



Documentation of the Simulation of the

General Assembly Second Committee (GA2)*



Conference A

29 March - 2 April 2026

* National Model United Nations (nmun.org) organizes simulations of the United Nations. The resolutions in this document were the work of dedicated college and university students attending our conference. They are not official United Nation documents, and their contents are not the actual work of the United Nations entity simulated.

General Assembly Second Committee (GA2)

Committee Staff

Director	Harrison Baile
Assistant Director	Meg Traska
Chair	Daniel Zamfir

Agenda

1. Strengthening Global Supply Chains to Promote Food Security
2. Promoting Sustainable Transport for the Achievement of the 2030 Agenda

Resolutions adopted by the Committee

Code	Topic	Vote (In favor - Against - Abstention)
GA2/1/1	Strengthening Global Supply Chains to Promote Food Security	92 in favor, 25 against, 47 abstentions
GA2/1/2	Strengthening Global Supply Chains to Promote Food Security	100 in favor, 24 against, 40 abstentions
GA2/1/3	Strengthening Global Supply Chains to Promote Food Security	116 in favor, 13 against, 35 abstentions
GA2/1/4	Strengthening Global Supply Chains to Promote Food Security	90 in favor, 32 against, 42 abstentions
GA2/1/5	Strengthening Global Supply Chains to Promote Food Security	106 in favor, 17 against, 41 abstentions
GA2/1/6	Strengthening Global Supply Chains to Promote Food Security	107 in favor, 18 against, 39 abstentions

GA2/1/7	Strengthening Global Supply Chains to Promote Food Security	106 in favor, 17 against, 41 abstentions
GA2/1/8	Strengthening Global Supply Chains to Promote Food Security	Adopted without a vote
GA2/1/9	Strengthening Global Supply Chains to Promote Food Security	96 in favor, 28 against, 40 abstentions
GA2/1/10	Strengthening Global Supply Chains to Promote Food Security	90 in favor, 30 against, 44 abstentions
GA2/1/11	Strengthening Global Supply Chains to Promote Food Security	Adopted without a vote
GA2/1/12	Strengthening Global Supply Chains to Promote Food Security	98 in favor, 25 against, 41 abstentions
GA2/1/13	Strengthening Global Supply Chains to Promote Food Security	99 in favor, 23 against, 42 abstentions
GA2/1/14	Strengthening Global Supply Chains to Promote Food Security	88 in favor, 28 against, 48 abstentions

Summary Report for the General Assembly Second Committee

The United Nations General Assembly Second Committee (GA2) held its annual session to consider the following Agenda items:

1. Promoting Sustainable Transport for the Achievement of the 2030 Agenda
2. Strengthening Global Supply Chains to Promote Food Security

The session was attended by representatives of 159 Member States and 2 Observers.

On Sunday, the committee adopted the agenda in the order of topic 2, followed by topic 1, beginning discussion on the topic of “Strengthening Global Supply Chains to Promote Food Security.” By Tuesday, the dais received a total of 17 proposals. Throughout Monday and Tuesday, delegates formed working paper groups on a wide range of sub-topics including on food supply chain disruptions, climate disaster resilience, improving knowledge, and food insecurity and global trade. By the end of Tuesday, delegates decided to merge several proposals.

On Wednesday, a total of 14 draft resolutions were accepted by the dais, with all 14 draft resolutions being adopted as resolutions by the committee. During the voting procedure most draft resolutions were voted on with a recorded vote while two passed by acclamation. The working processes in the committee were characterized by efficiency, a high level of collaboration, and an overall positive atmosphere.



Code: GA2/1/1

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Bearing in mind Member States' innovations in transport technology, created to surpass geographical challenges and natural disasters, as well as provide the most efficient way of moving,

Calling attention to the supply chain challenges faced by Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDC) as highlighted in the *MC12 Outcome Document* (Geneva Package),

Recognizing the need for additional inland terminals in SIDS and LLDC Member States to allow them better access to global food chain supplies,

Reaffirming the necessity of transit-oriented development (TOD) in urban planning, urban-rural linkages, and access to maritime, aerial, and public transportation as outlined in the United Nations Decade of Sustainable Transport,

Aware that improvements to border administration, transport, and communication infrastructure could increase global GDP by 4.7%, according to the *Mobilizing Sustainable Transport for Development* report done by the Division for Sustainable Development Goals in the United Nations Department of Economic and Social Affairs,

Recognizing that, according to the World Bank, poorly developed transport systems negatively impact the expansion and efficiency of food supply chains,

Reaffirming the work on the Security Council in expanding the role of peacekeepers in Security Council resolution 2594 (2021),

Acknowledging the global increase of technologies being used in food supply chains, strengthening Sustainable Development Goal (SDG) 2 (zero hunger), SDG 9 (industry, innovation, and infrastructure), and SDG 12 (responsible consumption and production),

Acknowledging the negative impact the over-reliance on fossil fuels has on food security during shortages, and the importance of aiming for the integration of green and sustainable energy to negate the impact,

Underlining General Assembly resolution 79/227 titled "Agriculture Development, Food Security and Nutrition" (2024), which stresses the importance of developing and applying science, technology, and innovation, and similar knowledge and communications systems in ensuring food security by 2030,

Reaffirming the importance and relevance of dry ports, including storage units directly connected by rail to inland intermodal terminals, where importers can leave standardized units as if they were at a seaport,

Fully alarmed that nearly one-third of the world's food is lost or wasted annually due to poor supply chains or storage,

Considering the Aichi 2030 Declaration on Environmentally Sustainable Transport-Making Transport in Asia Sustainable (2021-2030) in its provision of necessary and sustainable transport infrastructure,

Commending the work of the United Nations Office of Supply Chain Management (OSCM) and the Security Council's management of peacekeepers in conflict and climate disaster zones,

Emphasizing the OSCM's work with aerial surveillance of supply chains using Unmanned Aircraft Systems (UAS),

Recognizing the need to implement systems that safeguard food preservation, including the adoption of cold chain transportation to ensure that cargo remains uncompromised throughout the supply chain, supported by effective temperature and humidity monitoring,

Having considered the negative effects of the volatile fuel markets on supply chains and food distribution, including bottlenecks and the wastage of food,

Fully believing that the protection of water and air transport is vital for all, showing the success of safe transportation, international security routes for water and air transport are being built up,

Recalling the United Nations Convention on the Law of the Sea (1982) (UNCLOS) and its role in providing safe and secure maritime zones,

1. *Recommends* that all projects mentioned below, as well as future projects related to the consolidation of transport routes and their safety regarding the global food supply, be financed, when requested, through:
 - a. The use of investments provided through the Belt and Road Initiative (BRI) by:
 - i. Including bilateral investments of the BRI contributor to Member States in need, in line with their prior demand for funds;
 - ii. Financing bilateral and multilateral investments of Member States that do not directly involve the BRI contributor affairs or do not occur on their territory, if requested, in the form of short to long-term loans or direct donations;
 - b. Encouraging external financing and investment of other Member States, including bilateral and multilateral investments, private partners, and Governmental Organizations (NGO);
 - c. Recommending the use of existing development funds related to topics such as transportation, poverty alleviation, food security, and infrastructure, such as the United Nations Road Safety Fund;
2. *Encourages* public-private partnerships by all Member States in the promotion and security of food chain transportation, enhancement of infrastructure, and increase in efficiency, by:
 - a. Following guidelines of the Food and Agriculture Organization (FAO) and other United Nations bodies to facilitate private collaboration on transport infrastructure to strengthen supply chains through scientific consultation and cultural relevance;

- b. Allowing private-public partnerships to effectively share risks and responsibilities, ensuring consistent, adequate funding to ensure sustainable, longitudinal development in the efficacy of food transportation;
 - c. Utilizing government support and private expertise to enhance supply-chain efficiency;
 - d. Closing infrastructural gaps in transportation, including road, maritime, and aerial, in an effort to build upon regional and global trade agreements;
 - e. Promoting short-term plans for each food transportation issue and funding the relevant public and private organizations, strengthening monitoring processes;
 - f. Informing the public that the United Nations has recognised numerous organizations as multistakeholder entities and encouraging them to leverage these multistakeholders as a channel between the government and private firms;
3. *Promotes* safety for transport systems, with emphasis on water and air transport by implementing advanced cargo scanning, trade safety procedures for borders and trade routes for member states globally, with cargo scanning helping keep out illegal contraband in all ports;
4. *Reaffirms* its commitment to safely and securely improve LLDC and Transit Member States' access to the global food supply chain, by recommending:
 - a. An extensive expansion of railways, specifically linking LLDC Member States to their neighboring transit Member States, allowing them a safer, more secure, and equitable access to the basic food needs of their populations;
 - b. The creation of dry ports, facilitating the concerned Member States' access to the global food supply chain;
 - c. The improvement of security in the last leg section of the supply chain by increasing tracking measures, sustainable financing, and safety in SIDS and LLDCs;
 - d. The expansion of the existing United Nations Conference of Trade and Development Programme (UNCTAD), understanding the effort of strengthening LLDC, UNCTAD - *Free Inter Trade Programme*, to expand railways within all Member States;
5. *Encourages* cooperation toward Small Island Developing States (SIDS) due to their isolation and strong reliance on maritime transport for food importation by:
 - a. Creating inter-island connectivity to reduce their geographic isolation and to remove their exposure to global transport disruptions;
 - b. Reducing bottlenecks in the supply chains, which limit the flow of production and therefore transportation;
 - c. Lowering the cost of transportation of overly exorbitant supplies, seeing that small trade volumes and long maritime routes mean import costs that are disproportionate and that alter atolls;
6. *Appreciates* work done by intergovernmental organizations, like the EU's Road Safety Exchange + (EURSE III), in educating and connecting Member States in discussion on successful road

safety systems that can help in ensuring stable transportation routes for the building of shock-resistant food supply chains;

7. *Encourages* the Security Council to deploy additional peacekeepers into the 11 areas where peacekeeping missions have been deployed to provide additional support to ensure the supply chain remains intact and resilient against armed conflict;
8. *Recommend* that the Security Council continue supporting the OSCM efforts in deploying peacekeepers into areas affected by climate-related disasters as an extension of the *Elsie Initiative* by supporting the repair and protection of essential supply chains;
9. *Approves* the further development of the OSCM's use of UAS by increasing their capacity to support the supply chain in conflict and disaster areas by providing essential nutrients;
10. *Supports* the diversification of energy markets through expansion of alternative fuel sources, alleviating the disastrous effect of supply line disruptions on food security, while also decreasing the volatility associated with fuel sources affected by conflict, by:
 - a. Investing in cost-efficient energy alternatives to reduce reliance on petrol, reducing the effect oil shortages have on transportation;
 - b. Pursuing energy independence to reduce strain on global energy markets;
 - c. Highlighting the usefulness of sustainable power in global fleets and its compatibility within a large array of nations, also highlighting its accessibility regardless of conflict;
11. *Urges* the use of Internet of Things technologies within global food supply chains to improve food security, transparency, and efficiency through monitoring systems;
12. *Encourages* member states to work with the Information and Communications Technologies Development Fund for multilateral implementation of GPS tracking technologies at borders to enhance accountability and traceability through the process of food supply chains, allowing contaminated foods to be identified and removed;
13. *Invites* Member States who have technical knowledge and expertise about safety and security to share their ideas with all in need, through:
 - a. The International Telecommunication Union (ITU) discuss AI intelligence, advancement, and technology development for more efficient, safe, and secure food transportation between Member States;
 - b. Knowledge sharing with willing Member States that suffer from crises of any sort to establish sustainable, safe, and secure food transportation methods as fast as possible;
14. *Encourages* the establishment of an integrated cold chain infrastructure and monitoring mechanism aimed at ensuring food preservation through the:
 - a. Adoption of advanced temperature and humidity monitoring devices, including real-time sensors, to ensure continuous oversight of the goods;
 - b. Expansion and maintenance of efficient cold chain transportation networks;

- c. Development of smart packaging to extend shelf life and reduce spoilage during transport and storage;
- d. Encouragement of public-private partnerships to invest in cold storage infrastructure.



