting and efficient infrastructure;
189
- 190 14. *Emphasizing* the needs of subsidies for local businesses to establish and approve recycling centers preventing
191 risks to human health and safety or to the environment:
192
- 193 c. The Marine Environment Protection Committee of the International Maritime Organization shall be the
194 supervisor of the source of the subsidies and the allowance of such subsidies among participating
195 countries;
196
 - 197 d. A body of international experts appointed by the Marine Environment Protection Committee of
198 International Maritime Organization will evaluate the centers interested in getting involved in the
199 process of recycling ships in order to deliver a green label called the Green Kedge;
200
 - 201 e. The aim of such supervision is to guarantee the compliance with the environmental rules of law and
202 the respect to the environment;
203
- 204 15. *Calls upon* Member States to sign and ratify all annexes the *Hong Kong International Convention for the Safe
205 and Environmentally Sound Recycling of Ships*, an IMO convention, by the year 2020 to ensure that ships are
206 recycled after reaching the end of their operational lives, so they will no longer jeopardize human health, safety,
207 and the environment.

Code: UNEP/RES/1/8

Committee: United Nations Environment Programme

Topic: Transformation to a Greater Transportation Economy

1 *The United Nations Environmental Programme,*

2
3 *Having considered the pressing need for infrastructure in order to facilitate the development of environmentally*
4 *responsible means of transportation for purposes of commerce and travel as declared in Article 21 of the*
5 *Johannesburg Plan of Implementation,*

6
7 *Believing that green transformation is accompanied by a shift in transportation norms based on the results of*
8 *United Nations (UN) General Assembly resolution 67/210 which highlights the need to convey renewable energy*
9 *sources and implement them into vehicles,*

10
11 *Having adopted specific strategies and missions to meet the needs for green transformation such as the Green*
12 *Economy Joint Programme, one such example being Mozambique's Resolution on Transportation Policy No. 5/96,*

13
14 *Bearing in mind costs associated with addressing the challenges of transportation around developing states,*

15
16 *Noting the increased interest among developed states in areas such as Asia and the European Union in natural*
17 *resources such as Africa among other others,*

18
19 *Affirming the importance for all states to promote sustainable and accessible transportation methods by targeting*
20 *vehicle emissions and fuel efficiency standards through the "avoid-shift-improve" strategy,*

21
22 *Desiring that Member States continue to push forward in advocating a lower carbon economy with the assistance of*
23 *organizations such as the Global Fuel Economy Initiative (GFEI),*

24
25 *Recognizing the critical role played specifically by private UN agencies in the exchange of information relevant to*
26 *green transportation initiatives and infrastructure improvement, and the inherent formal and informal*
27 *communication difficulties faced therein,*

28
29 *Observing the importance of local and regional empowerment by involving member states in the transition to a*
30 *green economy,*

- 31
32 1. *Calls upon all Member States to share their successful infrastructure projects through conferences, conventions*
33 *and other forms of meetings in order to promote Green Transportation solutions by inviting developed Member*
34 *States to share knowledge and technology as well as funding for projects that have been proven successful, but*
35 *have faced the challenges by a developing economy;*
36 1.
37 2. *Encourages fellow developing states to begin a shift from non-environmentally friendly means of transportation*
38 *with the use of vehicles that use renewable energy, such as biodegradable fuels or electricity in such a manor*
39 *as to ensure food security is mandatory by encouraging:*
40
41 a. *The reduction of prices of electric cars with a Trade-in program to decrease the amount of non efficient*
42 *fuel cars;*
43 2.
44 b. *Member States to promote social policies that reward the use of non-fuel dependent cars;*
45 3.
46 i. *Create guidelines to define what a non efficient fuel vehicle is to further help the coordination of reducing*
47 *heavy GHG polluting vehicles by encouraging the use of vehicles that use renewable energy, such as*
48 *environmentally sound biodegradable fuels or electricity in such a manor as to ensure food security in Member*
49 *States;*
50
51 4.

- 52 3. *Suggests* that Member States work together within preexisting regional frameworks such as ASEAN or
53 MERCOSUR to finance the Trade in program by implementing regional carbon taxes following the “polluter
54 pays” principle, whose characteristics would be:
55 5.
56 a. Tax rates determined by each regional organization;
57
58 b. Carbon tax is apply to non-fuel efficient vehicles;
59 6.
60 c. The money be collected by said regional organizations and redistributed to firms producing electric
61 cars so as to reduce production costs;
62
63 d. Firms which produce abroad pay the tax rate of their country of origin to the region in which they are
64 settled;
65 7.
66 4. *Expresses* consideration from developed states and international corporation to provide funding for:
67 8.
68 a. Investing in projects that directly assist in development of green transformation;
69
70 b. Incentivizing businesses to provide alternative transportation;
71 9.
72 5. *Calls upon* all Member States to promote the implementation of the “Safe, Clean, Fair & Green” Framework
73 from the Post-2015 sustainable transport agenda on the regional level through the Green Economy Initiative,
74 Global Fuel Economy Initiative, and a Partnership for Clean Fuels and Vehicles;
75 10.
76 6. *Urges* all members: states to increase international help and cooperation towards reducing greenhouse gases
77 with fuel transportation by:
78 11.
79 a. Promoting fuel efficiency technology investments from the private sector for land, air and sea
80 transportation with regional and local agencies;
81
82 b. Providing expert help to developing countries in order to collect data and make recommendation on
83 sustainable transportation measures;
84 12.
85 7. *Urges* all Member States to implement multilateral coordination between international, regional and local
86 governments in order to:
87 13.
88 a. Promote awareness of the benefits to a transition to a green economy;
89
90 b. Create workshops and other programs to promote further efforts to reduce vehicular air pollution,
91 carbon monoxide, and other forms of vehicular transportation as modeled by the Partnership for Clean
92 Fuels and Vehicles (PCFV) Including but not limiting to:
93
94 i. Importance of public transportation such as carpooling, public buses, etc. to promote lowering
95 CO2 emissions;
96
97 ii. Increase other means of transportation options (for example the implementation of bicycle
98 lanes, trails, public railways, waterways, etc as advocated in the “Share the Road Program;
99
100 iii. Promote and utilize new technology to better incorporate a transition to a greener economy by
101 utilizing the “Transfer of Environmentally Sound Technology, Cooperation and Capacity-
102 Building;”
103 14.
104 8. *Supports* the creation of a project called Transportation, Recycling, and Informational Networking (TRAIN).
105 The primary focus of this project would be to advance the communication process with governmental and
106 international organizations that seek to participate in active dialog with regards to efficient transportation and
107 recycling transportation materials with outside agencies in hopes to resolve harmful transportation emissions in
a more effective time manner;

