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Documentation of the Work of the

United Nations Environment Programme

United Nations Environment Programme

Committee Staff

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Agenda

1. Transformation to a Green Economy: Challenges for Transportation Worldwide

2. Worldwide Management of Harmful Substances and Hazardous Waste

3. Facilitating South-South Cooperation for Environmental Capacity Building

Delegate Awards

- Guatemala
- Philippines
- Russia
- Third World Network

Resolutions adopted by the committee

Document Code	Topic
UNEP/1/1	Transformation to a Green Economy: Challenges for Transportation Worldwide
UNEP/1/2	Transformation to a Green Economy: Challenges for Transportation Worldwide
UNEP/1/3	Transformation to a Green Economy: Challenges for Transportation Worldwide
UNEP/1/4	Transformation to a Green Economy: Challenges for Transportation Worldwide
UNEP/1/5	Transformation to a Green Economy: Challenges for Transportation Worldwide
UNEP/1/6	Transformation to a Green Economy: Challenges for Transportation Worldwide

Summary Report

The United Nations Environment Programme (UNEP) held its annual meeting to consider the following provisional agenda: I: Transformation to a Green Economy: Challenges for Transportation Worldwide, II. Management of Harmful Substances and Hazardous Waste, and III. Facilitating South-South Cooperation for Environmental Capacity Building. Upon suspension of the first night's session on Sunday, 30 March 2014, all delegations expressed interest and desire to work together and combat the Transformation to a Green Economy: Challenges for Transportation Worldwide. This session was attended by representatives of 140 Member States and two observing Non-Governmental Organizations (NGO).

At its second session on Monday, 31 March 2014, the body had the pleasure of having Mr. Elliott Harris, the Director of the UNEP-New York Office. He addressed the body directly about our topics at hand. He was an amazing asset to have and encouraged the body to work together. Mr. Harris also gave the opportunity for the delegates to ask questions, pertaining to topic I. The body began working together with the set agenda I, II, and III. The topic at hand was the talk of the committee. Each delegation worked extremely hard, as well as made speeches addressing the topic, and their position on the Transformation to a Green Economy: Challenges for Transportation Worldwide. The committee continued to deliver amazing speeches, and they were all eager to be added to the speakers list.

In the third session, the body continued to work in their regional blocs as well as with other member states. By the end of this session, Seventeen working papers were submitted- WP-A through WP-Q. At the end of the night session, the delegates presented 3 working groups. The delegates continued to make motions, and work together toward to making draft resolutions. Merging discussions began, but were suspended until the next session.

The fourth session on Tuesday, 1 April 2014, began with multiple mergers being discussed. While many progressed quickly, encouragement was given by both fellow delegates and the dais. Topics being discussed included an Online Knowledge Sharing Platform, Maritime Sustainability, Promotion of Sustainable Transport Funds, and South-South Cooperation on Green Economy.

Throughout the fifth and sixth sessions, mergers continued and culminated with the submission of working paper WP-BAM, WP-LEG, WP-PIN, WP-HK, WP-DJ, WP-OF, and WP-Q the body continued to hear enthusiastic speeches from delegates in support of their working papers.

In the seventh session on Wednesday, 2 April 2014, the delegations received the first round of edits; each sponsoring delegation was able to contribute to the process and progress of the edits. Our first draft resolution was brought to the body with WP-DJ becoming the first Draft Resolution. The delegates were eager to start promoting draft resolutions. The delegations submitted all working papers by noontime and all delegations waited anxiously for the working paper to be named draft resolutions.

During the final session, delegates finalized the last few working papers with all becoming Draft Resolutions in short order. Following the opportunity to field amendments, voting bloc was initiated. Unfortunately, no draft resolutions were adopted by acclimation. Six resolutions were passed by placard vote, with one failing during roll call vote. 142 Representatives were present for the final session. Overall, the body seemed pleased about the work accomplished, with innovative and novel ideas discussed.

Code: UNEP/RES/1/1
Committee: United Nations Environmental Programme
Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

The United Nations Environment Programme,

Firmly believing that enhancing the policy space and capacity of developing states must be a critical component to any green development agenda, and that this enables a truly country-owned and country-led approach to addressing the environmental issues regarding transportation facing the global community today,

Cognizant of the unique challenges faced by developing and developed countries, least developed and most developed countries, and land-locked and coastal countries in transforming the transportation sector to a green economy,

Applauding the 1992 *Rio Declaration* Principle 7 of common-but-differentiated-responsibility,

Recalling Section 3 of *Agenda 21* of the 1992 *Rio Declaration* to strengthen the roles of all major groups of society in sustainable development, including women, children, local authorities, and indigenous groups,

Reaffirming resolution A/RES/64/236 for its promotion of the three pillars to sustainable development; social, economic, and environmental,

Bearing in mind that transportation remains critical to the overall functioning of the global economy,

Fully aware that reliance on transportation is only increasing with greater development,

Considering the lack of road and transportation infrastructure of rural areas in developing states,

Recognizing the importance of properly built roads for developing populations' access to services like health care, education, jobs, markets, and cities,

Noting the impact of industrial production on the lives and resources of developing state populations,

Alarmed by the negative impact of profit-based economic projects affect citizens' access to clean resources,

Fully convinced that while formulating green alternatives to transportation is integral to promoting a green economy, these green initiatives must not obstruct development,

Firmly believing in resolutions A/RES/66/288, A/RES/67/203, and A/RES/67/215 for their emphasis on technology transfers in building capacity of states,

1. *Reaffirms* the need for the developed world to transform their unsustainable patterns of consumption while developing greener production alternatives, such as:

    a. Carbon filters, which reduce CO2 emissions from manufacturing byproducts,

    b. Reuse of waste materials from other industries, provided that these materials are not illegally dumped on the developing world;

2. *Strongly urges* that once these alternatives are formulated, they must be transferred to the developing world in terms of sharing of best practices and technology transfers, such as through South-South, North-South, triangular, and regional cooperative efforts;

3. *Requests* developed countries to reduce dependence on unsustainable transportation practices and instead utilize green transportation alternatives including telecommuting and teleconferencing in their operations both in the developed and developing world;

4. *Calls upon* developed countries to acknowledge the necessity of considering the various and intrinsic need of developing countries to reach a level of development before integrating their capacity to transform their transportation modes into a greener economy;

5. *Stresses* that transportation infrastructure projects require the employment and involvement of all sectors of society as outlined in Section 3 of *Agenda 21* to benefit on-the-ground work as well as improving the capacities, knowledge, expertise, and social welfare of developing state populations;

6. *Firmly recommends* the creation of environmentally friendly, cost-efficient transportation infrastructures, such as the use of "low energy cement" on public roads in areas which seriously lack basic infrastructure, as highlighted in the 2009 European Concrete Paving Association report "Concrete Roads: A Smart and Sustainable Choice," which has been proven to lower CO2 emissions, reduce fuel consumption and reduce electricity consumption;

7. *Further recommends* that developing countries will create the legal framework that will encourage the creation of and access to green transportation, especially in rural areas, which will enable quicker, easier and greener growth in both the private and public sectors;