Code: GA2/1/2

Committee: The General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Recalling the commitments to the United Nations Sustainable Development Goals, particularly Sustainable Development Goal (SDG) 2 (zero hunger) which emphasizes the need for resilient agriculture systems and equitable access to food worldwide, and SDG 12 (responsible consumption and production),

Recognizing Article 25 of the *Universal Declaration of Human Rights* (UDHR) and Article 11 of the *International Covenant on Economic, Social, and Cultural Rights*, which affirm the right to adequate food and obligate States to ensure its progressive realization, and further recognizing food security as a multidimensional challenge shaped by global supply chains, trade governance, resource scarcity, and social protection systems,

Reaffirming the *2025 Sevilla Commitment*, which underscores the need for increased investment in sustainable agriculture and food systems, particularly in developing countries,

Taking note of the United Nations General Assembly resolution 80/157 (2025), which reaffirms the need for the vast expansion of training, education, development, and application of technologies in food, nutrition, and agriculture to improve such systems,

Considering the disproportionate impact of global supply chain disruptions on developing and landlocked countries in accessing international food markets and transport networks,

Taking note of the United Nations Industrial Development Organization (UNIDO) support for rural road development through international donor and public-private partnerships to develop agro-industrial corridors in rural regions,

Recognizing the success of neutral multilateral frameworks such as the Joint Coordination Centre (JCC) in establishing transit systems with transparency and security through contested corridors,

Reaffirming the importance of integrating digital traceability and management systems that the Office for Digital and Emerging Technologies (ODET) can assess, with strong cybersecurity and early warning mechanisms, which utilize communication systems and climate data integration to increase efficiency, transparency, and resilience in order to improve supply chains and ensure food security and efficiency,

Aware of the United Nations General Assembly resolution 49/43 (1995) and recognizing that family farmers, small-scale producers, and indigenous communities are disproportionately impacted, with their food security closely linked to agricultural productivity,

Underlining the role of trade measures in addressing food insecurity from the *United Nations Conference on Trade and Development*, which emphasizes trade facilitation, reduced non-tariff barriers, and flexible customs in stabilizing food access during global and regional crises,

Taking into account the *Landlocked Developing Countries Report of 2024* from the Office of the High Representative for Landlocked Countries, which states the disadvantages faced by landlocked countries in terms of transport costs, corridor dependence, and vulnerability to external shocks concerning food,

Alarmed that over 30% of the global food supply is lost or wasted before reaching civilians, while an additional 19% is wasted in retail, food services, and households, according to the United Nations Environment Programme Food Waste Index Report 2024, and that isolated, rural, and marginalized communities—including asylum seekers, refugees, low-income, and communities of color—disproportionately affected by food insecurity,

Recognizing that the persistent digital divide has been hindering developing Member States from adopting essential and fundamental digital technologies into basic infrastructure, such as AI and blockchain technology, with high costs and insufficient knowledge of technologies, which would help build a modernized, efficient supply chain,

Mindful of the efforts put by the World Trade Organization (WTO) to promote the development of the Internet of Things (IoT),

Acknowledging the efforts of the World Customs Organization (WCO) in creating the SAFE Framework of Standards to facilitate secure global trade, especially the technologies of Non-Intrusive Inspections (NII), which enhance border security and maintain the flow of trade,

Fully aware of the efforts put by the *Voluntary Guidelines on the Responsible Governance of Tenure* (VGGT) in allying Member States towards land improvement to achieve food security,

1. *Endorses* the principles and development of the Integrated Global Food Passport in coordination with the World Trade Organization and the International Organization of Standardization, as a mutual recognition mechanism for essential food products, aimed at streamlining customs procedures and reducing administrative barriers within global supply chains, particularly in developing Member States by:
 - a. Supporting the creation of interoperable digital identification systems, including blockchain-based traceability tools, to improve transparency, verification, and efficiency in cross-border food trade;
 - b. Ensuring a United Nations-backed blockchain ledger that would provide an additional digital identity and ease the transit logistics at borders for essential food products;
 - c. Complementing prior trade facilitating mechanisms, such as ISO standards and WTO regulations by reducing the need for extensive administrative practices that require large financial resources, hindering essential food transit;
 - d. Encouraging pilot programs in least developed and landlocked countries to assess feasibility, scalability, and impact on food accessibility and supply chain resilience;
2. *Recommends* the mobilization of financial and technical resources to support digital and physical supply chain infrastructure in developing Member States through coordinated international efforts by:
 - a. Suggesting institutions such as the World Bank, the International Development Association, and the International Monetary Fund, as well as regional development banks, especially from Member States and organizations from the Global North, to provide concessional financing, grants, and technical assistance for projects outlined in Clauses 1, 3, 9, and 11;

- b. Encouraging international financial institutions to fund the projects listed in Clauses 1, 3, 9, and 11, through sponsorships with the United Nations Department of Global Communications (UNDGC);
 - c. Promoting the use of blended finance mechanisms and multi-donor trust funds to combine public and private investment, reduce financial risk, and expand access to capital for infrastructure and digitalization projects;
 - d. Welcoming the application of the principle of the *2025 Sevilla Commitment* of increasing aid for Trade-related infrastructure to assist the Least Developed States financially in the implementation of digital infrastructures such as trade classification systems developed in clause 1;
3. *Considers* the full digital integration of global transit systems through the paperless data exchange of the Electronic Transports Internationaux Routiers (e-TIR) structure to modernize border crossing and reduce delays by:
- a. Incorporating digital signatures, electronic documentation, and pre-arrival data in coordination with the United Nations Centre of Trade Facilitation and Electronic Business (UN/CEFACT) to accelerate customs clearances and reduce delays in the movement of essential and humanitarian goods;
 - b. Encouraging the use of remote non-intrusive inspections during transit, aligned with the World Customs Organization, to further minimize disruptions caused by physical intervention;
 - c. Supporting travel guidance and cooperative digital verification modeled after the Joint Coordination Centre (JCC) to provide full transparency regarding shipment status;
4. *Encourages* the United Nations International Telecommunications Union continue to collaborate with organizations such as the International Organization for Standardization (IOFS), the World Trade Organization (WTO), and the Food and Agriculture Organization (FAO) on developing standards for the use of Internet of Things (IoT) devices and blockchain in food supply chains globally, regionally, and assist in the implementation and amelioration by:
- a. Promoting the voluntary adoption of IoT-based monitoring systems to collect real-time data on key variables such as temperature, humidity, storage conditions, and geographic location during the production, storage, and transport of food products;
 - b. Utilizing blockchain technology keeps authenticated records of exchanges between parties in the food supply chain, such as between farmers, food manufacturers, processors, and retailers, creating records that cannot be modified, keeping track of food items as they travel across the supply chain from the raw product to the consumer;
 - c. Recommending capacity-building initiatives and technical assistance programs, particularly in developing Member States, to facilitate the adoption, maintenance, and effective use of such technologies;
 - d. Supporting the establishment of interoperable data-sharing frameworks that ensure accessibility while respecting national regulations on data protection, cybersecurity, and commercial confidentiality;

- e. Encouraging pilot programs at the regional level to assess feasibility, cost-effectiveness, and scalability before broader implementation across global supply chains;
5. *Recommends* the expansion of funding mechanisms for digital infrastructure in food supply chains, including through existing United Nations-led and multilateral development funds, such as the Information and Communication Technologies Development Fund, to continue to support the implementation of IoT and blockchain technology through global and regional projects by:
- a. Supporting graduate and institutional research, such as Funding Graduate Research, focused on supply chain innovations, including tracking, forecasting, and logistics optimization tools to improve efficiency and reduce food loss;
 - b. Requesting investments from organizations such as the FAO, WFP, and the WMO in digital early warning systems, to expand investment in digital early warning systems that integrate climate and market data to anticipate and respond to food insecurity risks;
 - c. Integrating climate and environmental data into supply chain management systems to improve transparency, reduce delays, and strengthen resilience to external shocks;
 - d. Encouraging the integration of digitalization and supply chain modernization, including real-time data tracking, mobile-based distribution systems, and early warning technologies, to reduce food loss and improve efficient delivery of food assistance to vulnerable populations, particularly refugees and rural communities;
 - e. Recommending Member States to collaborate with the United Nations Office for Digital and Emerging Technology (ODET) to establish a platform leveraging AI and blockchain technology, improving traceability within global supply chains, specifically including the maritime sector;
 - f. Supporting the overall development of interoperable digital platforms, in coordination with relevant UN agencies and Member States, to enhance traceability across supply chains, including key transit sectors such as maritime transport, while ensuring data protection and equitable access;
6. *Calls upon* Member States to emphasize the proclamation of 2026 as the International Year of Rangelands and Pastoralists as an important step to involve and support the sustainable production methods of local farmers by:
- a. Expanding the use of geographical indication frameworks to protect and promote products derived from pastoralist and small-scale farming systems, enhancing their market access and economic resilience;
 - b. Promoting sustainable grazing and land management through FAO initiatives, like the Voluntary Guidelines on Responsible Governance of Tenure (VGGT), to entrust the management of specific areas to local farmers and community-led land steward models;
7. *Commends* on-going international efforts and organizations that are working towards mitigating disruptions in agricultural production and supply chains, and encourages the expansion of integrated risk monitoring systems, by:
- a. Encouraging the implementation of a risk management system regarding plant and animal intelligence using the groundwork already laid by the Locust Information System

in Rome, which would serve as a global early warning system to help manage risks more effectively;