- 108 9. *Resolves* UNEP should host a secure online network forum that is intended for informal questions and
109 information in encouraged dialog format;
- 110 16.
- 111 10. *Agrees* UNEP will provide technological means at their discretion to any applicable UN and member state
112 programs affiliated with TRAIN that needs assistance with staying connected to the secure online network
113 forum;
- 114 17.
- 115 11. *Encourages* the UN and Member States to take advantage of immediate information exchange with regards to
116 TRAIN;
- 117 18.
- 118 12. *Calls* upon regional nonprofit organizations to encourage local businesses and civil leaders in committees to
119 raise awareness to the community about the transition into green economy initiatives in place;
- 120 19.
- 121 13. Encourages increased cooperation between UNEP and UNIDO in environmental sustainable developing,
122 including but not limited to:
- 123 20.
- 124 a. Joint programs;
- 125
- 126 b. Financial integration;
- 127 21.
- 128 c. Using UNIDO review compliance mechanisms on UNEP initiatives.

Code: UNEP/RES/1/9

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

1 *The United Nations Environment Programme,*

2
3 *Calling attention to unsustainable trends in transportation common to many Member States which are leading to*
4 *exponential growth in carbon emissions in the coming decades,*

5
6 *Stressing the increased dependence on fossil fuels, the growing reliance on road transportation of goods and*
7 *persons, the development of the road haulage industry, and the consequent decrease of rail, river and maritime*
8 *transport of goods,*

9
10 *Emphasizing the findings of the Intergovernmental Panel on Climate Change (IPCC) which highlight the harmful*
11 *effects that greenhouse gas emissions have on human beings, especially the poorest ones,*

12
13 *Noting the increase of emissions from the aviation sector in recent years and recalling A/38/18 adopted in October*
14 *2013 by the UN International Civil Aviation Organization (ICAO),*

15
16 *Reminding Member States of the goals set by the United Nations Conference on Environment and Development held*
17 *in Rio de Janeiro in 1992, especially the ultimate objective of the UN Framework Convention on Climate Change*
18 *(UNFCCC) to stabilize the atmospheric concentration of greenhouse gasses at a level that would prevent dangerous*
19 *anthropogenic interference with the climate system,*

20
21 *Recalling the commitments made at the Earth Summit in Johannesburg in 2002 and the United Nations Conference*
22 *on Sustainable Development in Rio de Janeiro in 2012 to ensure that sustainable development would reach political*
23 *attention at the global level, as delineated in the 17 commitments on Sustainable Transportation,*

24
25 *Reaffirming our continued commitment to the principles of the Millennium Development Goals (MDGs) established*
26 *in 2000, to ensure progress towards environmental sustainability, most notably MDG 7, which aims to ensure*
27 *progress towards environmental sustainability,*

28
29 *Bearing in mind the shortcoming of the MDGs in regard to the transport sector, and emphasizing the need for*
30 *transportation to be considered in the upcoming Sustainable Development Goals,*

31
32 *Fully believing in the program “Clean Trips” by FONAFIFO, which decreases air pollution and raises money for*
33 *environmental programs,*

- 34
35 1. *Urges* Member States to intensify their efforts to promote sustainable transportation by drawing on the Local
36 Agenda 21, especially chapter 7 on Human Settlements and chapter 9 on Atmosphere together with
37 A/RES/66/288 from The Future We Want – Rio+20 – on sustainable transport;
38
39 2. *Suggests* for Member States to involve private actors in the Green Economy by providing incentives such as
40 subsidies and increased responsibility to local businesses, following the three environmental principles set down
41 in the United Nations Global Compact;
42
43 3. *Calls for* research for the future formation of an oversight committee within UNEP to develop an international
44 framework for fuel efficiency policies by model year 2025, considering:
45
46 a. Introduction of a conference to be held at the discretion of member states within the next two years in
47 order to discuss domestic emission programs as the basis for an international system;
48
49 b. Introduce GDP per capita dependant standards as the basis for emission regulations;
50
51 c. Support the governments in the adaptation of the international standards in according with current
52 economic development and technology level;
53