8. *Emphasizes* that equally critical to these capacity-building efforts is funding, and, therefore, developed states must uphold their Official Development Assistance commitments, as affirmed in resolution *A/RES/60/1*;

9. *Strongly urges* developed countries and MDC to increase contribution of financial resources to reach the 0.7% of Gross National Product (GNP) pursuant with the Millennium Development Goals, and ultimately the Post-2015 Development Agenda, and to engage in technology transfer to assist developing countries and LDC in establishing infrastructure for green transportation through:

    a. Contribution to sustainable development funds such as the Climate Change Green Fund and the United Nations Development Programme Sustainable Energy for All Trust Fund;

    b. Bilateral partnerships between Member States;

    c. Private-public partnerships;

10. *Recommends* developed states to transfer their knowledge and techniques to the developing world by supporting organizations which aim to address issues with transportation infrastructure, as well as identifying and improving environmentally-friendly best practices, such as the Non-Governmental Organizations World Road Association (PIARC);

11. *Strongly encourages* the creation of regional, national, and international workshops led by both governmental and non-governmental organizations, states, regional groups, and the UNEP with the financial help of the Global Environment Facility to promote and facilitate the exchange of experience, expertise and equipment between Least Developed Countries (LDC) and Most Developed Countries (MDC) and developing and developed countries;

12. *Further reminds* developed states, when transferring environmental technologies to the developing world, to honor exemptions to the *Agreement on Trade Related Aspects of Intellectual Property Rights* (TRIPS).

Code: UNEP/RES/1/2
Committee: United Nations Environment Programme
Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

The United Nations Environment Programme,

Emphasizing the essential importance of ecological measures to governmental and private sector policies in order to achieve effective transition towards green economies and sustainable practices,

Recalling that the primary responsibility for instituting policy changes towards achieving sustainable development domestically rests with each Member State as affirmed in (A/RES/67/215),

Recalling Millennium Development Goal 7 (MDG7),

Taking into account the *Program for the Further Implementation of Agenda 21 and the Outcomes of the World Summit on Sustainable Development and of* the *United Nations Conference on Sustainable Development* (A/RES/67/203) regarding modification of consumption patterns in transport worldwide and the UNEP Green New Deal policy brief as a part of the Green Economy Initiative (GEI) in addressing global warming and financial crises,

Keeping in mind Rio+20 – The Future We Want (A/RES/66/288), stating that mobility and transportation are key to sustainable development,

Recalling the UNEP Avoid-Shift-Improve framework, where, amongst other strategies, Member States are encouraged to create transportation policies to promote a fundamental change in approaching reform,

Deeply concerned that, according to the World Energy Council's report *Global Transport Scenarios 2050*, 23% of global carbon dioxide emissions are caused by transportation, of which, 41% is attributed to private vehicles and it is predicted to grow to 80% by 2050,

Emphasizing the necessity to adapt land and urban public transport providers into sustainable capacity building roles as described in the United Nations Secretary-General's Five Year Action Plan for 2012-2017 in which they set out the goal of mobilizing national, regional and global strategies to promote and adapt to sustainable transport systems,

Recognizing the work provided by the United Nations Framework Convention on Climate Change (UNFCCC) for Member States, Observers, and non-governmental organizations (NGO) to discuss strategies that will be implemented to minimize the effects of climate change and outline strategies in transportation sector,

Remembering the Aarhus Convention which highlights the importance of the development of educational systems in which citizens are taught about ecologically beneficial usage of transportation systems through incorporation of ecological education units in local environmental committees,

Aware that dependence on nonrenewable energy resources and the lack of transportation infrastructure are major obstacles to reducing greenhouse gas emissions,

Appreciating the Bali Strategic Plan for Technology Support and Capacity-Building (UNEP/GC.23/6/Add.1, 2004) and reaffirming the importance of local capacity building strategies,

Noting with satisfaction the successes experienced by developing states from the utilization of South-South and triangular cooperation which are vital to the development of green transportation,
Highlighting the importance of knowledge, ability and information sharing between Member States concerning best practices in order to achieve the best possible solutions as well as increasing environmental consciousness of the worldwide population,

Recalling the United Nations Environment Programme - Green Economy Initiative (GEI) of June 2009 encouraging best practice knowledge sharing with focus on sustainable low-carbon infrastructure and triangulation approaches with the private sector,

Reaffirming Follow-up to the Fourth United Nations Conference on the Least Developed Countries (A/68/441/1) which emphasizes the importance of carrying out a feasibility study by the Office of the High Representative for the Least Developed Countries (LDC), the Landlocked Developing countries, and the Small Island Developing States to examine the possibility of creating a technology bank and a science, technology and innovation supporting mechanism under the auspices of the United Nations which promotes scientific research and innovation and facilitates the diffusion and transfer of technologies to the LDC while providing necessary protections for intellectual property,

Concerned about existing inefficiencies in best practice technology sharing and projects collaboration, but hopeful that accessibility for organizations like the Green Growth Knowledge Platform or the Global Green Growth Institute can be achieved,

Aware that climate resistant roads, financed by the World Bank, have impacted favorably on reducing vehicle pollution by requiring less gas usage,

Cognizant that the implementation of transportation infrastructure into rural areas can result in benefits for the trade of natural resources as well as improved management of hazardous waste and in turn, improved public health,

Affirming that railway transportation is among the most efficient modes of land transportation in terms of emissions,
Recalling the *Summary of Conclusions and Recommendations Report* of the Global Forum on Electric Mobility, which states that electric and zero emission vehicles can make significant contributions to the sustainability of urban transport,

Bearing in mind the important impact that adequate funding has had on current sustainable development and transportation practices worldwide,

Reminding Member States of the limited funding that is available for sustainable development and creation of infrastructure,

Approving of current guidelines and standards for accessing World Bank and Global Environment Facility (GEF) funds,

Believing that the responsibility for the transformation to a green economy lies not only in governmental administrations, intergovernmental and non-governmental organizations, but also in civil society,

Noting with regret that the primary challenges facing transportation in the transformation to a green economy are a lack of universal cooperation, unsustainable trends, and a limited amount of resources,

1. *Calls upon* all Member States to embrace global inclusiveness and emphasize sustainability in transportation in building the post-2015 agenda to establish a long-term diplomatic strategy;

2. *Appeals* for a technological review of the United Nations Environment Programme's South-South Cooperation Exchange Mechanism for the purposes of improved information exchange among all interested stakeholders, including Member States, research institutions, civil society organizations, and private investors regarding such sustainable policies and programs including, but not limited to:

    a. For, developed cities, consider:

        i. Road congestion charging policies,

        ii. Bus rapid transit systems,

        iii. Efficient city planning policies,

        iv. Non-motorized transportation infrastructure projects,

v. Railway transportation programs,

vi. Municipal car-pooling programs;

b. For developing cities, considering:

i. Aiming to start new urban projects using compact city designs,

ii. Encouraging the above-mentioned measures to principally considered so as to leave adequate capacity for such projects or expansions of public services;