- b. Providing funding for the Locust Information System of Rome comes from the Food and Agriculture Organization of the United Nations, as well as some trust funds from donor countries and regional locust commissions;
 - c. Implementing an animal monitoring program alongside the pre-existing plant monitoring software will further reduce global supply chain disruptions and protect agricultural food security;
8. *Recommends* equipping small-scale farmers with education and technical assistance to increase long-term sustainable farming systems and improved productivity costs through:
- a. Technology transfer and education on improved technologies to equip farmers with efficient technology that improves yield, with the knowledge on how to effectively use it;
 - b. Supporting the establishment and accessibility of funding mechanisms and extension services that provide education and technical assistance on sustainable farming practices, particularly for small-scale and resource-constrained farmers;
9. *Proclaims* to Member States to strengthen cross-border trade frameworks to improve the efficiency, equity, and sustainability of global food supply chains, by:
- a. Promoting trade facilitation measures that streamline the import and export of food products, particularly during periods of crisis;
 - b. Supporting policies that enhance the market participation and bargaining power of small-scale farmers, enabling fair pricing and sustainable livelihoods;
 - c. Encouraging the alignment of trade policies with environmental sustainability goals, including the reduction of supply chain emissions and promotion of sustainable production practices;
10. *Strongly suggests* Member States contribute to the funding of the UNIDO Rural Road Fund for the development of safe and all-weather roads in rural regions of developing Member States to connect farmers to the market more efficiently;
11. *Calls* for the related organizations, the Food and Agriculture Organization (FAO), the United Nations Environment Programme (UNEP), and the Smallholder and Fair Trade Association (SAFTA), to adapt environmentally friendly transit technologies to promote sustainable agricultural practices, invest in eco-friendly infrastructure, and encourage this by:
- a. Emphasizing the voluntary Member States funding of food producers in developing Member States to meet the Global South's food demand in order to adopt climate-resilient and resource-efficient technology, in collaboration with FAO to promote the sustainable agricultural practices, including climate-smart agriculture and environmentally responsible production methods;
 - b. Recommending partnerships with UNEP to help advance and promote sustainable transportation globally, and climate action, while funding from developed Member States

and international governments and local groups strengthens production and invest in the sustainable infrastructure in all communities;

- c. Acknowledging SAFTA, which provides a small scale of products that support environmental support and increase the control over exportation value and improve sustainability;
12. Establishing trade liberalization and regional free trade agreements to reduce barriers that restrict trading between the nations by:
 - a. Recognizing that trade liberalizations and the regional free trade agreements can be led by strongly believing the African Union and African Continental Free Trade organizations could effectively strengthen the strategic investment in trading and partnership;
 - b. Recommending the FAO to help fund food security to meet the global south's trading and food demands through the support of the African Union, national needs, market access, and food security;
 - c. Emphasizing promoting strengthening exportation growth, including collaborating with International Trade Centre (ITC), which will provide free and fair trade;
13. *Reiterates* its demand to the development and strengthening of resilient regional transit corridors for landlocked and transit-dependent states through coordinated customs procedures, coordinated cross-border regulations, and targeted infrastructure investment, to reduce transit costs and delays, enhance supply chain efficiency, and mitigate vulnerability to external economic and geopolitical shocks by:
 - a. Further encouraging the integration of digital technologies into transit corridor management, including real-time cargo tracking, data-sharing platforms, and streamlined customs processing systems, in order to increase transparency, reduce bottlenecks, and improve the reliability of food supply chains;
 - b. Asking the United Nations Conference on Trade and Development (UNCTAD), World Bank, International Monetary Fund, and regional development banks to provide technical assistance, financing mechanisms, and policy guidance for the development of transit infrastructure and trade facilitation frameworks;
 - c. Emphasizing that efficient transit corridors must be leveraged to improve food accessibility for vulnerable populations, including rural communities and refugees, by strengthening last-mile distribution systems and ensuring that reduced transit costs translate into more affordable and equitable food access by:
 - i. Recommending the International Telecommunication Union (ITU) and World Customs Organization (WCO) to the integration of digital technologies into transit corridor management and in order to increase transparency and improve the reliability of food supply chains;
 - ii. Further encouraging the World Food Programme (WFP) and the Food and Agriculture Organization (FAO) to ensure reduced transit costs contribute to more affordable and equitable food access;

14. *Proposes* the use of geospatial imaging to monitor agricultural progress and ensure private and stakeholder accountability by:
 - a. Investing in satellite technologies to capture the global landscape with specialized energy-measuring sensors, in partnership with the United Nations Office for Outer Space Affairs and other relevant international organizations;
 - b. Establishing an agricultural watch group to monitor geospatial imaging data, and involve themselves with territories displaying regressions in progress with the help of NASA;
 - c. Investing in technologies like GPS, guided machinery, AI IoT, and blockchain for improved traceability through the Traceability and Quality Control project;
15. *Encourages* the increased commitment to SDG 12 which intends to reduce food waste by 50% by 2030 by:
 - a. Further requesting the complementary mandates of the World Food Programme, the Food and Agriculture Organization, and the International Fund for Agricultural Development, recognizing their roles in emergency assistance, agricultural resilience, and rural development by:
 - i. Supporting the expansion of cold-chain storage systems and transportation infrastructure, building upon existing post-harvest loss-reduction initiatives, and WFP logistics networks, to minimize food loss during storage and transit;
 - ii. Strengthening food recovery and redistribution efforts through programs such as the World Food Programme Supply Chain Division, which facilitates large-scale food storage and delivery, and encouraging partnerships with local food banks and humanitarian organizations;
 - b. Expanding IFAD-supported rural development and smallholder farmer programs to include training on sustainable production, storage techniques, and waste reduction practices;
16. *Emphasizing* the Global Compact on Refugees (GCR) and the humanitarian-development nexus in which emphasizes that food security policies must address both host communities and displaced population by:
 - a. Encouraging coordination with the Office of the United Nations High Commissioner of Refugees (UNHCR) and WFP joint assistance programs to integrate refugees into national and regional food distribution systems;
 - b. Supporting the development of community-based and digital food distribution systems, building on WFP cash-based transfer programs and mobile delivery platforms to improve access in rural and displacement-affected areas;
 - c. Promoting data-sharing and inter-agency coordination through existing United Nations platforms to enhance the targeting of food assistance, reduce duplication, and improve the efficiency of humanitarian response efforts;
17. *Further invites* Member States to implement the International Farm Fields Schools (IFFS) initiative, expanding on the Farm Fields School (FFS) program by:

- a. Promoting the use of centralized databases with data useful for predicting shocks in food production so that the international community can move pre-emptively to prevent these;
- b. Encouraging that small holder farmers receive pre-requisite education that will help improve food production by teaching them skills and techniques that will help them increase their farming efficiency to make it more resilient such in areas such as soil management, fertilization techniques and new farming technologies;
- c. Encouraging the usage of the data collected in this program for use in the risk management program developed in this resolution;
- d. Suggesting that these trainings aim to take place at least four times a year in an informal setting;
- e. Advocating that the establishment of this program will occur in three phases, which is implemented through:
 - i. Phase one, which will focus on research in soil, climate conditions and social conditions to determine the best divisions of local communities;
 - ii. Phase two, which will establish the trainings where farmers meet up with trainers to receive relevant education and share data to be added to the database;
 - iii. Phase three, which will continue the trainings from phase two and expand on it with the creation of the shared database;
- f. Requesting funding from the International Development Association (IDA), the World Bank, the United Nations Environment Programme, and the WFP.



Code: GA2/1/3

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Guided by the commitment to the achievement of the 2030 Agenda for Sustainable Development, especially Sustainable Development Goal (SDG) 2 (zero hunger) by advancing zero hunger through ensuring food security and sustainable agricultural practices, SDG 9 (industry, innovation and infrastructure) by supporting quality, reliable, and sustainable infrastructure, enhancing scientific research, SDG 11 (Sustainable Cities and Communities) by promoting inclusive, resilient and resource-efficient urban systems, and SDG 12 (Responsible Consumption and Production) by reducing food waste and improving supply chain reliability,

Recognizing the existing gaps in knowledge and technology between Member States, whereas “knowledge” refers to the facts, information, and skills acquired by Member States through experience, education and research,

Acknowledging current systems in place that facilitate and support research findings and information sharing for topics related to food and agriculture, such as the Food and Agriculture Organisation’s (FAO) International System for Agricultural Science and Technology (AGRIS),

Affirming education as a foundational pillar of long-term self-sufficiency by utilising shared knowledge and technology to promote self-sustaining farming systems, communities, and nations, particularly for small-scale farmers and rural communities,

Recognizing educational programs as a mean to disseminating shared knowledge and technology and instructing individuals and organizations on how to implement newly acquired knowledge in their practices, whereas “programs” refers to the coordination of related projects and other activities, with coordination being carried out by governing bodies and organizations as each Member State sees fit,

Affirming the critical importance of maintaining and expanding international transportation and logistics networks as an immediate short-term solution to the aggravated food crisis,

Emphasising that strengthening regional networks across neighbouring Member States allows for a reduction in import dependence,

Deeply regretting that most of the 6 dimensions of food security are not fully achieved in Least Developed Countries (LDCs) and Small Island Developing States (SIDS),

Fully aware that current United Nations official statistics lack a comprehensive approach to food security, especially the border crossings and unrecorded customs flow due to mis- and underreporting resulting from inadequate tracking,

Having considered that most crop yields and staple foods are not sufficient enough to sustain populations in many developing countries,

Recognizing that international trade and domestic trade must complement, rather than substitute, each other, to ensure comprehensive diets and stable food supply chains globally,

Recognizing the successes of reforestation strategies that have had positive impacts on global ecosystems and the subsequent benefits of agricultural productivity, biodiversity and food supplies, such as Costa Rica's Payments for Environmental Services (PES) program, in which landowners are incentivised to protect and restore the environment on their property,

Concerned by the rate at which global food security is declining due to armed conflicts, economic shocks, and harsh weather climates,

Affirming that both the private and public sectors are of similar importance to technological advancements in food security,

Keeping in mind that national data security, sovereignty, and long-term stability in cyber security are paramount for data transfers, inter-communication and efficient food supply chains in an increasingly modernizing world,

Convinced that domestic investment is necessary for the development of LEDCs and SIDS,

Recognizing the innate risk and jeopardy of security stemming from shared data usage, protected by the United Nations Principle on Personal Data Protection and Privacy, which safeguards involved and contributing entities against information disclosure to unauthorised bodies,

Noting that natural hazards can be effectively prevented and combatted through Early Warning Systems (EWS),

Drawing attention to the necessity of the reduction of third-party participation from intermediaries such as Multi-National Corporations in trade, which has historically exploited populations within less-developed and under-represented nations by underpaying producers, which has hindered further development of these countries by reducing their economic benefit from trade,

1. *Recommends* the expansion of existing extensive, free, and certified training programs, workshops, and e-learning courses on climate-smart agriculture and sustainable practices offered through the FAO, by:
 - a. Adapting existing training programs to be more concise and accessible to the general public through taking local languages and cultural differences into consideration and endorsing awareness campaigns;
 - b. Forming workshops and trainings related to current updates in technology and knowledge, specifically information and data, for the use of farmers and other parties seeking to learn from such database content;
 - c. Removing barriers that stem from organizational requirements and burdens placed on farmers seeking such training and education efforts;
2. *Asserts* the vitality of the aforementioned training programs, workshops, and other education efforts to mobilise the knowledge, technology, information, and data shared via databases so that the small-scale producers can be incorporated into formal supply chains in ways such as like connecting them to finance, markets, and infrastructure that will reduce food losses and boost rural incomes;
3. *Encourages* organizations, such as the FAO, International Fund for Agricultural Development (IFAD), International Telecommunications Union (ITU), Conference on Trade and Development,

and Commission on International Trade Law, to participate in the formation of a new database, overseen operationally by the FAO, for knowledge and technology sharing between Member States for governments and non-governmental organizations (NGOs) to acquire information from to further cooperation and development for various communities including actions, such as:

- a. Providing funding to support the creation of a database;
 - b. Encouraging the implementation of shared technologies and knowledge among small-scale and regional farmers to further enhance self-sustaining farms and communities;
 - c. Emphasising the importance of innovation and development within countries to promote self-sustaining digital and technology sectors;
 - d. Drafting and publishing biennial reports on knowledge and technology regarding best food and agriculture practices, which provide guidance on database content and oversight;
 - e. Drawing from and supporting existing venues for information sharing on agricultural practices and transport of goods to further knowledge and technology cooperation in production and supply chains, especially in regards to:
 - i. Climate-adaptive farming techniques, such as drought-resistant seeds and climate-resilient crops to support farms and communities in sustaining themselves long-term;
 - ii. Alternative sources of energy, such as hydrogen power, geothermal energy, with liquefied natural gas being a transitional alternative to fossil fuels to support cleaner methods of transport in supply chains;
4. *Calls upon* Member States to contribute their knowledge and technology on a voluntary basis to the newly established database and pre-existing platforms such as AGRIS;
5. *Calls for* the modernization and expansion of infrastructure both in necessitated regions and in food exporters to improve rapid response in aid delivery and improve transport capabilities, by:
- a. Encouraging the maintenance and expansion of existing maritime port infrastructure for net food exporters, particularly those located close to essential international waterways;
 - b. Emphasizing the importance of expanding highway and railway networks to ensure more efficient transportation of food supplies to vulnerable communities with a special emphasis on trans-continental links;
6. *Strongly recommends* expanding on existing funds such as United Nations Capital Development Fund (UNCDF), to collect, manage, and responsibly allocate funds provided by developed Member States for the purposes of financing all the solutions herein proposed within the context of infrastructure;
7. *Further recommends* investing these financial resources into acquiring airplanes, trucks, tracked vehicles, ships, shipping containers, and other modes of transportation, and distributing these under the purview of the UNCDF according to the necessities of particular Member States;

8. *Encourages* Member States to improve and modernize transport infrastructure, including ports and logistics systems, in order to reduce food loss during transportation, ensuring that efficient and well-maintained supply chains prevent unnecessary waste;
9. *Recommends* that Member States, in coordination with the United Nations Economic Commissions and relevant international financial institutions, enhance current food transport and distribution, through:
 - a. Establishing guidelines and recommendations for international targets on food distribution to ensure accountability in the monitoring of food distribution processes;
 - b. Developing integrated multimodal transport plans that connect rural agricultural production zones to urban consumption centres through coordinated road, rail, and inland waterway linkages, thereby reducing transit times, lowering transportation costs, and minimising food spoilage along domestic supply corridors;
10. *Calls upon* Member States to invest in the food and water reserves that could be used in case of a conflict or an emergency in order to reduce post-harvest food loss within urban supply chains and avoid national/regional panic as well as market shocks, in particular in developing countries, landlocked developing countries, and SIDS, with infrastructure, such as:
 - a. Cold-storage facilities at municipal distribution centres and refrigerated last-mile delivery networks;
 - b. Processing-at-source facilities to ensure that raw agricultural and animal resources can be stored and converted to edible products immediately during a crisis;
 - c. Roads, ports, airports, and other forms of transportation that would be resilient to extreme weather to ensure that food can be safely transported;
11. *Endorses* Member States to reduce duplicative inspection procedures at each border checkpoint conducted by the national customs authorities, supported by the United Nations agencies and FAO in ways such as:
 - a. Establishing phased Mutual Recognition Agreements among neighboring Member States to recognize food-related digital certificates considering that digital capacity varies for each Member State, such as:
 - i. Implementing a tiered participation across Member States so that LDCs and SIDS can start by sharing the data electronically before accepting and incorporating foreign digital law;
 - ii. Adopting tariff incentives for using aligned digital certificates such as faster custom clearance or slight reduction in tariff rates;
 - b. Conducting a consistent, quarterly monitoring by the FAO and World Food Programme (WFP) to check any inefficiencies occurred in the building of new infrastructure, while maintaining flexibility that considers national sovereignty and technological capacity among Member States;
 - c. Incorporating ports, allowing SIDs and ship-based imports and exports to run more efficiently and reliably;

- d. Urging each Member State to adhere with the standardized data format for shipment information;
12. *Prioritizes* adopting incremental approaches, introducing new crops for each Member State, especially LDCs and SIDS, in ways such as:
 - a. Introducing disease-resistant, stress-tolerant, and climate-resilient crops to farmers across regional levels;
 - b. Preserving the biodiversity, ecological resistance, and cultural heritage of native crops while importing from Member States in conjunction with improving food availability and food diversity;
13. *Calls upon* Member States, especially those in rainforest areas and areas experiencing desertification, to implement a framework to promote sustainable land utilization and prevent deforestation through methods of forest-management under the notion that such sustainable practices work against climate-change-based threats which worsen food insecurity;
14. *Strongly encourages* the creation of regional food corridors as a long-term solution in regions of need in order to prevent food loss and ensure effective food transportation across regions, by:
 - a. Gathering the necessary information, including an overview of the participating Member States' evolving food security situations in local areas, with the help of a regionally led real-time public food security monitoring dashboard supported by WFP;
 - b. Ensuring regional cooperation through the establishment of a biannual gathering, which includes all food corridor of the Member States, to assess the current situation and establish measures, including the sharing of practices between Member States, while moving forward in the realm of infrastructure, food distribution, and agricultural development in the regions based on the data gathered in the food security monitoring dashboard;
 - c. Having Member States of the regional food corridor prioritise regional food trades through the means which best fit their respective situation, especially through food monitoring dashboard and the outcomes of the biyearly gatherings;
 - d. Encouraging the Member States of the regional food corridor to voice their needs to the international community as a coherent block when regional demand does not meet supply to ensure that smaller nations are heard and aid, through the global supply chain, can be integrated into the local corridor in the most effective way possible;
15. *Calls upon* Member States to collaborate with the private sector of innovative technologies for food supply chains, to:
 - a. Promote and ensure efficient, legal, and transparent technological progress through ways such as:
 - i. Adhering to the guidelines and monitoring of projects;
 - ii. Continued development of preexisting legal frameworks;
 - iii. Support by the national incentive programmes;

- b. Highlight successes in technological pilot tests through information sharing;
 - c. Sustain a strong private-public sector partnership in this field;
 - d. Make technology more available and accessible for local farmers and communities;
16. *Requests* Member States to consider the importance of cyber security in regards to food supply chains, as breakdowns of digital infrastructure could cause major disruptions to global food supply chains to ensure appropriate security, national jurisdiction should consider measures, such as:
- a. Accessing to such data in accordance with clause 22 and permission by all Member States;
 - b. Constructively collaborating with the High-Level Advisory Body on Artificial Intelligence and qualified national specialists in data science and security;
 - c. Adopting measures to prevent misuse by any single or multiple Member States and to promote responsible, transparent, and mutually agreed data governance;
 - d. Integrating protocols for utilisation and data sharing with AI, and emphasising the potential risk inherent in such usage, ensuring consistency with underlying data disclosure clauses;
17. *Reminds* the importance of domestic investment within Member States aimed at developing food production and storage capacity, coupled with technological innovation and training schemes, including assistance from experts within the mandate of the United Nations Technology Bank, FAO, and IFAD, to:
- a. Be directed at climate-affected regions, in particular LEDCs and SIDS;
 - b. Take place on a regional basis with the aim of sharing climate-smart agricultural methods with small and medium-sized farmers;
18. *Invites* the international community, in cooperation with relevant United Nations specialized agencies such as the FAO, the World Meteorological Organization, and WFP, to support the development and implementation of EWS by integrating hybrid AI systems, and climate prediction models capable of analyzing weather variability, crop performance, soil conditions, pest outbreaks, and supply chain disruptions, in order to provide timely, evidence-based risk assessments and enable preventive action against threats to food production at the local and national levels, by:
- a. Making these forecasting and alert systems accessible to local farmers, agricultural cooperatives, and rural communities through mobile platforms, extension services, and local institutions, in order to improve agricultural planning, planting decisions, and local food production;
 - b. Supporting the identification and implementation of preventive measures, including adaptive planting schedules, irrigation management, crop diversification, storage planning, and emergency response mechanisms;

- c. Strengthening the resilience of local food production systems by improving preparedness for climate-related shocks, market instability, and disruptions in first-level food supply chains;
 - d. Encouraging capacity-building, technical training, and knowledge transfer to ensure that local stakeholders are able to understand, apply, and sustainably manage such systems in accordance with national priorities and local conditions;
 - e. Integrating a human-in-the-loop approach, combining AI speed with scientific oversight, rigorous validation, and transparent, explainable models to protect against the unpredictable and somewhat unreliable nature of EWS in forecasting natural- and human-originated hazards;
19. *Calls upon* Member States to establish a digitized freight customs process specifically for perishable food shipments to allow for more seamless cross-border transport in order to reduce food spoilage in transit, by:
- a. Replacing physical paperwork regarding perishable foods with more efficient, digitized documentation;
 - b. Allowing for and encouraging information sharing between Member States and businesses, enabling customs authorities to be notified of shipment details and arrival times in advance so that customs paperwork may be completed before the food shipment arrives at the border, and allowing it to continue to its destination with minimal stop time.