- 54 d. Assist national stakeholders in meeting the fuel economy standards set by experts of the UNEP,
55 UNDP, Academia, NGOs and private sectors;
56
- 57 e. After formation, this committee will conduct bi-annual meetings to review the progress of the greening
58 transportation efforts;
59
- 60 4. *Commends* the work of the ICAO on the development of a global Market-Based Mechanism (MBM) for carbon
61 trade by 2016 and the aim of implementing it by 2020;
62
- 63 5. *Calls upon* the ICAO to consider the following aspects in the implementation of the MBM:
64
- 65 a. Considering the level of development of participating countries in the auctioning of emission rights;
66
- 67 b. Drawing upon the experience and best practices of the EU Emissions Trading Scheme (ETS) in order
68 to develop a globally viable and efficient approach;
69
- 70 c. Consulting the aviation industry when creating regulations and standards;
71
- 72 d. Monitoring the efficacy of the system learning from the existing practices of the EU ETS;
73
- 74 6. *Suggests* the establishment of an international fund with the income raised by the auctioning of emission
75 certificates to airlines, which would cover research, development, and deployment of green technologies:
76
- 77 a. Suggests that UNEP assume responsibility for monitoring the auctioning of emission certificates as
78 well as the redistribution of finances into the following projects;
79
- 80 b. Recommends that the investment be made in projects focused on research for more efficient aviation
81 techniques as well as aircraft revitalization programs which replace outdated airplanes with
82 modernized versions;
83
- 84 7. *Endorses* Member States who have national airlines to set up “Clean Trips”, a plane flight fueled by clean fuel
85 as well as setting up a general program in Clean Trips where flyers can voluntarily donate a sum of their
86 choosing in dollars per carbon dioxide emitted in order to off-set its impact by:
87
- 88 a. National owned airlines make use of clean fuel for a percentage of flights;
89
- 90 b. On those flights, there is an option to donate money to offset environmental impact;
91
- 92 c. Member States can use money collected to fund environmental programs;
93
- 94 d. The airlines track and provide the statistics on the amount of carbon dioxide being emitted;
95
- 96 8. *Proposes* knowledge sharing between developed and developing countries in order to work towards sustainable
97 transport infrastructure from the initial planning stage or during the upgrading of an existing public
98 transportation system, including, but not limited to:
99
- 100 a. Sharing technology pertaining to sustainable transportation systems;
101
- 102 b. Mentoring Member States who receive the technology in its use and implementation, so that they may
103 become self-sufficient in its use;
104
- 105 c. Emphasizing the necessity of knowledge sharing and technology transfer through forums such as the
106 Global Exchange Mechanism between nations of the global South given the potential afforded by
107 regional, developmental, and economic similarities;
108

- 109 9. *Further encourages* Member States to introduce rapid transport systems in urban areas such as the Bus Rapid
110 Transit (BRT), with systems powered by renewable energy, depending on geographical and economic abilities
111 of each country, and implemented through:
112
- 113 a. Public-private partnerships;
 - 114
 - 115 b. Inclusion of the private sectors in development cooperation projects;
 - 116
 - 117 c. Encouragement of private corporations to develop and maintain environmentally friendly forms of
118 transportation for the use of the general public under the guidelines and oversight of individual
119 Member States;
 - 120
- 121 10. *Encourages* the establishment of initiatives distributing subsidies for public transport to individuals who do not
122 own motorized vehicles, in order to incentivize the use of public modes of transport, given the role that mass
123 transit systems can play in reducing overall emissions;
124
- 125 11. *Further encourages* the creation of sustainable transport systems based around international, regional, national
126 and local transport hubs, in order to encourage the use of only sustainable public transport for all levels of
127 travel;
128
- 129 12. *Additionally encourages* the implementation of recycling programs promoting the effective utilization of parts
130 from used motorized vehicles, aircrafts, and ships, as well as used batteries and electrical waste, in order to
131 minimize the waste in the revitalization of used vehicles.



Code: UNEP/RES/1/10

Committee: The United Nations Environment Programme

Topic: Transformation to a Green Economy Challenges for Transportation Worldwide

1 *The United Nations Environment Programme,*

2
3 *Referring to Agenda 21* adopted at UN Conference on Environment and Development from A/RES/S-19/29, which
4 highlights the importance of long term goals involving sustainable energy in regard to public transportation systems,

5
6 *Reaffirming The Future We Want,* which highlights the importance of aiding and empowering developing nations in
7 the context of sustainable development,

8
9 *Reiterating* the importance of A/RES/67/215, which highlights sustainable energy to public transportation systems
10 according to the specific needs of each Member State,

11
12 *Recognizing* UNEP's commitment to Avoid-Shift-Improve policy when pertaining to road transport, which involves
13 shifting towards a more eco-friendly mode of transport, by providing each country with more sustainable
14 alternatives,

15
16 *Bearing in mind* the presence of variation in the developing economies with regard to the energy needs for the
17 environmental development,

18
19 *Reaffirming* article 2.1 of the United Nation's Charter to ensure state sovereignty remains paramount,

20
21 *Emphasizing* the Capacity Development Initiative (CDI), which focuses on strategic approaches to develop
22 countries' ability to sustain global environments and encompasses the cooperation among the international
23 community to authorize mutual exchange research programs in order to help the environmental experts to use their
24 experience, and resources in seeking alternative energy sources,

25
26 1. *Calls* upon the United Nations Development Program to establish a subsidiary body, which will be:

- 27
28 a. Known as the United Nations Commission on Sustainable Energy to Public Transportation (UNSEPT);
- 29
30 b. Established through grant funding from the GEF in collaboration with the UNEP, and in support with a
31 voluntary fund program under the UNDP, in the pursuit of aiding the developing economies to meet
32 environmental transportation challenges;
- 33
34 c. Located in the UN Headquarters in Geneva;
- 35
36 d. Committed to providing assistance via personnel, technology, and logistical support;
- 37
38 e. Staffed by personnel from around the world with expertise in sustainable development of natural
39 resources, the selection criteria contains a degree in a science related field and two years of experience
40 in said field;
- 41
42 f. Aware that any participating State can withdraw from the program at any time;
- 43
44 g. Accounting for the regional, cultural, political and economic practices to respect each participating
45 States' individual needs;

46
47 2. *Designates* the mission of UNSEPT as creating sustainable development to aid Member States in:

- 48
49 a. Research for sustainable energy alternatives;
- 50
51 b. Education in both general curriculum and vocational outlets to foster green initiatives;

52

- 53 c. Implementation of these skills and knowledge to establish environmental solutions for public
54 transportation;
55
- 56 3. *Further* calls upon the UN Global Compact to strengthen its work by:
57
- 58 a. Establishing each participating State's specific natural resources and researching how to use them
59 effective as sustainable energy to power public transport;
60
- 61 b. Forming the International Transport Energy Strategy (ITES) under the supervision of the UNEP,
62 incorporating the petroleum and gas multi-national companies in pursuit of reaching a common
63 position in regards to future alternative fuel options;
64
- 65 c. Ensuring that the chosen sustainable energy path is individualized to be flexible according to the
66 regions' changing weather conditions and geological factors in order to pursue an effective strategy for
67 environmentally sustainable public transportation;
68
- 69
- 70 4. *Requests* all participating members to incorporate environmental awareness into their educational resolves:
71
- 72 a. The Member States will include and administer environmental educational courses in their school
73 syllabus;
74
- 75 b. Aid states to implement environmental science, promote long-term habits through sustainable
76 transportation education programs, and include other basic needed skills into their curriculum;
77
- 78 c. The decision of how it will be implemented will be determined on a state-by-state basis by the
79 commission;
80
- 81 d. The vocational training will be taught by volunteers with expertise in the subject, which will allow
82 citizens of the state to become educators and share their new found knowledge to train others in their
83 community to eventually establish a self-sustaining public transportation system;
84
- 85 5. *Transmits* this educational initiative into on-the-job training, strengthening the economic independence and the
86 growing enhancement of the workforce of the State, and creating energy efficient choices through sustainable
87 transportation initiatives;
88
- 89 6. *Taking into consideration* that the result of research and education will allow room for participating states to
90 achieve independent sustainability and development;
91
- 92 7. *Expresses its hope* to foster self-sufficiency in developing Member States with regards to environmental
93 sustainability, specifically applicable to public transportation in the countries of operation, a cooperation
94 supported by the international community through financial institutions;
95
- 96 8. *Further ensuring* that the result of sustainability is not only limited in standards of environmentally sustainable
97 transportation, but also in infrastructure and economic development;
98
- 99 9. *Further resolves* the assurance of state sovereignty in the decision-making process for nations participating in
100 the UNSEPT program.

Code: UNEP/RES/1/11

Committee: UNEP

Topic: Transformation to a Green Economy: Challenges for transportation

1 *The United Nations Environmental Programme,*

2
3 *Affirming* the mandate established for the United Nations Environment Programme (UNEP) by the United Nations
4 (UN), and in order to guarantee the most sustainable future possible, as defined in the General Assembly resolution
5 2997 (XXVII) and in order to guarantee the most sustainable future possible,

6
7 *Emphasizing* the goal of reducing carbon dioxide emissions in regards to transportation, as seen in the Kyoto
8 Protocol Clean Development Mechanism which includes sustainable energy for all,

9
10 *Having considered* the factual evidence that the world's oil supply is rapidly diminishing, as stated in the UN
11 Intergovernmental Panel on Climate Change (IPCC) Third Assessment Report (2001),

12
13 *Fully believing* that a gradual transition to biofuels used for transportation is key to a long-term sustainable future in
14 environmental and sustainable development,

15
16 *Bearing in mind* biofuels made from vegetables, vegetable oil, and animal fats are generally not sustainable long
17 term and may also be a threat to food security, as outlined in General Assembly resolution 67/208,

18
19 *Recognizing* the importance of the private sector investment for the success of technology advancement in
20 developing countries while affirming the complete sovereignty of each Member State,

21
22 *Deeply convinced* that there is a global need to accomplish the Millennium Development Goal (MDG) Seven A
23 which looks at sustainable development initiatives,

24
25 1. *Invites* Member States capable of doing so to increase their investment in research and development of biofuel
26 technology and private corporations to invest in non-edible biofuel technology in accordance with *Agenda 21*
27 chapter 16;

28
29 2. *Proposes* the implementation of a worldwide public-private cooperation mechanism for biofuels under the
30 directive of UNEP which will be charged with the following tasks:

31
32 a. Identifying willing Member States and biotechnology corporations to promote mutually beneficial
33 partnerships;

34
35 b. Opening communications and facilitating contact between biotechnology and other private
36 corporations with those countries who are willing to partake in the mutually beneficial investment;

37
38 c. Providing investors with a countries background in terms of:

39
40 i. Economic capacity;