3. *Encourages* Member States to partner with the UNEP Share the Road Initiative for the expansion of building infrastructure for non-motorized transport into developing states and for the initiative to work towards integrating pedestrian and cycling infrastructure into already-existing roads, in an effort to promote the use of non-motorized transport in urban areas;

4. *Recalls* the necessity of keeping these services accessible to the largest part of the population, especially towards low income inclusion through using programs such as:

a. Youth, student, senior or other discount public transit policies aimed at disadvantaged groups within society,

b. Cooperation with regionally based Non-Governmental Organizations (NGOs) like the African Development Fund which assists developing African states in creating road, rail and public infrastructure;

5. *Invites* Member States to use compact city design approaches in conjunction with the Sustainable Development Network and UN-HABITAT by:

a. Avoiding urban sprawl through municipal and national coordination with the above mentioned organizations,

b. Emphasizing municipal planning, national programs of inter-city cooperation, and UN-HABITAT assistance in effective planning of city rail and public transportation, following guidelines in clause 1, so as to decrease personal vehicle use and help people of lower incomes access green transportation,

c. Incorporating municipalities' and national governments' budgets where necessary, but with assistance from the World Bank or UN-HABITAT program funds;

6. *Supports* national policies such as Republic of Korea's *National Intermodal Transportation Plan*, which includes a 20-year long-term infrastructure development plan that promotes a light railway system, village shuttle bus services in remote areas, construction of bike and foot paths,

7. *Recommends* the Intergovernmental Panel on Climate Change (IPCC) consider a specific focus on the impacts of urbanization on climate, following the example of the SIM-air Model, which offers analysis of data concerning the size of a city, its development status and population, and the emissions from transportation;

8. *Invites* Member States to expand public campaigns and educational programs about public transport and the impact of carbon dioxide emissions on our environment in schools and workplaces, following the lead of the UNEP Let's Travel Together campaign, which promotes the use of widespread public transportation;

9. *Expresses its hope* for multilateral assistance and regional development banks' support for assisting developing states in upgrading existing bus systems to bus rapid transit (BRT) systems, similar to

Guatemala City's Transmetro, which has fixed lanes, monitored designated stops, and electronic payment methods that reduced violent crime and promoted the use of public transportation;

10. *Endorses* the development of integrated ticketing systems, such as those implemented across developed states, including Germany, many other European states, and Canada, which allow citizens to access multiple modes of public transportation, using the same ticket, to improve the convenience of public transportation and promote its use;

11. *Urges* for multilateral assistance and private investment in developing and encouraging railway infrastructure and for the United Nations Environment Programme to collect data and investigate needs regarding trans-boundary transportation via lower-emission and efficient methods of rail transport, as in the Programme for Infrastructure Development in Africa's Beira-Nacala Multimodal Corridors project in Zimbabwe, which enhanced methods of resource transportation by reconstructing and rehabilitating railway and road links to ports;

12. *Further urges* regional and sub-regional organizations, such as the South African Development Community, to assist in the mediation of contracts, which includes provisions for maintenance after construction, between private investors and Member State governments to facilitate the development of railways and the general harmonization of transportation practices within the region;

13. *Suggests* Member States of similar geographic, economic and cultural situations join in regional Multilateral Trade Agreements to promote sustainable transportation:

    a. Encouraging cooperation on trans-boundary green public and rail-based transportation solutions and projects,

    b. Helping develop regional carbon reduction plans contextualized for given situations, modeled after similar plans such as the European Union's 20-20-20 Climate and Energy Package to meet global objectives;

14. *Encourages* Member States to promote public-private partnership that build roads that are environmentally sound by using quality materials for more sustainable planning of cities and rural areas;

15. *Asks for* collaboration between international NGOs such as Wheels4Life and Bikes for the World and local non-profit organizations, such as Asociación Peronia Juvenil in Guatemala, which accepts donated bicycles and provides economic growth by refurbishing bikes for discounted purchase, for increased access to modes of non-motorized transport;

16. *Requests* willing and able Member States establish public-private partnerships for the reimbursements of public rapid charging stations, following the lead of Nissan's EV Advantage Program, in which Nissan pays private companies or organizations up to $15,000 for each station they install, in the interests of promoting widespread utilization of electric vehicles through improved access to charging stations in emerging and developing green economies;

17. *Further requests* all Member States which contribute to Official Development Assistance (ODA), under the mandate of as stated in (E/CN.17/2001/19), to financially support implementation of global sustainable transportation systems by prioritizing a portion of their ODA contributions specifically to green and sustainable transportation;

18. *Recommends* Member States develop a framework for the implementation of tax credits and incentives for businesses, organizations and investors specifically interested in funding green transportation initiatives internationally;

19. *Suggests* international funds apply a carbon emissions impact assessment requirement for all transportation development projects;

20. *Appeals* to Member States to avoid long-term investment in fossil fuel and other unsustainable transportation and energy infrastructure;

21. *Endorses* long-term public-private partnerships, on both multilateral and national levels, for construction and maintenance of railway systems, such as the partnership between South Africa's Gauteng Provincial Government initiative and the Bombela Concession Company, which has resulted in Africa's largest infrastructure Public Private Partnership (PPP) project in Africa, according to The Gautrain Management Agency's *Socio-economic Development Progress* report (2011);

22. *Affirms* the necessity for Member States to improve regulatory policies specifically regarding joint ventures between stakeholders for the building of new infrastructure and improvement of existing infrastructure in the field of public transportation;

23. *Emphasizes* the need of improvement and promotion of best practices for green transportation through the Green Growth Knowledge Platform (GGKP), a bank of sustainable technical and operational solutions, established by the Global Green Growth Institute, the Organization for Economic Cooperation and Development, the UNEP, and the World Bank, and thus designates the UNEP Division of Technology, Industry and Economics to make the GGKP more user-friendly and accessible to the public and raise its visibility through public campaigns;

24. *Declares* the intent of UNEP's intent to collaborate closely with the UNDP to avoid redundancy in research and programming activities and optimize information exchange operations carried out by both bodies and their partners.

Code: UNEP/RES/1/3
Committee: United Nations Environment Programme
Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

The United Nations Environment Programme,

Recognizing the sovereignty of all Member States in shaping their environmental policy and choosing the appropriate measures to enhance interregional cooperation networks in order to reach the common goal of a Green Economy as exemplified in the network of the so called BRICS Member States, as a bridging force between the developing and the industrialized Member States, ensuring the inclusion and collaboration of all Member States regardless of their geographical location or societal structure,

Fully aware of the severe past and present effects of climate change on all regions and Member States as well as problems caused by short-term solutions that do not result in proper management of sustainable transportation and development along with future consequences anticipated and indicated in the report "The Physical Science Basis" brought forward by the Intergovernmental Panel on Climate Change (IPCC),

Emphasizing the importance of the Seventh Millennium Development Goal (MDG) as well as A/RES/66/288 asking Member States to integrate the principles of sustainable development into their national policies and programs in order to reverse the loss of environmental resources whilst continuing to plan for the Post-2015 agenda,