Code: GA2/1/4

Committee: The General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Reaffirming the United Nation's declaration of equal access to food as a fundamental human right, as outlined in the Article 25 of the *Universal Declaration of Human Rights* (1948), a right in which no policies should impede upon,

References the 2021 General Assembly resolution 76/166 (2022) on "The Right to Food", which underlines how unilateral economic sanctions can affect food insecurity within Member States,

Recognizing the World Bank's projects for food transportation, particularly the *Nepal-India Regional Trade and Transport Project* (2010), which improved infrastructure in the Kathmandu-Kolkata corridor,

Acknowledging the General Assembly resolution 76/237 (2021) on "The Right to Food", which highlights that restrictions on the trade of good and agricultural products can weaken supply chains and consequently limit food availability,

Aware of the role the *World Trade Organization Committee on Sanitary and Phytosanitary Measures* plays in facilitating discussion surrounding international trade concerns,

Guided by the goal of fostering an international community in which sanctions on food-related products are deemed objectionable,

Concerned by the World Food Programme warning that conflict disruptions can impact school feeding, the education of children, and the nutritional well-being of vulnerable populations,

Recognizes the crucial role that the Security Council plays in determining the extent to which sanctions on food-related trade affect the global supply chain,

Bearing in mind the *United Nations Conference on Trade and Development* (1964) and their efforts in monitoring cross-border logistics to strengthen equitable access to food markets,

1. *Recommends* that Member States exclude food, agricultural products, irrigation equipment, fertilizers, and seeds from sanctions imposed on other States to insure that there are no interruptions in the availability of essential goods that are necessary for food distribution;
2. *Discourages* the imposition of unilateral sanctions by Member States on other States, which limit access to food and agricultural products that are essential to reducing global food insecurity;
3. *Requests* the creation of food corridors to improve maritime, land, and aerial transportation to increase the export abilities of States affected by sanctions, which would be achieved by:
 - a. Developing food corridor infrastructure by creating sanitary and phyto-sanitary buildings to help address shipment delays, reduce trade regulation time, and help create labs to test agricultural trade products;

- b. While advocating for voluntary investment in digital farming technology to detect early warning signs of food shortages during conflict;
4. *Encourages* Member States to reduce trade restrictions against other Member States for food and agricultural products in order to increase access to global supply chains and ensure equitable food access for all Member States by:
 - a. Increasing *World Trade Organization Committee on the Application of Sanitary and Phytosanitary Measures* trade negotiation meetings from 3 times per year to 4 times per year and;
 - b. Recommending the reduction of biotechnology regional trade barriers to expand developing Members States export capacity to enhance trade and productivity;
5. *Proposes* the establishment of financial mechanisms such as voluntary pay-for-success bonds where investors share the risk and reward of the project's success, and in which returns are tied to specific food security targets in the context of sanction-torn countries;
6. *Suggests* Member States to voluntarily contribute to the *United Nations Development Program Global Fund* to ensure financial resources for small communities and Micro-Small-Medium Enterprises which will guarantee food security and the correct flow of the global food supply chain in the context of sanction-affected states;
7. *Requests* the Security Council to review all unilateral sanctions imposed by Member States for their effects on the global supply chain and food security by:
 - a. Utilizing the FAO to advocate for the adherence of binding agreements against hunger-causing sanctions and;
 - b. Requesting that Member States that enforce economic sanctions on other Member States that affect their food supplies be publicized by secretary general press statements;
8. *Encourages* Member States to attend the next UNCTAD Global Supply Chain Forum to address disruptions to the global supply chain;
9. *Supports* the establishment of a Digital Single Window Interoperable Platform to facilitate the voluntary integration of national bureaucratic systems into a shared regional interface, operationalized by UNCTAD in coordination with regional organizations, to ensure the effective delivery of food shipments with minimal complications.



Code: GA2/1/5

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Recalling article 25 of the *Universal Declaration of Human Rights* (1945), which affirms the right of every individual to an adequate standard of living, including access to sufficient food,

Recognizing the importance of food for all human beings as well as appropriate establishments under the *2030 Agenda for Sustainable Development*, especially Sustainable Development Goal (SDG) 2 (zero hunger), SDG 9 (industry, innovation, and infrastructure), and SDG 11 (sustainable cities and communities),

Noting with approval Africa's Comprehensive Agricultural Development involving over 40 states investment in agricultural funding which increased agricultural productivity and improved regional food systems,

Seeking the need for the investment into cold chain transportation to prevent unnecessary waste of perishable food,

Acknowledging the urgent need to improve climate-resilient land use as per the UN Decade of Sustainable Transport (2026-2035) initiative,

Affirming the importance of diverse open trade routes free of economic sanctions, restrictions and unfair pricing,

Reaffirming that open trade routes should not be withheld from citizens within member states in conflict,

Highlighting the United Nations Transportation and Development Program Transport and Trade Facilitation Programme, which promotes efficient cross-border logistics and strengthen equitable access to food markets for less developed countries,

Recognizing the crucial importance of the International Maritime Organization Strategy on the Digitalization of shipping,

Expressing its satisfaction India's Public Distribution System (PDS) ensuring subsidized food at scale,

Acknowledging the *FAO Strategic Framework 2022-2031* as a guiding instrument for sustainable agricultural development, emphasizing the importance of resilient supply chains, the reduction of food loss and waste, and the promotion of digitalization in agriculture to enhance efficiency,

Recalling the *Treaty of the East African Community* (EAC), notably chapter 29, articles 105 and 110, which commit partner states to collaborative food security measures and the harmonization of standards to ensure resilient and efficient regional supply chains,

Emphasizing the need for comprehensive national development among Member States, with the particular focus on the implementation of modern, climate-resilient infrastructure, along with the application of new innovative technologies for agricultural production and transportation,

General Assembly resolution 78/262 (2023), strives to enhance food security frameworks by linking regional and international trading corridors to ensure market productivity,

Reaffirming the urge to increase funding through international and multilateral banks, particularly for underdeveloped and landlocked nations,

Expressing with appreciation the Second United Nations Global Sustainable Transport Conference affirming multilateral commitment to low emission,

Further recommending an implementation of drones, automated weather systems, air and water monitors. and educational frameworks to educate farmers on land cultivation and changes in the climate,

Emphasizing the importance for Member States to develop sustainable and reliable mechanism of mutual settlements in national currencies to ensure stable trade,

Desiring an increase in meeting educational needs regarding the importance of accessible, safe and nutritious food that meets the dietary needs of all populations,

Recognising the importance of the International Covenant on Economic, Social and Cultural Rights (ICESCR), specifically article 11, endorses reducing hunger, conserving food production, and developing agrarian systems,

Supporting the strengthening of United Nations General Assembly resolutions 78/168 (2023) and 72/239 (2018), which focuses on the establishment and support of regional programs, with an emphasis on agriculture development, food security, and policies in support of family-operated farms,

Acknowledging the critical role of small-scale farmers in promoting regional market stability,

Bearing in mind the work already being done by regional partnerships such as CARICOM to promote economic collaboration and reduce trade restrictions,

Recognizing the funds of Anticipatory Climate Adaptation for Communities in Africa (ACACIA) with € 6,200,000 with €180,000 coming from the WMO alone,

Remembering the importance of cold chain storage which are refrigerators and temperature-controlled environments to keep the food in a safe and hygienic environment,

1. *Calls upon* Member States to support the creation of cold chain storage to keep food safe during extreme crises, especially island states, most vulnerable to harvest problems by:
 - a. Encouraging financial and technical partnerships with international organizations such as Global Agriculture and Food Security Program (GAFSP) to fund cold chain facilities in vulnerable island States;
 - b. Promoting data-sharing and early-warning systems so that cold chain capacity can be pre-positioned or scaled up ahead of forecasted extreme weather events;
 - c. Supporting the use of renewable energy for the refrigerators to ensure that cold chain systems can function even when the electricity grid is damaged;
 - d. Inviting Member States to integrate cold chain planning into national legislation to spread out the project;

2. *Requests* Member States upon the establishment of the International Farmer Field Schools (IFFS) initiative, by:
 - a. Inviting members to establish small classes where farmers get thought in skills and techniques that will make their farming more food secure;
 - b. Encouraging collecting data from the participants and collecting this into a centralised database on agricultural conditions, which will help in predicting food shocks in advance and make it easier for the international community to respond to these early;
 - c. Inviting the implementation of this program in three phases where:
 - i. Phase one will focus on the categorisation of local communities for dividing up the classes;
 - ii. Phase two will be the start of the classes where farmers meet up four times a year with their trainers to receive trainings and share data;
 - iii. Phase four will expand upon phase by continuing the trainings but will also involve the creation and updating of the database;
 - d. Requesting funding from the International Development Assistance (IDA) of the World Bank and the World Food Program;
3. *Strongly encourages* Member States to utilize the Resilient Local Food Supply Chains Alliance (RLFSC) provided by the United Nations Food Systems Coordination Hub to:
 - a. Stimulate sustainable food distribution markets through tailored land-use infrastructure plans;
 - b. Increase collaboration between the Food and Agriculture Organization of the United Nations, the International Fund for Agricultural Development, and Member States to further increase support to nations with vulnerable communities prone to food insecurity;
4. *Suggests* the creation and expansion of knowledge hubs between Member States for the purpose of promoting research regarding modernized agricultural techniques and sharing expertise and data on food production and agricultural research, which would include:
 - a. Helping all member states with the prioritization of LDCs that would expand access to climate-resilient farming technology and training across these nations;
 - b. Suggesting climate-adaptive farming techniques, such as drought-resistant seeds, climate-resilient crops such as pearl millet, groundnut, and Sorghum;
5. *Encourages* the Food and Agriculture Organization (FAO) and the United Nations Conference on Trade and Development (UNCTAD) to develop the A.C.T.I.O.N framework, a multilateral initiative that stands for Asymmetric-Defense (A), Connectivity (C), Trans-Boundary Trust (T), Institutional-Parity (I), Operational-Safety (O) and Non-Discrimination (N), with particular emphasis on the “Connectivity” pillar, as a strategic approach to enhancing global food security by addressing fragmentation in both physical and digital supply chains to prevent systemic disruption, stabilize prices, and mitigate humanitarian crises, in particular, suggests the:

- a. Creation of “Smart Ports” to enhance maritime Connectivity within global food supply chains through the use of Artificial Intelligence to optimize vessel tracking management, reduce waiting times and implement automated logistic systems to accelerate cargo handling and distribution;
 - b. Reform of agrarian systems: voluntary data and monitoring systems could contribute to weather systems to track the land being redistributed to farmers in rural communities;
 - c. Development of community-based food storage in developing countries, in cooperation with the FAO (Food and Agriculture Organization), including community grain silos, solar-powered refrigerated storage facilities and improved preservation systems for perishable agricultural products, with the aim of reducing post-harvest loss;
 - d. Improvement of rural-to-market connectivity by investing in rural road infrastructure and establish local agricultural logistics hubs, especially by:
 - i. Using plastic-sand paving blocks as a sustainable construction material for road infrastructure;
 - ii. Utilizing White cement as a low-cost alternative to traditional cement, while also reducing CO2 emissions by 80%;
 - iii. Calling for the modernization and expansion of infrastructure both in necessitated regions and in food exporters to improve rapid response in aid delivery and improve transport capabilities emphasizing the importance of expanding highway and railway networks to ensure more efficient transportation of food supplies to vulnerable communities, with a special emphasis on trans-continental links;
 - e. Strengthening of early warning systems for food security in collaboration with Famine Early Warning System Network, by extending Early Warnings for All (EW4ALL) Malawi Project to other countries that are heavily affected by extreme climate events and their consequences, which aims to pilot the use of Artificial Intelligence to enhance weather prediction capabilities and provide data response for the prediction of food crisis;
6. *Recommends* Member States to work on bringing down trade barriers that block or hinder the flow of food and fertilizers to Least Developed Countries by:
- a. Encouraging member states to consider adopting the International Road Transport Convention (IRT), to bring down preferential tariffs across the board and expedite the development of productive trade routes;
 - b. Inviting Member States to set standards aligning with the Commission on the International Sale of Goods, to effectively set fair prices on agricultural resources and fertilizers;
7. *Further invites* the implementation of sustainable infrastructure within Member States, aligning with the 2030 Agenda SDG goal number 9, targeting resilient infrastructure and upgrading technological capabilities by:

- a. Adopting a more universally available system to increase agricultural productivity through systematic and technological innovation, similar to the Office for Digital and Emerging Technologies (ODET) Initiative;
 - b. Creating of a multimodal transport system establishing pivotal infrastructure and corridors that improve food security and long-term international collaboration;
 - c. Establishing a mineral rights administrative body overseeing mineral access, contingent on frequent access to worldwide informational systems and innovative agriculture, facilitated by a voluntary regional council for transparent access to tools and technologies;
8. *Encourages* for increased funding through the World Bank, The World Food Programme, and multilateral banks by reallocating existing development budgets to prioritize the strengthening of food supply chains in conflict and climate impacted areas by:
 - a. Determining vulnerable nations experiencing greater finance gaps, using guidelines parallel with the LCDF(Least Developed Countries Fund);
 - b. Integrating a fund to bridge financial gaps for vulnerable nations, supported by the Papal Foundation;
9. *Recommends* the expansion of the UNCTAD Global Supply Chain Resilience Extension (UNACTAD-GSCRE) to:
 - a. Monitor regional frameworks that facilitate cross border procedures;
 - b. Determine most effective policy solutions for the integration of Member States into regional supply chains;
 - c. Share best practice solutions with other regional frameworks to implement;
10. *Emphasizing* collaboration from Member States, to support the education of intergovernmental organizations and relying on collaboration within fellow Member States to fund weather radars and educational programs to help mass produce educational material such as energy and farming to ensure future success amongst small scale farmers, working:
 - a. With universities and rural areas such as the Barefoot College that focus on training women in local solar engineering to integrate solar power in farming practices to provide reliable water sources to improve the productivity of agriculture;
 - b. To continue gaining support from the Adaptation and Valorization of Entrepreneurship in Integrated Agriculture project (AVENIR) that emphasizes providing Agri-nutritional picture books and food seasonal calendars to rural communities to integrate accessible education;
11. *Calls* upon Member States for free trade amongst neighboring countries to reduce importation costs and food prices such as staple goods especially during extreme crises to allow Member States to recover by:

- a. Simplifying border procedures during crises with the new initiative “Green lanes”;
 - b. Mutually recognizing basic food safety and quality standards to avoid delays and duplicate checks at borders;
 - c. Creating regional councils to organize and find solutions for one country that is suffering from food insecurities;
12. *Declares* March 14th the United Nations International Day of Observation for Food Security Education, dedicated to:
 - a. Increasing awareness and education on the importance of vitamins and calorically rich foods as a part of food security;
 - b. Educating communities on the necessary nutrients women and infants need to reduce pregnancy-related malnutrition;
 - c. Promoting global efforts to reduce waste and food loss in the supply chain;
13. *Suggests* the diversification of currencies between trading partners to ensure their sovereignty from external actors and factors which gives more economic leverage to developing Member States to facilitate the flow of food between trading partners;
14. *Encourages* dialogue among Member States and private sector partners to provide supplementary voluntary contributions and technical expertise in collaboration with the United Nations Development Programme (UNDP), the United Nations Environment Assembly (UNEA), and the World Resources Institute to:
 - a. Support small-scale farmers in managing the high initial costs of crop investments;
 - b. Secure agricultural holdings for small-scale farmers to adequately compete with and prevent the displacement of farmers by large-scale commercial bidders;
 - c. Increase knowledge transparency of land-use practices and resource extraction to facilitate climate-resilience measures in achieving *Agenda 2030*;
15. *Welcomes* the collaboration of the FAO and the International Fund for Agriculture Development to combat food insecurity through monitoring essential goods limited by tariffs and supporting healthy trade relations;
16. *Invites* Member States to support the work of existing regional economic partnerships such as the Caribbean Community (CARICOM), The Organisation of Eastern Caribbean States (OECS), the Association of Southeast Asian Nations (ASEAN) and the African Union (AU) by:
 - a. Raising awareness of what frameworks, programs, and initiatives already exist;
 - b. Encouraging member states to join regional frameworks;
 - c. Reducing trade restrictions to lessen developing countries’ food import bills;
17. *Strongly recommends* the investment in transnational roads, mono-rail systems and dry ports that physically link strategic reserves, fostering regional as well as trans-regional cooperations to:

- a. Link and improve connectivity between the hinterland and the foreland in order to create new logistics hubs to strengthen global food supply chains;
 - b. Involve landlocked countries more and help them to reach food security;
18. *Recommends* Member States with access of sea ports, to transition to “Green Trade Hub” model such as the “Green Canal” initiative to ensure to insure resiliency in the transport infrastructure as well as mitigating environmental risks by:
 - a. Encouraging these hubs to be funded through a robust Public-Private Partnership approach which will foster international trade and investment in special economic zones, alongside concessional financing mobilised in strict alignment with the Addis Ababa Action Agenda to protect developing nations from volatile fuel and food import costs;
 - b. Further directs member states to construct specialized marine quays, similar to Damietta Port, which is specifically designed for grain and cereal silos preservation during transport, which achieve a massive storage capacity of up to 10 millions tons annually;
19. *Using and expanding* off of the Anticipatory Climate Adaptation for Communities in Africa (ACACIA) by using already existing funds. This project aims to strengthen climate resilience for at-risk communities in Sub-Saharan Africa from floods and other natural disasters by the improvement of the way climate services operate;
20. *Expanding* off of the Papal Foundation, which is a charitable organization that’s dedicated to fulfilling the requests of the holy Father for the Catholic Church to donate to developing nations, to bridge financial gaps for vulnerable nations seeking to expand supply chain infrastructure;
21. *Encourages* other member states to contribute voluntary funds for the contributions of education regarding global food supply chain under the *International Fund for Agricultural Development* (IFAD) and the Holy See’s “Papal foundation” by:
 - a. Using these funds to support the importance of food supply chains in school, also by giving courses on the issue and issuing certifications;
 - b. Suggesting the creation of the “Global Food Supply Chain Resilience Certification” (GFSCRC) that can be awarded to students who take part in educational activities on the topic;
 - c. Making these funds completely voluntary as they are funded by Member States themselves;
 - d. Providing these funds to Member States which are actively targeted by extreme crises, such as developing countries and island states.



Code: GA2/1/6

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Acknowledging the importance of the Sustainable Development Goals (SDG) 2 (zero hunger), SDG 9 (industry, innovation and infrastructure), SDG 10 (reduced inequalities), as formulated under General Assembly resolution 70/1 on the 2030 Agenda for Sustainable Development (2030 Agenda) (2015), and noting with appreciation the progress made towards the achievement of said SDGs,

Firmly convinced by the need to ensure the continuous flow of food and fertilizer to vulnerable food-import-dependent populations in line with SDG 10 (reduced inequalities),

Reiterating the importance of the Montreal Protocol on Substances that Deplete the Ozone Layer and Kigali Amendment on the phaseout of hydrofluorocarbons (HFCs) in refrigeration and in cooling systems to achieve energy efficient cold chains for more sustainable supply chains,

Recognizing the advancements in artificial intelligence (AI) technology of many Member States, which have aided substantially in the promotion of sustainable and durable agriculture and the reduction of food loss,

Aligning with the frameworks provided in General Assembly resolution 69/313 (2014) on the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, as a reference for organizing domestic and international business cooperations for sustainable rural development to combat post-harvest food loss and waste,

Emphasizing the urgent need for global food aid organizations, like the United Nations World Food Programme (WFP) United Nations Development Program (UNDP), Food and Agriculture Organization (FAO) and more, to aid in solving hunger and food waste,

Aware that, according to the Sendai Framework for Disaster Risk Reduction (2015), climate disasters impair the flow of food between and within countries, thus worsening food availability,

Conscious of the global threats posed by climate change and instability to the efficient functioning of global food supply chains,

Noting that rural communities are often excluded from supply chains due to their reduced accessibility and the lack of reliable and sustainable transport in remote areas,

Alarmed by the costly implementation of many farming practices that are leaving behind developing nations and rural areas at rapid rates,

Keeping in mind the policies of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) to protect the rights of indigenous people when developing and establishing infrastructural plans with prior and informed consent,

Reaffirming that Small Island Developing States (SIDS) depend heavily on imports for essential goods and climate related disasters affect maritime transports,

Appreciating the impact of regional emergency food reserves like the ASEAN Plus Three Emergency Rice Reserve (APTERR) have had to provide stable access to staple food,

Recognizing with grave concern that armed conflicts remain a primary driver of food insecurity, as it disrupts local agricultural production and destroys critical infrastructure, referencing General Assembly resolution 80/376 (2025) on “The Role of International Trade in ensuring Food Security and Nutrition”,

Reaffirming the role of the World Bank’s Sustainable Mobility for All (SuM4All) global tracking framework and the International Transport Forum (ITF) in identifying infrastructure gaps in monitoring sustainable practices,

Emphasizing that international trade serves as a buffer in times of crisis to prevent supply chain disruptions, as stated in General Assembly resolution 79/227 (2024) on “Agricultural Development, Food Security and Nutrition”,

Having considered the previous resolutions by the international community to strengthen the global supply chain, such as General Assembly resolution 78/156 (2023) on “Education for Sustainable Development in the Framework of the 2030 Agenda for Sustainable Development”, which calls for Member States to improve distribution networks and supply chains,

Alarmed that farmers from remote areas are more vulnerable to climate-related disasters such as droughts and floods, which negatively impact their production and their contribution to supply chains,

Appreciating the initiative of individual Member States in developing and implementing innovative technologies such as Internet of Things (IoT) devices, blockchain, and AI into smart farming systems for long-term agricultural sustainability,

Expressing deep concern for developing countries disproportionately affected by ungovernable external factors, such as climate change and disasters, outdated infrastructure, and global conflicts that instability which directly affects trading route accessibility and pose dangers for food transportation vehicles, causing supply chain distribution inefficiencies,

Recognizing the efforts of the UN WFP in over 120 countries and territories aiming to assist people facing acute hunger and reach vulnerable people,

Concerned by low access to food in regions experiencing crisis and recognizing the works of the Multi-Partner Programme of the FAO and International Fund for Agricultural Development (IFAD) in establishing and maintaining funding for times of crisis in food supply, often emphasizing the need for food in nations plagued by abnormal weather patterns,

Deeply alarmed by the severity and rapid progression of food insecurity globally, especially in the Least Developed Countries (LDCs),

Recalling General Assembly resolution 76/258 (2022) “Doha Programme of Action for Least Developed Countries”, which urges Member States to contribute resources and information to LDCs, so that they may formulate their own ample economic and development policies and strategies,

Highlighting the existing options for standard approaches to food production and transportation procedures like the Codex Alimentarius programs that have the potential to standardize food regulations across regions and communities and considering that the FAO recognizes that genetic modification can help increase agricultural productions therefore contribute to food security,

Keenly aware that environmentally friendly production of food is often expensive and inaccessible to local farms and producers, and concerned by about 2.3 billion people experiencing moderate or severe food insecurity in 2024 according to the United Nations International Children's Emergency Fund UNICEF,

Cognizant of the inadequate logistical infrastructure in creating real-time analysis of regional food needs,

Applauding the work of Cuso International's Mujeres Unidas por la Seguridad Alimentaria y Ambiental Initiative in Peru to increase women's economic possibilities and favorise the inclusion of their knowledge and productivity in global supply chains as women are often excluded from local farming,