41 ii. Political Stability;

42 iii. Bureaucracy;

43 iv. Cultural ramifications pertaining to religious limitations, cultural norms and customs;

44
45 3. *Suggests* that the mechanism aforementioned should be funded by the Global Environment Facility, as well as
46 the investments of willing private corporations;

47
48 4. *Recommends* that the headquarters for this mechanism be located in Nairobi, Kenya in order to facilitate
49 communication between UNEP and the members of this body;

50
51 5. *Emphasizes* that each Member State has unique requirements and resources in terms of indigenous plants;

52

- 53 6. *Reiterating that* individual Member States are best equipped to make decisions about what kinds of biofuel
54 strategies should be implemented;
55
- 56 7. *Further proclaims that* land currently being used for agriculture or economically beneficial sectors will not be
57 reallocated or infringed upon, in order to maintain food security;
58
- 59 8. *Further recommends that* the UN General Assembly Open Working Group on Sustainable Development Goals
60 to include the use of biofuels throughout the Post-2015 Sustainable Development Agenda.

Code: UNEP/RES/1/12

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

1 *The United Nations Environment Programme,*

2
3 *Recalling* General Assembly resolution 67/210 of 21 December 2012, and all other resolutions and decisions in
4 regard to establishing a response to the threat of global climate change, which calls for protection of the global
5 climate for present and future generations,

6
7 *Further recalling* General Assembly resolution 67/210 on the promotion of new and renewable sources of energy,

8
9 *Noting with approval* the aims of the Global Fuel Economy Initiative (GFEI) to increase fuel efficiency by 50% by
10 2050,

11
12 *Reaffirming* the Plan of Implementation of the World Summit on Sustainable Development with the expectation of
13 reducing and eliminating unsustainable patterns of production and consumption,

14
15 *Taking into account* Agenda 21 by realizing that population, consumption, and technology are the primary driving
16 forces of environmental change, and that current patterns of consumption and production are unmanageable,

17
18 *Recalling* the United Nations Millennium Declaration, which establishes the need to overcome the geographic
19 impediments to environmentally-sound transportation infrastructure,

20
21 *Reaffirming* the outcome document of the United Nations Conference on Sustainable Development held in Rio de
22 Janeiro, Brazil, from 20 to 22 June 2012, entitled *The Future We Want*,

23
24 *Acknowledging* that the present patterns of transport based on fossil fuel vehicles and current business practices are
25 detrimental to the present and future generations of humankind, while also highlighting E/CN.17/2011/4 indicating
26 the lack of transport services in rural areas of the developing world,

27
28 *Emphasizing* the importance of the UNEP's three-fold strategy of "Avoid, Shift, Improve" which in creating a
29 framework for collaboration in fuel economy, clean fuel, and alternative transport to reduce transportation related
30 externalities,

31
32 *Taking into consideration* the New Partnership for African Development (NEPAD), which establishes policy
33 reforms and encourages increased investments in building and improving infrastructure specifically promoting
34 economic diversification and environmental reforms for green transportation, to use as an example,

35
36 *Highlighting the successes of the United Nations Economic Commission for Europe's (UNECE) Transport Health
37 and Environment Pan-European Programme (THEPEP),*

38
39 *Noting A/RES/64/186, which highlights how communication technologies can overcome developmental challenges
40 in the context of globalization, and provide access to information and knowledge, while transitioning developing
41 states into active members of the global economy,*

42
43 *Respecting the geographical differences that aid and hinder Member States' abilities to move toward greener
44 transportation systems,*

- 45
46 1. *Expresses* its desire for increased cooperation of Member States and the progression towards Green Economy
47 goals through previously adopted and successful methods, collaboration in areas of research, development,
48 productions, sustainable management, and natural resource management;
- 49
50 2. *Strongly encourages* cooperation to meet the goals of the Global Fuel Economy Initiative (GFEI) using methods
51 such as:
- 52

- 53 a. Changes in governmental policy which promote efficient urban design;
54
55 b. Tax structure that incentivizes the use of more fuel efficient vehicles and;
56
57 c. Investment into public research programs and facilities that conduct research in fuel efficiency and
58 emission lowering technology;
59
- 60 3. *Calls upon* the continued collaboration of international organizations and other specialized agencies such as the
61 International Energy Agency (IEA), the Fédération Internationale de l'Automobile Foundation for the
62 Automobile and Society (FIA Foundation), United Nations Industrial Development Organization (UNIDO), and
63 United Nations Development Programme (UNDP) to work with the UNEP in the areas of research,
64 development, production and operation/management of:
65
- 66 a. Infrastructure through the implementation and strengthening of intercontinental public transportation
67 via railways, waterways, and roadways through regional networks of communication and cooperation,
68 and by calling upon the United Nations Environment Programme (UNEP) to work closely with the
69 International Telecommunications Union (ITU) to further expand the Trans-Eurasian Information
70 Super Highway in an effort to bridge the development and information gap between developing States
71 and the industrialized world:
72
- 73 b. By providing access to educational sources;
74
- 75 c. By expanding upon already existing fiber optic networks;
76
- 77 d. By promoting the growth of ecommerce and telecommuting, reducing a Member State's carbon
78 dioxide emissions;
79
- 80 e. By connecting rural areas to the greater economic world through the creation of transportation
81 infrastructure;
82
- 83 f. Greener vehicles and transport modes through an increase in the availability of affordable
84 transportation such as bicycles, efficient busses, railways, natural gas taxis, in addition to discussion of
85 implementation of unmanned aerial vehicles as a means of an emission free delivery service in rural
86 areas of the developing world to assist the needs of the current population of one billion people in the
87 developing world without access to an all-weather road;
88
- 89 g. Cleaner fuels through additional investment and research in clean burning natural gas as a fuel for
90 transportation, or through the research and development of biofuels such as sugar-cane ethanol, algae,
91 and raw sewage diesel by countries such as Sudan, Brazil, and Malta, respectively, while keeping food
92 security a priority;
93
- 94 4. *Reaffirms* the right of Member States to develop practices for the sustainable management of their natural
95 resource base in order to meet their development goals and ensure long lasting sustainability, and encourages
96 Member States to assist resource dependent developing states in developing alternative sources of income,
97 funding, and technology for green transportation infrastructure with limited economic impact, allowing these
98 developing nations to join the global movement toward greener transportation;
99
- 100 5. *Encourages* governments to develop and implement national programs which embrace UNEP's three-fold
101 "Avoid, Shift, Improve" framework for the purposes mitigating the effects of climate change such as further
102 global warming, sea level rise, and an increase in the frequency and severity of extreme weather events, and
103 with the secondary goal of reducing CO₂ emissions by:
104
- 105 a. Avoiding high emission transport options;
106
- 107 b. Shifting away from energy intensive and environmentally harmful transportation, and shifting towards
108 more efficient as less polluting options such as public transport or non-motorized transport and;