Bearing in mind the Rio principle of the common, but differentiated responsibilities as declared in the Principles 6, 7, 9 and 11 of the United Nations Conference on Environment and Development (UNCED) Declaration of 1992, A/RES/67/215 and A/RES/62/190, resulting from the diverse economic and social development of our Member States and also calling for the exchange of scientific and technological knowledge,

Referring to the 1991 Agenda 21 Section II (A/RES/67/203) and the renewed commitment in the Rio+20 that specifically focuses on Conservation and Management of Resources for Development, including atmospheric protection which is directly related to Greenhouse Gas Emission from transportation and therefore the need for renewable energies (A/RES/67/215),

Reaffirming A/RES/27/2997 and its commitment to be the leading environmental authority whose mandate is to set the environmental agenda and to promote the coherent implementation of environmental programs within the United Nations system as well as to serve as a validated advocate for the global environment and cooperation among Member States,

Noting with satisfaction the previous and ongoing efforts in terms of cooperation among all countries including Developed Countries, Developing Countries and Least Developed Countries (LDCs),

Recalling the Three-Pillar-Approach as one of the key strategies employed by the United Nations Environment Programme (UNEP), focusing on avoiding unnecessary transport, shifting to public as well as non-motorized means of transport and improving existing infrastructures and technologies which cannot be replaced,

Taking note of A/RES/62/244 which promotes international cooperation in developing safe and efficient road and railway systems,

Keeping in mind the amount of pollution caused by the inefficiency of motorized vehicles, as well as the success prompted by organizations promoting focus on green transportation, such as International Maritime Organization (IMO) just as the payoffs reached through a variety of retrofit programs

Noting the International Transport Forum's *Public Acceptability of Sustainable Transport Measures*, which states that utilization of public transport systems benefit the environment and job creation,

Emphasizing the OECD-UNEP Joint Report, which states the potential to reduce emissions hydrocarbons (HC), carbon monoxide (CO), fine particulate, and oxides of nitrogen (NOx) and particulate emissions from vehicles by 20-30% by using inspection and maintenance (I/M),

Remembering the UN Global Fuel Economy Initiative as well as pledges from the Copenhagen United Nations Framework Convention on Climate Change (UNFCCC) Conference of the Parties (COP 15), which were created to see global fuel consumption cut by 50% by 2030 and tried to improve the automotive fuel economy,

Calling attention to the importance of international efforts and institutions in mobilizing funds and technical expertise between regions and Member States in relation to the monitoring, reporting, and evaluation of environmental standards, such as the UNEP Environment Fund,

Desiring Member States in accordance with A/RES/27/2997 Section III to utilize institutional financing options such as the UNEP Finance Initiative, UN Action Network on Sustainable Transport, the SLoCaT Partnership on Sustainable Transport, The Cities Development for Asia, the Africa Green Fund for urban planning,

Recognizing the need for compatible national and regional inputs feeding into a global assessment process, as mentioned in the Global Environment Outlook (GEO),

Acknowledging the success of UNEP Joint Programmes, such as the Greening Afghanistan Initiative (GAIN), which increased governmental capacities to enforce environmental regulations,

Recalling the importance of environmentally sound technology transfer and training for all developing Member States, especially LDCs, for instance concerning fuel-efficient vehicles and alternative power sources,

1. *Calls upon* Member States and International Organizations to provide financial resources, capacity building and technology transfer, through international assistance and cooperation, in particular to developing Member States to have accessible and economically suitable best practices;

2. *Urges* all Member States to cooperate with the international community in order to effectively and efficiently assist the global effort for all developing Member States to emerge as a Green Economy, with aid and accommodation of:

    a. Regional organizations such as the African Union, the Organization of American States (OAS), the Union of South American Nations (UNASUR), and the European Union (EU),

    b. Non-profit corporations which promote green development and usage of green energy,

    c. Private entities which facilitates implementation of green development and expansion of environment-friendly applications;

3. *Invites* Member States to consider applying Nationally Appropriate Mitigation Actions (NAMAs) under the Mitigation Action Implementation Network (MAIN) agenda in order to enhance sustainable use of their own resources and possibilities;

4. *Encourages* Member States with developing economies to request assistance from the UNEP Environmental Fund for the purpose of incorporating intermodal connectivity concerns and strengthening infrastructure and development policies as well as public-private partnerships;

5. *Calls* for the UNEP's Executive Office to consider the application and feasibility of each *Sustainable Transportation Project* (STP), in which UNEP will evaluate the operational capability of each and the operational ability the project may hold;

6. *Proposes* the establishment of a *Sustainable Transportation Fund* (STF) to increase local employment in green development projects concerning transportation systems as well as provide financial support to managements of the STP by presenting the program to the Global Environment Facility which works in conjunction with UNEP to provide funding for regional and national programs based on budgetary necessities as well as feasibility of suggested programs with the option of co-financing by applicant Member States:

a. The employment of Bus Rapid Transit Systems (BRT) or Intelligent Traffic Systems (ITS) as developed by the International Road Federation to mitigate roadway congestion, as introduced in Curitiba, Brazil, Johannesburg, South Africa, Beijing, China, and Moscow, Russia;

b. Pedestrian-based urban planning for cities;

c. Improving zero-emission vehicle infrastructures like bicycle lanes, electric charging stations, and pedestrian throughways;

7. *Further invites* Member States to contribute to the STF on a voluntary basis, with a recommendation of 0.005% GDP in order to effectively assist the fund and the development in which it will be assisting;

8. *Calls on* Member States to create an open working group which shall be based on the principle of Clearinghouse Cooperatives, financed by the STF and including Developing as well as Developed Member States, thus facilitating both horizontal and vertical cooperation, as a more effective platform to:

a. Sharing of best-practice examples for capacity-building within the transportation development and management sector;

b. Share specific knowledge and expertise concerning green transportation drives instead of high emission hydrocarbon fuel driven engines;

c. Investigate new ways of transportation that are driven by green and sustainable engines;

d. Establish an information panel providing sufficient research results to local administrations such as NAMAs;

e. Explore alternatives to gradually phase out high-emission fuels with substitutes that produce lower or zero emissions;

f. Increased domestic management of natural and economic resources;

9. *Urges* the international community to include sustainable transportation in Post-2015 Sustainable Development Goals in order to continue progress towards a green economy, such as:

a. Development of low-emission and zero-emission transportation methods to reduce harmful effects on the environment,

b. Use of awareness and education campaigns for promotion of non-motorized transportation and electric railways as a better means of environmentally sustainable transportation,

c. Promotion of monetary contributions to increase local employment in green development projects concerning transportation systems,

d. Universal cooperation to combat the shared challenges presented by global climate change and anthropogenic carbon emissions;

10. *Encourages* especially developing Member States to put a stronger focus on the development and enhancement of rural transport strategies as a means to prevent and fight the economic and social challenges arising from uncontrolled urbanization; related goals being:

a. The achievement of the first MDG - the eradication of extreme poverty and hunger - through capacity-building especially in rural areas,

b. The achievement of the eighth MDG - the development of a global partnership - through transfer of technology, knowledge and resources e.g. in trilateral collaboration between countries from the global North as well as the global South;