Considering that there are varying regional needs, and concerned by a lack of diverse information sharing regarding not only the modern research discoveries but also indigenous agricultural practices that have long succeeded in the field,

Underscoring the relevance of the International Treaty on Plant Genetic Resources for Food and Agriculture (ITPGRFA), which highlights conservation, sustainable use, and equitable access to plant genetic resources for small-scale farmers,

1. *Recommends* cross-cultural dialogue between LDCs and Developed Countries within United Nations Environmental Assembly (UNEA) and UNDP on cross-boundary sustainable transit routes to secure food packages for conflict-stricken regions modeled after the visions of the Transport International Routiers (TIR) Convention (1975) by:
 - a. Incorporating small-scale farmer knowledge on land-specific struggles, seed imports, and food distribution in regions of conflict and weather instability;
 - b. Inviting Member States to discuss the sustainable delivery of seeds and fertilizer from ports to landlocked landscapes, particularly in regions facing conflict barriers to food distribution;
2. *Stresses* that the international community ought to create regional reserves of staple foods voluntarily operated by Member States and modeled after West Africa's ECOWAS Regional Food Security Reserve (RFSR) to assist in the event of market disruption by:
 - a. Developing automated solutions to rapidly allocate and mobilize food reserves in regions facing great food insecurity;
 - b. Using available food reserve resources to help Member States in case of acute food insecurity;
 - c. Monitoring reserve supply during internal political and armed conflict to increase knowledge sharing and resource transparency;
3. *Encourages* regional stability planning initiatives like the WFP's Mobile Vulnerability Analysis and Mapping which allows Member States to use mobile communication like voice calls and text messages to complete surveys and collect data for supporting food security monitoring that can be used to assess how to support regions experiencing conflict;
4. *Urges* Member States to strengthen global supply chains through the adherence to the World Trade Organization (WTO) export guidelines, maintaining open borders for the transfer of food during crisis;

5. *Endorses* the implementation of technological devices that allow small scale farmers to reduce crop loss and more efficiently use of land by:
 - a. Encouraging that Member States to explore installing IoT devices that will:
 - i. Collect different measurements to allow farmers to more efficiently adapt to the situation of their land and to better react to changes the environmental aspects each farm faces individually;
 - ii. Make AI available for farmers to analyze the data collected by the IoT;
 - iii. Allow for better tracking of commodities to reduce post harvest losses in transport and shipping with real time monitoring;
 - b. Fostering dialogue on modeling regional food exchange programs after the Agricultural Market Information System (AMIS);
 - c. Reminding Member States to consider the implementation of cold chain systems using R290 in order to ensure that no food is lost due to spoilage during the transfer process, and maintain GPS tracking in case any vehicle gets lost and overtime voluntary data collection would identify patterns such as which routes are inefficient;
6. *Strongly recommends* Member States utilize the *2030 Connect* platform with the intent to facilitate the transfer of digital infrastructure technology by:
 - a. Increasing transparency on supply chain connectivity for the sake of efficient food storage monitoring in times of economic shock;
 - b. Encouraging private sector investment through preferential procurement policies;
 - c. Acknowledging Donor Member State contributions in the Green Climate Fund (GCF);
 - d. Operating through need-based assessments that consult community aid projects and private-public stakeholders;
7. *Calls on* voluntary contributions from Member States and international financial institutions to better target Official Development Assistance (ODA) towards building food supply chains that can withstand climate impacts, notably by:
 - a. Investing in storage infrastructure that can resist extreme weather;
 - b. Supporting the development of climate-smart logistics in the most vulnerable regions;
 - c. Promoting a blended financing system between the governments and the private firms through cooperation among stakeholders in each region to realise a fair food distribution and stabilise commodity price;
 - d. Ensuring that these efforts remain consistent with SDGs 2 and 13 of the *2030 Agenda* (2015) by requesting annual reports to track progress;
 - e. Investing in the research and development of climate-resilient staple crop genotypes;

- f. Incorporating the usage of FAO South-South Triangular Cooperation strategies in order to support local demand from regional middle classes;
 - g. Following the frameworks provided in the OECD-FAO Guidance for Responsible Agricultural Supply Chains, specifically emphasizing the five-step framework for risk-based due diligence policies that minimizes risks of human rights violations along the supply chain;
8. *Recommends* that Member States facilitate equitable financial distribution, assistance, and debt forgiveness to LDCs by:
- a. Considering the use of time-bound and targeted voucher systems for smallholder farmers during periods of elevated global input prices, informed by the FAO analysis of input subsidy programmes in Sub-Saharan Africa and the World Bank’s guidance on smart subsidy design;
 - b. Offering debt rescheduling channels to LDCs, SIDS, LLDCs, so that they may minimize conflict and prioritize supply chain development policies by cooperating with the International Monetary Fund (IMF) and World Bank (WB) to promote debt transparency and prevent harmful debt traps;
 - c. Supporting the Comprehensive Africa Agriculture Development Programme, which provides guidance, planning, and investment funds to boost food security, nutrition and resilience on the continent, which emphasizes the importance of developing countries in determining their own food security strategies as stated in General Assembly resolution 79/227 on “Agricultural Development, Food Security and Nutrition” (2024);
 - d. Reinforcing the Addis Ababa Action Agenda (2015), which calls for Member States to commit to mitigating global hunger through financing initiatives, such as the Heavily Indebted Poor Countries Initiative (HPIC) and the Multilateral Debt Relief Initiative, to ensure a stable and cohesive environment;
9. *Encouraging* the development of sustainable infrastructure and transportation as a long-term solution to supply chain disruptions by:
- a. Investing in green technology and research to have sustainable infrastructure that will be long-lasting and reduce environmental impact;
 - b. Improving irrigation infrastructure and develop better transit systems between rural and urban environments;
 - c. Minimizing the disruption of ecosystems and the everlasting damage of species;
 - d. Including a hybrid implementation of Wind and solar energy to power vehicles and transportation systems by exploring mini grids and solar home systems that are installed in remote locations for LDC, enhancing energy access and reducing reliance on diesel generators to lower carbon emissions;
 - e. Encouraging the development of regional Free Trade Agreements (FTAs) and Zones to coordinate policies and pave the way for tax exemptions and preferential pricing initiatives on food and agricultural trade;

10. *Recommends* the renegotiations of food standards approved by the FAO and their application in the food supply chain in order to promote food security in both production and transportation by:
 - a. Using the basis of existing standards such as Codex Alimentarius to guide topics for regulation;
 - b. Encouraging various regions and communities to be represented and participative in Codex Alimentarius and WTO multilateral Trade Round like the previous Uruguay round, wish instaured the Codex;
 - c. Preventing disruptive and non essential unilateral trade barriers and bureaucratic obstacles;
 - d. Recommending the reduction of biotechnology based regional trade barriers that restrains developing Members States exportations capacity such as the European Food Safety Authority strict GMO laws to enhance trade and productivity;
 - e. Simplifying the process of entering trade agreements by reducing factors that must be negotiated;
11. *Encourages* nations to provide financial aid with small interests through the programs of the International Finance Corporation to private sector businesses in the food supply chain by:
 - a. Incentivizing private sector investments for productivity oriented private public partnership;
 - b. Reviewing guidelines of UN bodies like the FAO to promote private collaboration;
12. *Suggests* the real time tracking of staple food prices and availability through the implementation of regional food price monitoring platforms to enable anticipatory action in response to regional and global food supply shocks, by combining data on agricultural production and food supply with economic data on commodity price indices and trade flows;
13. *Urging* the UN Women's branch focused on economic empowerment to expand their advocacy efforts through agricultural sector focused initiatives as they have done generally, particularly asking that they would:
 - a. Monitor the percentage of women employed in agricultural sectors;
 - b. Partner with local women-led agricultural initiatives and research;
 - c. Collaborate with local governments and non-governmental organizations to encourage formal employment of women in food production;
 - d. Encourage digital exchange and regional forums where women can share traditional farming practices as well as agricultural innovations;
14. *Suggests* the expansion of policy similar to Europe's Common Agricultural with emphasis on programs like Greece's Agricultural Knowledge and Innovation System, which would support state funding for knowledge hubs between Member States for the purpose of furthering the:

- a. Research regarding modernized agricultural techniques and sharing expertise and data on food production and agricultural research, as well as access to climate-resilient farming technologies and training for Member States;
 - b. Usage of alternative sources of energy, such as liquefied biomethane (Bio-LNG) to aid in the transition towards renewable sources, such as geothermal, being a primary energy source for Member States;
 - c. Inclusion of indigenous agricultural practices by implementing regenerative agriculture technologies, polyculture community building and controlled burning to promote fostering of local plant species to enhance the *1992 Convention on Biological Diversity* (CBD);
 - d. Participation in dialogue with indigenous groups about issues surrounding their respective regions by engagement with the Permanent Forum on Indigenous Issues;
 - e. Support for small-scale, nature-based, and regional practices through financing, investment, and collaboration;
15. *Invites* the collaboration between the International Organization for Migration (IOM) Development Fund and the GCF to gather, supply, and contribute funds to LDCs, which will pave the way for:
- a. Addressing climate-disasters and internal conflicts exacerbating food insecurity by relieving supply chain dependency and empowering LDCs to reach economic independence;
 - b. Implementing climate resilience strategies into infrastructure planning, including Indigenous farming techniques of vertical farming that rely on hydroponic infrastructure as opposed to the flattening of large spaces of land and soil disturbance;
 - c. Encouraging public awareness through youth and farmer-oriented educational campaigns on Indigenous farming techniques to highlight the alignment of humanitarian goals with climate goals, and address overlapping vulnerabilities and future food security risks;
 - d. Recalling that there are different cultural-regional contexts in each country regarding resisting and recovering to shocks and stresses and solutions cannot be a “one size fits all” technique;
 - e. Adopting, with help and funding from the GCF, early-warning systems that will forecast potential climate hazards by collecting real-time data, assessing risks and disseminating warnings to farmers;
16. *Calling upon* the FAO to further explore and apply the objectives in the Digital Agriculture Programme Priority Area of FAO's Strategic Framework 2022-31 and aid in establishing solutions that promote the responsible use of AI and blockchain technologies, facilitating preparedness to climate-related hazards and reduce crops' vulnerability due to climate change by:
- a. Bearing in mind that the digital divide prevents smallholder farmers from accessing real-time data, leaving them to vulnerable to predatory pricing and unfair contracts from large-scale private intermediates;
 - b. Drawing attention to public-private partnerships as mutually beneficial methods of bridging technology access gaps, especially in LDCs;