- 109
110 c. Improving transport technology and policy solutions;
111
112 6. *Calls for* an expansion of NEPAD to serve as an example for the implementation of regional networks to
113 establish these policy reforms in the areas of economic diversification and green transportation;
114
115 7. Recommends that Member States seek funding solutions to implement sustainable transportation measures and
116 infrastructure through partnerships with:
117
118 a. The UNEP Finance Initiative Global Roundtable (UNEPFI-GRT);
119
120 b. The Green Growth Knowledge Platform to broker the securing of financial resources from sources of
121 funding like the German Cooperation, the Ministry of Infrastructure and the Environment, and the
122 Swiss Confederation to help Member States achieve the transition to green economies through grant
123 funding;
124
125 c. Public-private partnerships of the Climate Investment Funds (CIFs), the Prototype Carbon Fund (PCF),
126 and the Global Gas Flaring Reduction Partnership (GGFR) of the World Bank;
127
128 8. *Stresses* the need for the establishment of information sharing partnerships like the Pan Africa eLearning for the
129 Environment Network, which promotes the sharing of best practices at the regional level in the transition to
130 green transportation and the development of green transportation infrastructure between developed and
131 developing Member States, allowing all participants to successfully transition to green transportation and
132 develop stronger, greener economies;
133
134 9. *Invites* Member States to form and utilize regional frameworks similar to the Centre for International Transport
135 Agreements and the Eurasian Development Bank to facilitate and fund multilateral and bilateral movements to
136 greener transportation.

Code: UNEP/RES/1/13

Committee: United Nations Environmental Program

Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

- 1 *Recalling* the United Nations (UN) General Assembly resolution 67/215 on the Promotion of New and Renewable
 2 Sources of Energy which declared 2014-2024 as the United Nations Decade of Sustainable Energy for All,
 3
- 4 *Further recalling* the UN General Assembly resolution 67/210 on the protection of global climate calling the
 5 developed countries to take the lead in combating climate change and adverse effects,
 6
- 7 *Bearing in mind* the UN General Assembly resolution 67/210 on the protection of global climate for present and
 8 future generations of humankind,
 9
- 10 *Taking into account* UNEP’s existing strategy of “Avoid-Shift-Improve” (ASI),
 11
- 12 *Mindful of* the Millennium Development Goal number seven, which ensures environmental sustainability, and the
 13 track indicator as provided by the UN Statistics Division,
 14
- 15 1. *Recommends* the creation of an international framework that will establish and set the guidelines for Member
 16 States in order to identify which standard of green economy is more accurate for them, whether it is optimal or
 17 feasible;
 18
 - 19 2. *Requests* all developed countries which are mainly responsible of the CO2 pollution, as outlined by the United
 20 Nations Statistics Division, to act as role model in the transformation to a green economy to lead the way for all
 21 other Member States;
 22
 - 23 3. *Considers* that if at first the country starts with feasible and accessible green technologies, their goal will be to
 24 reach the highest standard applicable to these technologies with the help and cooperation of countries already
 25 possessing these standards, and the guidelines will be determined by:
 26
 - 27 a. The number of emissions generated;
 - 28
 - 29 b. The country’s economy;
 - 30
 - 31 c. Infrastructure by requesting annual reports from the Member States, as well as project histories to keep
 32 track of their improvements;
 33
 - 34 4. *Emphasizes* the use of alternative sources of transportation for Member States who are not able to afford
 35 advanced modes of personal vehicles such as, but not limited to:
 36
 - 37 a. Hydro/Electric/Solar cars;
 - 38
 - 39 b. Electric high speed rails to minimize future uses of coal, as well as provide faster means of
 40 transportation without the need to use personal vehicles on a regular basis;
 41.
 - 42 5. *Promotes* the use of alternative sources of transportation such as publically accessible and affordable bicycle
 43 rentals in which stations are provided throughout the community for the citizens to utilize at their convenience,
 44 and the option of returning the rental at any participating location;
 45
 - 46 6. *Recommends* Israel’s strategy of eco-labeling in order to address concerns of performance requirements
 47 regarding personal vehicles by:
 48
 - 49 a. Monitoring carbon monoxide, smoke, diesel emissions from gas-powered engines;
 - 50
 - 51 b. Labeling new cars on the consumer market, based on a scale ranging from one to fifteen;
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 - 53 i. One representing the lowest emissions;
 - 54 ii. Fifteen representing the highest emissions;