11. *Endorses* Member States to collaborate with UN-HABITAT
12. to enact urban planning which facilitates reduced greenhouse gas emissions by developing infrastructure such as:

    a. Light rail, heavy rail transit and subway system,

    b. Rapid bus transit and reserve roads and lanes for these buses,

    c. High occupancy vehicles lanes,

    d. Sidewalks and bike lanes,

    e. Promotion of mixed-use development in urban areas reducing the distance between residential and commercial areas, when available in industrial areas as well,

    f. "Carbon Free" zones in certain neighborhoods,

    g. Green building materials for new construction projects in both urban and rural developments;

13. *Encourages* Member States to partner with the UNEP's Partnership for Clean Fuels and Vehicles to implement national inspection and maintenance programs for gasoline vehicles which:

    a. Assess levels of HC, CO, fine particulate, and NOx from exhaust emissions using either an idle emissions test, a two speed test, or an acceleration simulation mode test,
    b.
    c. During initial implementation, target heavy duty and high use vehicles such as freight trucks, taxis and service vehicles, and phase in other vehicles over 5-10 years;

14. *Endorses* the creation of retrofitting programs which equip older vehicles with little or no pollution control, with catalytic converters and other pollution reduction technology thanks to the assistance of the Climate Technology Centre and Network;

15. *Recommends* a market-based approach in order to create incentives for using environmentally friendly transport systems which includes:

    a. Increasing domestic taxation of high emission hydrocarbon fuels when there exists the infrastructure within a Member State to replace these energy sources;

    b. Reducing subsidies for the use of non-renewable energy sources;

    c. Replacing these subsidies partly with targeted cash transfers aimed at social security programs for the most vulnerable parts of the population in order to eradicate energy poverty;

    d. Replacing these subsidies partly with structural programs aimed at the establishment of environmental-friendly transportation systems in order to enable green transportation for larger shares of the population;

16. C*alls upon* all Member States to promote research of alternative sources of energy such as solar, thermal, hydroelectric, wind-powered, as well as usage of biofuels, low emission hydrocarbon fuels, and zero-emission technologies as well as compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), electric, algae and hydrogen in order to transition to greener, economically suitable sources of energy

through market diversification and utilization of sustainable resources and the developing of innovative technology to create a more efficient use of reserves;

17. *Further invites* Member States to participate in regional workshops, giving Member States opportunities to contribute and educate other Member States with information, technology, and research about local resources between neighbors wherein these workshops are:

    a. To be held annually by a subcommittee created by the UNEP who will oversee the workshop in order to create a database of reports that can be accessed by others,

    b. To emphasize the use of local resources that are in abundance to promote sustainability and cooperation between neighboring Member States,

    c. To showcase a variety of experts from regional Member States who will be invited to attend the workshops, displaying their own research on the following:

        i. Technology that best employs the local resources,
        ii. New uses for the resources that will better help the environment, and help move away from the dependence on foreign oil as well as lower the environmental footprint;

18. *Affirms* the importance of the ongoing cooperation between Member States in a variety of avenues, including cooperation between Less Developed Member States, Developing Member States and Developed Member States in similar regions and with similar resources to assist with projects, such as the development of regional railway systems, express systems, and interstates in order to effectively reduce dependency on less sustainable commercial and private transportation;

19. *Reaffirms* the importance to carry out a study by the Office of the High Representative for the LDC, LLDC, and SIDS as proposed in A/68/441/Add.1 to examine the possibility of creating a special mechanism for knowledge and technology support to developing countries with a special stress on LDC.

Code: UNEP/RES/1/4
Committee: United Nations Environment Programme
Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

The United Nations Environment Programme,

Recognizing the role of United Nations Environment Programme (UNEP) as the environmental conscience of the United Nations, as stated in the Stockholm Convention,

Reiterating Millennium Development Goal 7 (MDG7) to ensure environmental sustainability by targeting green transportation systems in developed and developing nations,

Aware of efforts of the Global Fuel Economy Initiative toward reducing new car fuel consumption by 50% by 2030, in compliance with objective 7.49 of Agenda 21 highlighting the importance of developing more energy efficient technology,

Noting the importance of information and technology sharing regarding biofuels, hydrogen, for developing countries,

Affirming the need for international consensus building regarding fuel economy standards,

Keeping in mind the International Energy Agency Outlook 2013 which recognizes the great economic environmental and social advantage of using alternative energy for transportation,

Fully aware of the Green Economy Initiative (GEI) that advises Member States on how to best transform to a Green Economy, the Global Fuel Economy Initiative to implement green forms of transportation, and the Partnership for Clean Fuels and Vehicles to eliminate leaded fuel use,
Seeking investments in scientific research and development to increase the efficiency of future transportation,

Mindful of the development of fuel and vehicle technologies as addressed by the partnership for clean fuels and vehicles (PCFV) to reduce energy expenditures, produced by large ships at port, currently exceeding 6 months expenditure by a 4 person family within a single night at port as noted by Transport-Canada,

Noting the exclusion of aviation emissions from reduction targets under the first and second commitment periods of the Kyoto Protocol and the urgent need to create a sustainable framework for future air traffic in developed and developing economies, in conjunction with the efforts of the International Civil Aviation Organization (ICAO) to reduce the environmental impact of airline engine emissions,

Bearing in mind that mobility of people, goods, and services is essential for economic growth, poverty alleviation, and human development,

Reiterating the importance of efficient public transportation networks in preventing traffic congestion and improving traffic flows to reduce emissions from idling vehicles,

Emphasizing the importance of public awareness in linking public health issues to emission heavy transportation methods and therefore stimulating individual responsibility and action,

Fully believing in the need to develop an international Carbon Emission Trading (CET) system that addresses the difficulties faced by existing CET as discussed by the United Nations Framework Convention on Climate Change (UNFCCC),

Further realizing that the effectiveness of emission trading schemes (ETS) is dependant on specifications concerning reinvestment in transportation sustainability and efficiency,

Endorsing the UN Secretary General's 5 Year Action Plan 2012-2017 which outlines the importance of South-South Cooperation as and the facilitation of sustainable development through transport,

Recalling the outcome document of the United Nations Conference on Sustainable Development Rio +20, *The Future We Want,* which establishes the principles of sustainable development,

Observing the need for a comprehensive set of guidelines for sustainable transportation systems for Member States to follow,

1. *Affirms* that the international community must create a common discourse, and thus coins and defines the term of Green Community as an aim for the international community to associate into a society where equity and solidarity prevail to work towards protecting the environment in a comprehensive manner;

2. *Encourages* Member States to develop policies for alternative fuels:

    a. Exchanging information for policies on incremental mandates developed on domestic and regional levels similar to Uruguay's biofuels mandates that have increased in steps from 2% in 2009 to 5% in 2015,

    b. Making use of, and exchanging relevant information and best practices with existing UN organizations such as, the United Nations Climate Technology Centre and Network (CTCN), the Open Working Group on Sustainable Development Goals (OWG) and the Intergovernmental Committee of Experts on Sustainable development financing, among others,

    c. Encouraging developed countries to invest a percentage of their GDP to develop programs following the example of Alcohols of Uruguay, a public enterprise which has successfully integrated the production of biofuels and emphasizes second, third and fourth generation biofuels and

    d. Supports research into the possibility of *Jatropha curcas* which could be used to produce biofuels and also to prevent desertification;

3. *Invites* the International Biodiesel Forum and the Global Bio-energy Partnership to collaborate with the UNCTAD Biofuels Initiative, the FAO's International Bio-energy Platform, and the to promote the sustainable production of biofuels;

4. *Recommends*, states, as they are able, to work towards higher fuel economy standards;

5. *Endorses* collaboration between the Intergovernmental Panel on Climate Change Working Group III and the Partnership for Clean Fuels and Vehicles (PCFV) as a platform for research partnerships in the transportation sector;

6. *Recommends* the establishment of a forum to discuss best practices in fuel economy led by the Global Fuel Economy Initiative (GFEI) where the findings will be shared at plenary sessions of the Untied Nations Framework Convention on Climate Change (UNFCCC);

7. *Further invites* Member States to develop clear domestic plans concerning a country specific Carbon Emission Reduction Program which provides incentives for fuel efficient civilian vehicles at the city level by:

    a. Implementing a policy of stratified registration fees for the second and further purchased vehicles on a private basis, in which fees are to be determined by:

        i. The fuel efficiency of the vehicle,
        ii. The engine size,
        iii. The number of transportation vehicles owned by the registering individual,

8. Further recommends the creation of a national rating system, designating green, orange and red cities, similar to the Traffic Light Policy as determined by the relative fuel efficiency of each separate city;

9. *Requests* the UN-University to cooperate with FreedomCar, the Cooperative Automotive Research and Fuel Partnership to bring hydrogen fuel cell research and development to an international scale;

10. *Suggests* Member States invest in scientific research and development to utilize more efficient materials, such as magnesium and carbon-fiber composites, in the construction of light-weight vehicles;

11. Encourages Member States to share their successes for the entry into service of ships powered by solar panels or hydrogen in order to address environmental and energy challenges at global, national and community levels;

12. *Stresses the need* for alternative means to reduce the use of dirty fuels in maritime transportation:

    a. Highlights the benefits of Ecoliners – cargo vessels with sails to utilize wind as an additional motorization – to reduce emissions in sea freight,

    b. Endorses the possibilities for sustainable methods connection of ships at port to reduce the emissions and the consumption of fuel by ships, modeled after the Canadian Shore Technology for Ports program;

13. *Declares* its intent to work with the International Civil Aviation Organization (ICAO) and the United Nations Development Programme (UNDP) on creating a joint commission specifically tasked with determining:

    a. The aviation capacity building framework for emerging and developing economies which are expecting a large increase in air-based carbon emissions in the coming decades from the maturation of their commercial aviation industries:

        i. With the objective of mitigating the expansion of air-based carbon emissions without unduly sacrificing access to air transportation, as outlined in Rio+20,
        ii. Based on the coordinated efforts of the UNDP and other UN organizations working to promote South-South, North-South and Triangular cooperation,

    b. A general strategy for carbon reduction in aviation which should consider:

        i. Flight optimization plans and mechanisms by which regional countries can coordinate interstate airline companies in this optimization,
        ii. Air vehicle design choices which would economize on space and maximize seating density compared to carbon emissions,
        iii. Upgrading air fleets with more modern, more efficient aircraft,

    c. A research platform for use of cleaner and more efficient aircraft fuels, including research into the best tools states at different developmental stages might undertake, and taking particular consideration of potential biofuels;

    d. These will be done using existing funding sources of the UNDP, ICAO, and the UN body as deemed appropriate by the respective funding committees of UNEP

14. *Recommends* the expansion of the "Convention on International Civil Aviation," "The Convention on Road Traffic," and the "Convention on Maritime Law" to include a chapter establishing sustainable practices in regards to transportation, which will clearly define the relationship of sustainability to transportation and will highlight the construction of vehicles that benefit the environment and promote a green economy;

15. *Encourages* discussion on bike sharing programs such as the successful Mexican bike sharing program "EcoBici" that provides 4000 bikes as an effective alternative for persons without access to bicycles, and received over 1,000 registrants in the first few days as model for bike sharing programs for developed and developing worlds alike;

16. *Supports* the creation of special lanes for buses, and high occupancy vehicles, in order to reduce emissions and encourage sustainable transportation practices in urbanizing areas of Member States;

17. *Requests* UN-HABITAT to discuss the development public awareness campaigns regarding the environmental benefits of public transportation and non-motorized transport in reducing smog, modelled after the success of UNICEF campaigns including the Haiti Cholera Prevention Campaign, which reached over 80% of its target audience;

18. *Encourages* the reduction of fossil fuel subsidies in relation to transportation within Member States allowing for the:

    a. Stimulation of the transition from fossil fuels to greener energy solutions,

    b. Provisions of funding for investment in innovative green technologies by reallocating budgeting from subsidies attached to fossil fuels,

19. *Encourages* the reduction of tariffs for companies following the below mentioned guidelines, in conjunction with UN Conference on Trade and Development's (UNCTAD) model of Generalized System of Preferences which would use a tariff system to ensure preferential exemption following the model of the International Maritime Organization's *Energy Efficiency Design Index* and requiring:

    a. A minimum energy efficiency level per capacity for different vehicle types and sizes,

    b. A percentage of proven reductions in emissions of carbon dioxide, carbon monoxide, carbon nitrogen, particulate matter and volatile organic compounds within exported vehicles and vessels as compared to the average emission per kilometer,

    c. Fuel efficiency and fuel quality standards relating to the effectiveness of sustainable fuel options such as bio-fuels, drop-in fuels, and renewable oils,

    d. Design specifics for internal combustion engines and vehicles utilizing a combination of renewable energy and fossil fuels,

    e. An incremental tightening of qualification standards every five years to stimulate continued innovation and technical development of all the components influencing the fuel efficiency in modes of transportation from the design phase;

    f. These tariff reductions should be in the form of lowering barriers for import and export of materials needed for the manufacturing, production, and retailing of green technology products

20. *Further Invites* all Member States to communicate in a discussion toward multi-lateral agreement on an inclusive international carbon emission trading system for the transportation sector, modeled after the European Union Emissions Trading System:

    a. Bearing in mind that each state varies in its level of development,

    b. Allowing countries to exchange credits among each other,

    c. Encouraging bilateral agreements for landlocked Member States to receive access to ports in order to take advantage of the efficiency of maritime shipping;

21. *Further encourages* Member States to reduce the impacts of automobile transportation by:

    a. Building roads and sidewalks with permeable, climate-resistant pavement to improve storm-water management and increase vehicle fuel efficiency,

    b. Eliminating leaded gasoline and reducing the sulfur content of diesel fuel,

c. Encouraging bilateral agreements for landlocked Member States to receive access to ports in order to take advantage of the efficiency of maritime shipping;

22. *Invites* the United Nations Climate Change Centre expansion of passenger rail both within and between cities and further research and development of high-speed rail technologies along with incentives for companies utilizing efficient railways rather than inefficient road transportation for the transit of goods, in accordance with the mandate.