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- c. Following up with an inspection of the emissions annually;
 - d. Encouraging car manufacturers to comply with Eco-Labeling standards by promoting awareness within the international community of the companies' efforts to a Green World;
 - e. Allowing governments to limit or eliminate imports from vehicle manufacturers who do not comply with the Eco-Labeling standards;
7. *Emphasizes* the utilization of programs such as the Eureka Fund in order to promote and establish innovative, environmentally friendly technologies and projects presented by scientists developing such technologies and allowing for the citizens of the Member States to determine which projects are suitable for their communities and environment.

Code: UNEP/RES/1/14

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges for Transportation World Wide

1 *The United Nations Environmental Programme,*

2
3 *Deeply concerned* with the current environmental state of the global community and recognizing the various affects
4 of transportation culminating in environmental degradation worldwide,

5
6 *Having considered* the diversity of each Member State and the unique challenges including crises, poverty, and lack
7 of expertise that must be taken into consideration when creating and implementing environmental development
8 strategies for sustainable transport,

9
10 *Acknowledging* A/RES/68/212 and A/RES/67/210 which affirms the challenges accompanied by the increase of
11 greenhouse gas emissions particularly regarding the vulnerability of developing countries and the adverse impacts of
12 climate change as well as emphasizing the need for developing countries to take the lead in combating climate
13 change,

14
15 *Observing* the *Johannesburg Plan of Implementation (JPOI)* and its call upon UNEP to “strengthen [its] contribution
16 to sustainable development programmes and the implementation of Agenda 21 at all levels, particularly in the area
17 of promoting capacity-building,”

18
19 *Cognizant* of the UNEP report *Integrating the Environment in Urban Planning and Management: Key Principles*
20 *and Approaches for Cities in the 21st Century*, which finds that “urban areas by their very nature provide a range of
21 sustainability multipliers that can be tapped to address social and environmental burdens these include providing
22 services in densely populated areas and better opportunities for the use of public transport,”

23
24 *Keeping in mind* UNEP’s coordination with governments and relevant organizations to provide monetary support
25 and other resources to further facilitate South-South Cooperation, as stated in UNEP GC Decision 24/12,

26
27 *Recognizing* one of the central themes of the June 2012 United Nations Conference on Sustainable Development
28 (UNCSD) being “a green economy in the context of sustainable development and poverty eradication,”

29
30 *Applauding* the work of the UNEP Climate Change Sub-Programme to address growing concerns created in order to
31 highlight environmental degradation such as threatened food production, security, safety, and other dimensions,

32
33 *Bearing in mind* the funds available from the Global Environment Facility (GEF) for projects related to biodiversity,
34 climate change, international waters, amongst other sustainable projects,

35
36 *Noting* the UNEP 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns
37 (10YFP) and its work establishing a trust fund to support the implementation of environmentally sustainable projects
38 in developing countries,

39
40 *Noting further* the Financing for Developing Trust Fund (FfD Trust Fund) created at the Monterrey Consensus to
41 support the work of the Financing for Development Office in the Department of Economic and Social Affairs,

42
43 *Having examined* the Green Economy Initiative (GEI) and its efforts to promote and assist in the development of
44 sustainable improvements especially within the transport sector,

45
46 *Taking into consideration* the UNEP Environmental Data Program and the information available through this
47 database on environmental concerns for each Member State as applicable to transport,

48
49 *Recognizing* A/RES/58/220 which states that improved South-South knowledge sharing, networking, capacity-
50 building, information exchanges, policy analysis and coordinated action among developing states are needed
51 regarding major issues of common concern including transportation,

52

- 53 1. *Calls for* the creation of Sustainable Transport Nation Action Plans (SNAP) initiative to be monitored by the
54 UNEP Climate Change Sub-Programme for the purpose of the promotion and creation of national sustainable
55 transport agendas to promote the transformation to a green economy and address topics at the discretion of the
56 Member States such as but not limited to:
57
58 a. Clean fuels;
59
60 b. Electric modes of transport;
61
62 c. Non-motorized transport;
63
64 d. Green dense urbanization;
65
66 2. *Encourages* SNAP to utilize the following UNEP regional offices to act as advocates for regional and specific
67 Member States concerns on the topic of sustainable transport and the transformation to a green economy:
68
69 a. Africa in Addis Ababa, Ethiopia;
70
71 b. Asia and the Pacific in Beijing, China;
72
73 c. Europe in Brussels, Belgium; Moscow, Russia; Vienna, Austria;
74
75 d. Latin America and the Caribbean in Brasilia, Brazil;
76
77 e. North America in New York City, United States of America;
78
79 f. West Asia in Cairo, Egypt;
80
81 3. *Further encourages* the utilization of these offices and their ability to prioritize and discuss concerns that affect
82 similar Member States in order to create national transport plans by:
83
84 a. Establishing clear definitions for environmental concerns relating to transport of each region;
85
86 b. Appointing experts to create regional reports on transport concerns and suggested sustainable transport
87 agendas;
88
89 c. Addressing the adverse effects on the environment caused by transportation and creating
90 individualized plans of action tailored to the unique circumstances of each state and region;
91
92 d. Rallying government support for initiatives and;
93
94 e. And increasing the number of participating governments;
95
96 4. *Requests* funding and resources for the SNAP initiative to include but not be limited to from the GEF, the
97 10YFP, the GEI, the FfD Trust Fund, all willing and able Member States and NGOs, and private industries;
98
99 5. *Confirms* UNEP regional offices will appoint experts on sustainable transport possessing advanced degrees in
100 the disciplines of economics, communications, sustainable engineering, marketing, etc. to lead the discussions
101 of regional concerns in order to compile reports for the region based off of their expertise and reports within the
102 UNEP Environmental Data Explorer which will:
103
104 a. Outline regional transport concerns;
105
106 b. Suggest policies for sustainable transport which are currently unaddressed by the UNEP regional
107 offices;
108