Code: UNEP/RES/1/5
Committee: United Nations Environment Programme
Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

The United Nations Environment Programme,

Reaffirming its Annual Report of 2013, which highlights the need of strengthening multilateral environmental agreements in order to promote sustainable development,

Bearing in mind resolutions A/RES/66/288 of 2012, A/RES/64/236 of 2009 and A/RES/61/205 of 2006, adopted by the General Assembly, concerning the recommendation of new goals building on the strength of the Millennium Development Goals,

Reaffirming the past commitment of the eight multilateral development banks at the United Nations Conference on Sustainable Development, or Rio+20 to invest $175 billion in sustainable transportation systems over the next decade,

Bearing in mind, the principles of Article 1 of the UN Charter, which determines the purposes of UNEP in preserving international cooperation,

Further Recalling the 10 Year Framework Programme that emphasizes the importance of international cooperation, as well as the implementation of programs with the aim of encouraging sustainable lifestyle and education,

Also reaffirming the Rio Declaration of Environment and Development, the Johannesburg Declaration on Sustainable Development, and the Plan of Implementation of the World Summit on Sustainable Development,

Welcoming the document of the United Nations Conference on Sustainable Development entitled "The Future We Want" and, *inter alia*, the commitments concerning strengthening the UNEP and establishing a new forum for sustainable development,

Taking note of the contributions made by the Convention on Biological Diversity, Convention on Climate Change and Desertification concerning international multilateral cooperation,

Recognizing the important dimension and role of eco-friendly transportation as a positive instrument to the transformation to a green economy,

Taking into consideration the High Level Meeting on International Aviation and Climate Change (2009) and the subsequent International Civil Aviation Organization (ICAO) resolution,

Noting with appreciation the success of Malaysia's Inland Waterway Transport System as an alternative to road transport by utilizing available water systems with the aim of achieving greater fuel conservation, community networks, and the reduction of road and vehicle maintenance costs,

Deeply concerned about the negative impacts of emissions and air pollution on the realization of sustainable development,

Noticing that transportation plays a strategic role by enhancing economic growth and accessibility,

The United Nations Environment Programme,

1. *Encourages* national construction with international review in order to increase of the efficiency of public transport systems by:

    a. Introducing more eco-friendly ways of public transport, such as the expansion the use of non-combustion and alternative energy sources,

    b. Developing ground transportation infrastructure through South-South Cooperation, as exemplified in West African Member States like Ghana and Guinea-Bissau, along with Latin American

Member States, such as Costa Rica and Paraguay, in order to include the systems of biofuel and electric transport vehicles,

c. Optimizing the efficient use of private vehicles through car pooling and sharing services,

d. Raising the awareness of the positive effect and the potential economic benefits of public and collective transport;

2. *Emphasizes* the strengthening of the international Transportation Research Information Database (TRID) and other services that gather information of necessary technologies and information of successful national and international projects regarding transportation to enhance the sharing of technology;

3. *Requests* the improvement of the existing UNEP South-South Cooperation Exchange Mechanism (SSCEM) by gathering all information into a single consolidated database, to increase the functionality of "Clearing Houses" and make accessible the information gathered to states;

4. *Suggests* the international community invest in similar databases such as TRID through both fiscal- and knowledge-based contributions;

5. *Further invites* the international community to extend the use of alternative fuels of transportation that have a lower negative impact on the environment in order to reduce greenhouse gas emissions (GHG);

6. *Recommends* the improvement of general infrastructure in the context of sustainable development through the involvement of Non-Governmental Organizations (NGOs) in order to ensure transformation focusing on the needs of the people;

7. *Encourages* national governments to implement the use of one or more of the following mechanisms in order to economically encourage the use of more efficient and environmentally-friendly public transportation:

a. The national taxation approved by UNEP of privately held vehicles based on their emissions in order to discourage the use of such vehicles,

b. Government spending to build public infrastructure; the cost of the infrastructure can be recouped through fares to travel upon the above aforementioned infrastructure,

c. The use of one of the following or similar organizations of international funds: Clean Technology Fund, Green Climate Fund, Global Environment Facility, Strategic Climate Fund, and Sustainable Energy For All;

8. *Calls upon* states to voluntarily contribute to the Green Climate Fund, Clean Technology Fund, Global Environment Facility, Strategic Climate Fund and Sustainable Energy For All to do so;

9. *Further encourages* all members of the ICAO to increase the annual global goal of reducing carbon dioxide (CO_2) and GHG emissions per annum from 1.5% to 2.0% in order to improve the fuel efficiency in the civil aviation industry;

10. *Encourages* Member States to adopt the "Avoid-Shift-Improve" strategy in order to reduce carbon emissions;

11. *Suggests* all Member States to acknowledge that intercontinental maritime trade is more environmentally efficient than aviation cargo through:

a. Subsidizing maritime trade to its furthest extent through direct government subsidies or tax break exemptions on the establishment and implementation of maritime infrastructure and vessels,

b. Supporting national companies who develop and share efficient and sustainable technologies, especially for commercial trade, to enhance maritime and aviation systems via TRID,

c. Focusing on maritime transportation concerning the mass multilateral transportation of cargo,

d. Facilitating international agreements for access to ports for land-locked states;

12. *Recommends and encourages* the development of an international tiered rating system, managed by national governments and monitored by UNEP, which will:

a. Provide standards for emissions on land and maritime vehicles based on their level of development according to the World Bank rating system, as well as requiring higher standards for developed nations and lower standards for developing Member States,

b. Evaluate vehicles carbon emission levels to influence environment change within the public,

c. Illustrate safety measures of vehicles as well as the quality of infrastructures;

13. *Encourages* all member states to join the international tiered system initiative;

14. *Establishes* the Development Environmental Maritime Protection Initiative (DEMPI) to develop an international monitoring system of maritime trade regulations, environmental impacts, technological improvements, and safety standards, specifically among small island states, which states that:

a. All policies and regulations of DEMPI will follow the *International Convention for the Prevention of Pollution from Ships* (2012) in order to aid the transition of traditional maritime trade practices to cleaner processes,

b. DEMPI coordination with International Maritime Organization (IMO) to properly fund and implement an international fund of $100 Million for the adoption of safety and environmental standards,

c. DEMPI oversees the economic development of states in the Global South to increase trade opportunities for developing archipelago, coastal states and land-locked states as they seek to enter the global market,

d. Links domestic, regional, and international maritime transportation to streamline and increase efficiency and environmental development initiatives,

e. Establishes the partnership between public and private sectors of individual nation states for mutual investment through taxation reliefs on import rates and increasing opportunities for trade growth in the spirit of cooperation;

15. *Encourages* cooperation between the North and South through mechanisms such as South-South and Triangular Cooperation (SSTC) in transforming to a green economy internationally;

16. *Calls upon* developed states with available technology and resources to assist developing states who lack the infrastructure and expertise in building green transportation systems, also taking on the role of advisors and facilitators for experience, expertise and equipment sharing;

17. *Strongly recommends* that South-South Cooperation be used in order to facilitate the exchange of scientific information between states affected by climate change and natural disasters;

18. *Recommends* that Member States ensure that the detrimental impact of pollution derived from transportation be taught in primary schools, in order to encourage younger generations to adopt new attitudes concerning sustainable transportation;

19. *Encourages* that Member States adopt the E.A.R.T.H. Programme (Encouraging Awareness and Recreation Throughout Households), regulated by United Nations Centre for Regional Development (UNCRD), which includes:

    a. The funding for all proposed programmes through the commitment by the eight largest Multilateral Development Banks to invest $175 billion in sustainable development initiatives over time,

    b. The creation of public education standards that match the goals of UNEP,

    c. The extension of education surrounding non-motorized modes of transport, such as bike riding and walking,

    d. The implementation of bike sharing programmes within urban areas,

    e. The promotion of the use of public transportation instead of the use of cars through public campaigns,

    f. Oversight by the UNCRD and will seek to enhance regional groups in regards to sustainable transport,

    g. The reiteration of the sovereign right of all states to work with the UNCRD towards the adoption of the E.A.R.T.H. Programme and choose the procedures that best matches their domestic policies;

20. *Recommends* Member States to participate in public-private partnerships in cooperation with Non-Governmental Organizations to improve public education and sustainable transportation;

21. *Reaffirms* the importance of using education to mitigate the stigma that only persons of lower socioeconomic status use public transportation;

22. *Reaffirms* the importance of the International Transport Forum as an organ to provide educational assistance and enhance cooperation regarding green transportation and best practices amongst Member States;

23. *Decides* to remain continuously aware and involved on all of these matters.

Code: UNEP/RES/1/6
Committee: United Nations Environment Programme
Topic: Transformation to a Green Economy: Challenges for Transportation Worldwide

The United Nations Environment Programme,

Recalling the necessity of global cooperation for an efficient transition to green transportation worldwide,

Realizing that pursuing the growth of a green economy through transportation does only serve as to enhance the wellbeing of the planet and us but can also be a vital tool of sustainable development,

Stressing the need to reduce the greenhouse gas emissions around the world,

Deploring that current modes of transportation emit nearly a quarter of the world's energy-related CO_2,

Recognizing the crucial role of transportation in the shift towards green economy,

Noting with regret the annual loss of 1.2 million lives in road crashes in developing world due to bad roads as reported by the World Health Organization (WHO),

Recognize efficient and durable transportation is an integral part of achieving RIO+20 2012 outcome document the future we want,

Fully seize upon the UN Decade of Action on Road Safety 2011-2020 as adopted in A/RES/64/255, which includes clear goals on improving road safety through the use of sustainable mass transportation system, to implement safety and efficient roads,

1. *Recommends* Member States to invest in long-term renewable energy programs such as the EDAMA initiative, active in Jordan, while promoting interaction between the private and the public sector;

2. *Further recommends* Member States to improve public transportation system efficiency, as recommended by;

    a. Roadway repair, maintenance and safety improvement,

    b. Increase public transportation services, especially between urban and rural communities,

    c. Improve and diversify modes of transportations, such as cycling, rideshare and amongst other,

    d. Prioritize the improvement of High Occupant Vehicles (HOV),

    e. Develop longer-distance travel so as to reduce time travel including between urban & rural area, interstate and regional highways, lines, roads and rails,

    f. According subventions, with financial help of the Global Environment Facility, to vehicle companies using renewable sources of energy such as biofuels and electricity,

    g. Improving the road infrastructures to account for public transportation systems;

3. *Advocate* the further expansion of biofuel capacity and production through:

    a. Increase of logistic support for farmers that grow crops use for biofuel, such as corn,

    b. Share best practices with ASEAN group on the usage of biofuel in collaboration with Asian Institute of Technology (AIT) to explore best ways of maximize production and utilizing biofuel,

    c. Encourage increase funding from Global Network on Energy for Sustainable Development (GNESD), relevant financial institutions, and multinational cooperation to support further research and development of biofuel technologies in developing world;

4. *Promote* use of alternative sources of energy for transportation by:

    a. Encouraging government commitment in progress solar energy,

    b. Cultivate the use of hydro power for efficient transportation systems,

    c. Further research the use and wind as viable source of energy for transportation;

5. *Takes note* that Member-States understand pursuing the growth of a green economy can provide millions of jobs, and install new technologies, rebuild and retrofit buildings, and devise new processes and modes of production for developing countries;

6. *Further reminds*, linkage between green economy including to drastically improve worldwide public transportation by finding more sources of energy and increase demands on green emissions by reducing subsidies on environmentally harmful emissions and reducing taxes on private sector groups who use environmentally sound measures;

7. *Further deplores*, for transportation system investment in improving diverse sources of energy including solar, wind, hydro power;

8. *Emphasizes*, the importance of crucially pushing utilities to enter into long-term renewable energy contracts and to develop renewable power, solar energy, and green gas emission houses;

9. *Further requests* full collaboration, all organizations and Member-States can take approaches that can benefit both our environment and our economy will provide the kind of leadership necessary to reduce the threat of global climate change, improve public transit, and protector air, water, wind, fossil fuel quality including gain on biofuel development programs;

10. *Calls upon* the world agent of change, the UNEP main priority is to also provide the kind of leadership necessary to reduce the threat of global climate change, improve public transit, and protect our air and water quality;

11. *Encourage*s all Member States to collaborate and execute plans coordinately to drastically improve the transportation systems with those of their neighbors in order to increase overall quality and efficiency;

12. *Emphasizes* the importance of Member States to negotiate and have a yearly international forum to share information regarding the best strategies on implementing the transportation system and investments to improve the infrastructure;

13. *Considers* increasing the demands and earning profits to improve the infrastructure of communities across the globe;

14. *Believes* that Member-States should create a clean energy/technology council with neighboring countries providing funding of new technology and effective regulations, under the supervision of UNEP;

15. *Draws attention* to local manufacturers that will be able to produce new subsidized green energy technological breakthroughs or major clean energy products into a shared global commons available to all Member States for use at reduced price by all nations;

16. *Further recommends* tourism in the green economy refers to tourism activities that can be maintained, or sustained, indefinitely in their social, economic, cultural, and environmental contexts: “sustainable tourism”. Sustainable tourism is tourism that takes full account of current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities;

17. *Demands* Member States to acknowledge that the access freshwater represents the most pressing challenge both in quantity and quality;

18. *Recommend*s the creation of incentive, and exchange programs and/or cap-and-trade programs at a global level to encourage investment in green technologies and other developing sectors including to finance green development and jobs;

19. *Expresses* its hopes to increase the demands and earn profits to improve the infrastructure of communities across the globe;

20. *Calls for* the whole international community to invest in small or medium scale farming in developing countries to curb carbon emissions;

21. *Calls upon* recognizing the central role of the implementation of the Green economy applied to transportation through the signature in 1994 of the Environmental Action Plan, which provides guidelines towards the management of the environment.