- 109 c. Provides the opportunity for Member States to request assistance in creating sustainable transport
110 action plans to highlight specific needs and concerns of the Member States;
111
- 112 6. *Further encourages*, regional reports compiled by the appointed experts to be made available on the UNEP's
113 Environmental Data Explorer and on each UNEP regional office website;
114
- 115 7. *Endorses* each action plan and its progress to be evaluated every five years by the UNEP regional office to
116 ensure the action plan reflects relative concerns and technology available to the Member States and region by:
117
- 118 a. Requesting biennial reports from Member States on their progression of the transport action plans;
119
- 120 b. Making appointed experts readily available to provide additional resources and assistance to Member
121 States as needed;
122
- 123 c. Strongly suggesting a reply from appointed experts on the biennial Member State report in order to
124 facilitate in reaching their transport goals;
125
- 126 8. *Supports* SNAP in implementing awareness campaigns targeting youths and other vulnerable populations to
127 promote national green transport action plans through the means of social media, news print ads, billboards,
128 television, and verbal communication in order to rally public support and encourage populations to make small
129 changes in daily activities to aid transformation to a green economy;
130
- 131 9. *Further supports* a collaboration of local government and NGOs such as Social Work and Research Centre and
132 Transport and Environment to target populations in need of applicable job skills in the green transport sector so
133 they are able to support and implement the national agendas created.

Code: UNEP/RES/1/15

Committee: United Nations Environment Programme

Topic: Transformation to a Green Economy: Challenges in Transportation Worldwide

1 *The United Nations Environment Programme,*

2
3 *Fully believing* that environmental governance is a fundamental factor in attaining environmentally-sustainable
4 development,

5
6 *Reiterating* the importance of global partnerships as addressed in the eighth Millennium Development Goal,

7
8 *Calling upon* collaboration and recommendations of different bodies within the United Nations, specifically the
9 United Nations Industrial Development Organization (UNIDO) and the United Nations Development Programme
10 (UNDP) to achieve sustainable development,

11
12 *Stressing* the importance of the creation and usage of low carbon dioxide emitting vehicles in order to promote more
13 eco-friendly means of transportation,

14
15 *Welcoming* the work of researchers and utilization of their innovation to reduce carbon dioxide emissions,

16
17 *Bearing in mind* economic restraints of Member States and their populations in working towards the transformation
18 to a green economy,

19
20 *Emphasizes* the need to improve environmental governance that advocates sustainability as the supreme
21 consideration for political, social and economic human activities especially transportation, responding to
22 environment-related demands,

23
24 1. *Calls for* dissemination of information, sharing of technology and sustainable practices regarding emissions
25 caused by transportation between Member States, both developed and developing, to work towards lessening
26 carbon dioxide emission public transportation;

27
28 2. *Requests* UNIDO and the UNDP to promote and provide policy advice for densely populated areas in
29 implementing:

30
31 a. Lanes reserved for buses, public transportation and ultra-low emission vehicles thus lowering
32 emissions consumption and travel time;

33
34 b. Lanes specifically for non-motorized vehicles such as bicycles to promote sustainable transportation;

35
36 c. Public transportation programs;

37
38 3. *Encourages* urban planning to reduce the need for driving fuel based transportation through increasing lower-
39 emission transportation such as, but not limited to:

40
41 a. Public transportation;

42
43 b. Electric vehicles;

44
45 c. Hybrid vehicles;

46
47 d. Non-motorized vehicles;

48
49 4. *Recommends* the utilization of cars with additional vehicle emission technologies such as the catalytic
50 converters, which convert harmful pollutants coming from the vehicle's exhaust system into less harmful
51 emissions, in partnership with and provision of willing and able private sectors and business and car
52 manufacturers;

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5. *Endorses* the sustainable yet practical transport alternatives such as carpooling, walking, and cycling in local communities through the promotion of human activities such as, but not limited to:
 - a. Promotion of carpooling through school buses for children going to and from their respective schools and houses in order to save environment from consumption of gases and carbon dioxide emissions;
 - b. Implementation of bicycle sharing systems within major cities to encourage environment friendly and non-motorized mode of transportation;
 - c. Creation of walking and cycling events such as walkathon and bicycle marathon in collaboration with relevant NGOs to promote eco-friendly communities with the goal of raising funds for environmental causes;
 - d. Raising awareness regarding the benefits gained from walking and cycling both for the environment and human health;
 - e. Provision of subsidies or tax incentives for those that utilize sustainable practical transport.