- c. Inviting the International Telecommunications Union to monitor development and implementation of AI technology in order to ensure its safety and reduce its potential vulnerability against cyber attacks and misuse by unintended parties;
17. *Suggests* that Member States develop sustainable infrastructure and transportation as a long-term solution to supply chain disruptions by:
 - a. Working alongside the UNDP to create and improve sustainable transport in rural areas by building new roads and by implementing low-emission transport systems in order to link local farmers to international markets, increasing the productivity, the efficiency and the reach of supply chains;
 - b. Using Public-Private-Partnerships to build protective infrastructures in remote areas such as reservoirs, rain gardens, irrigation infrastructure, tidal gates and flood barriers that will prevent climate-related disasters to have devastating impacts on local farmers' production;
 - c. Investing in green technology and research to have sustainable infrastructure that will be long-lasting and reduce environmental impact such as irrigation systems and strengthened rural-urban transit corridors to enhance productivity, efficiency, and supply chain reliability;
 - d. Including a hybrid implementation of Wind and solar energy to power vehicles so that transportation systems generate the emission of less greenhouse gases, reducing the pollution related to supply chains;
 - e. Strengthening the food storage infrastructures with data collected by the World Meteorological Organization such as humidity, storms, and heat to prevent the loss of harvest food;
 - f. Implementing water sensors in specific areas or regions that are prone to floods to reduce their impact;
18. *Calls for* Member States to enhance farmers' education and promote sharing knowledge on sustainable farming practices in order to increase productivity without harming the environment by:
 - a. Encouraging Member States along with the IFAD to collaborate with the FAO, on the development of a Teaching Rural Agricultural Practices for Sustainability (TRAPS) framework, an agricultural educational programme that would teach farmers and rural food production employees about:
 - i. More sustainable agricultural practices using current infrastructure and tools;
 - ii. Efficient use of newer, less polluting agricultural tools;
 - iii. The negative effects of climate change on production levels;
 - b. Inviting agricultural corporations to join this initiative in information sharing as new research and technologies emerge in order to promote private-public sector collaboration and cooperation and provide benefit to corporations in achieving missions for environmental sustainability;

- c. Facilitating the sharing of sustainable farming practices and knowledge among local entities by establishing local and regional institutions to propagate sustainable farming practices in remote and underserved regions;
 - d. Drawing attention to initiatives like the WFP's Mobile Vulnerability Analysis and Mapping which allows Member States to use mobile communication like voice calls and text messages to complete surveys and collect data for supporting food security monitoring;
 - e. Creating educational programs to lecture the public and relevant authorities about the early warning signs of climate-related disasters in order to improve preparedness and response capacity;
19. *Requests* the United Nations Conference on Trade and Development (UNCTAD), in collaboration with UN entities, to develop practical policy guidance on climate-resilient supply chains in order to focus on:
- a. Identifying best practices adapted to the specific vulnerabilities of Landlocked Developing Countries (LLDCs) by addressing LLDC vulnerabilities through regional value;
 - b. Promoting cost-effective and accessible resilience strategies, strengthening policy coherence between trade, climate action, and food security objectives;
 - c. Aligning with General Assembly resolution 69/16 on SIDS Accelerated Modalities of Action (SAMOA) Pathway (2014) that calls for small island developing states to gain access to technical assistance and financing for disaster risk management such as early warning systems, post-disaster response and recovery, and observation equipment;
20. *Urges* the expansion of the Vision for Adapted Soil and Crops program (VACS) to increase food supply chain productivity by:
- a. Expanding Agro-Tech sharing platforms like the already existing VACS exploring tool by:
 - i. Spreading access to GMO technologies for small and medium-scale producers to increase food security and crops resilient to natural disasters and climate change;
 - ii. Getting funding from the IFAD;
 - iii. Redistributing FAO and IFAD funding to support technologies sharing programmes like the FAO SoilFER programme;
 - b. Reviewing existing standardization, such as, Codex Alimentarius FAO food standards guide;
21. *Suggests* the real time tracking of staple food prices and availability through the implementation of regional food price monitoring platforms to enable anticipatory action in response to regional and global food supply shocks, by combining data on agricultural production and food supply with economic data on commodity price indices and trade flows.



Code: GA2/1/7

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Affirming the need for immediate action to combat natural disasters, especially for local small-scale farmers,

Deeply Alarmed by a drastic lack of access to knowledge and the best agricultural practices available to rural communities,

Recognizing that food insecurity is directly linked to climate change and that adaptation must be locally driven,

Calling attention to achieving stable local production through sustainable agriculture to strengthen the global supply chain,

Bearing in mind Article 11 of the International Covenant on Economic, Social, and Cultural Rights (1966), which has emphasized the fundamental right of individuals to be free from hunger,

Guided by the 2030 Agenda, especially the Sustainable Development Goals (SDGs) 2 (zero hunger), SDG 9 (industry, innovation and infrastructure), and SDG 12 (responsible consumption and production),

Recognizing the importance of the International Fund for Agricultural Development (IFAD) and its role in financing climate-resilient agriculture,

Reaffirming the work of the International Finance Corporation (IFC) in investing in all parts of the value chain to promote environmentally- and socially-sustainable private enterprises,

Aware that, according to the Sendai Framework for Disaster Risk Reduction, climate disasters impair the flow of food between and within countries, thus worsening food availability,

Keeping in mind the 2025 Sevilla Commitment, which reaffirmed and further bolstered the need to strengthen financial infrastructure and Member State contributions towards the agricultural sector of the food supply chain,

Reaffirming the trade actions to address food insecurity from the United Nations Conference on Trade and Development, which emphasizes the role of trade facilitation, reduced non-tariff barriers, and customs flexibility in stabilizing food access during global and regional crises,

Cognizant of the work of the Food and Agriculture Organization (FAO) to establish regional initiatives to combat rural poverty through the promotion of inclusive small-scale agricultural development and strengthening of smallholder access to social protection and regional markets,

Taking into account the Landlocked Developing Countries Report of 2024 from the Office of the High Representative for Landlocked Countries, which states the disadvantages faced by landlocked countries in terms of transport costs, corridor dependence, and vulnerability to external shocks concerning food,

Recognizing the fact that, according to the United Nations Office for Disaster Risk Reduction, Small Island Developing States are disproportionately affected by climate disasters and larger Member States' climate policies,

1. *Calls* upon Member States to implement preventative measures to mitigate climate disasters that disrupt the food transportation chains, which are often the cause of food starvation in Least Developed Countries and Landlocked Developing countries, by:
 - a. Advancing coordination between local, regional, national, and international transport corridor systems, thus allowing Member States to effectively respond to natural disasters, and permitting food to accordingly arrive to targeted areas;
 - b. Strengthening and expanding the existing global initiative Early Warnings for All, thanks to:
 - i. The identification of upcoming disasters locally through the implementation of modern technologies, such as seismic and geological sensors, hydrological sensors or agricultural and soil monitoring technology, allowing local farmers to protect their harvest from urging climate-disasters;
 - ii. The identification of upcoming disasters from the external environment, by making use of existing technologies, often owned by developed countries, such as earth observation satellites, cloud-based climate data platforms or global navigation satellite systems that can be used to detect early signs of ground movement;
 - c. *Extending* existing Sendai Frameworks Platforms to 2050 and reinforcing their scope, such as the Sendai Framework Monitor from the United Nations Office for Disaster Risk Reduction, which will allow Member States to voluntarily share their insights and solutions to common natural disasters that are impairing their food supply chains, in three phases comprising of:
 - i. Phase I (2027): The repartition of countries according to their food production, land specificities, and regional ties, permitting countries to effectively learn and then address issues faced within their border, while still welcoming inputs from external countries;
 - ii. Phase II (2028): The organisation of annual virtual meetings on policy solutions on identified food problems through peer-learning, alongside the existing procedures of sharing data;
 - iii. Phase III (by 2030): The allocation of any modern technologies (as previously stated in 1.b) that would be useful for the country to achieve its goals;
 - d. Encouraging support from existing aid initiatives such as the Official Development Assistance that asks countries from the Organisation for Economic Cooperation and Development (OECD) to transfer 0.7% of their Gross National Income (GNI) to economically challenged countries, which is often unmet;
2. *Promoting* trade agreements that support climate-resilient agricultural practices and reduce barriers to climate-smart technologies and infrastructure through:

- a. Encouraging and fostering local, regional, and global cooperation through transport corridor systems like the AfCFTA (African Continental Free Trade Area), EU (European Union), and WTO (World Trade Organization), amongst others, by 2026- 2035;
 - b. Bolstering support towards vulnerable economies can be extended by:
 - i. Providing special provisions for developing countries to adapt to climate-related food security challenges;
 - ii. Encouraging investment in climate-smart irrigation systems and sustainable livestock development to enhance agricultural resilience;
 - c. Acquiring funding for these developments by:
 - i. The GCF (Green Climate Fund) can be used to promote and incentivise the development and distribution of climate-resilient and environmentally compatible 'green' technology and infrastructure;
 - ii. Promoting and prioritizing the use of the aforementioned 'green' technology and infrastructure, as well as in its development, via preexisting organizations, such as the IFAD;
 - d. Encouraging temporary trade measures to protect food security in climate-related emergencies;
 - e. Recommending the establishment of an existing programme extension in the UN Conference on Trade and Development (UNCTAD), recognizing the efforts in strengthening trade between nations, establishing an extension of UNCTAD African Inter Connected Routes (UNCTAD-AICR) to encourage development in routes within the region;
3. *Further invites Member States* to localize access to climate-related early warning systems and access to shared knowledge on best agricultural practices and crop security data by:
- a. Granting small agricultural shareholders mobile phone access to the World Food Programme's Mobile Vulnerability Analysis and Mapping (mVAM) Tool by:
 - i. Integrating mobile text and voice call surveys and data collection through small-scale farmers;
 - ii. Welcoming the tracking and sharing of food and crop security data of vulnerable populations identified by and between Member States;
 - iii. Utilizing core mVAM food indicators within national food monitoring systems to improve data quality;
 - b. Further aligning national action plans and timelines to align with the United Nations Environment Programme (UNEP) Medium-Term Strategy 2026-2029;
4. *Encourages Member States* to support small-scale farmers in adapting to climate change and building strong livelihoods through:

- a. Promoting IFAD, specifically to bolster programs such as The Adaptation for Smallholder Agriculture Program (ASAP+) by encouraging the conduction of annual reviews to ensure that funds are being properly allocated, under the purview of NPO organizations such as Transparency International, ensuring climate finance is managed with integrity;
 - b. Strengthening ASAP+, to promote locally driven, climate-resilient solutions by recommending that Member States collaborate with NGOs that directly support local producers, such as Groundswell International, alongside other partner NGOs, ensuring initiatives are region-specific;
 - c. Encouraging investment through loans and equities to provide smallholder farmers with subsidized access to climate-friendly inputs like fertilizers and crop genotypes, preferential pricing on transport and storage, and strengthened parametric weather and crop insurance through the IFC and FAO;
5. *Recommends* the adoption of *International Farm Field Schools (IFFS)* by:
- a. Taking on a FAO-developed agricultural participatory program in which a group of local farmers seasonally meet with trained facilitators from governments, NGOs, parastatal bodies, and farmer organizations;
 - b. Expanding internationally through information sharing to mitigate the risks of rising food insecurity during natural disasters or emergencies;
 - c. Recommending it to be implemented in three phases comprising of:
 - i. Phase I (2027-2028) focuses on categorizing regions according to the operational units in which IFFS operates;
 - ii. Phase II (2028-2032) involves IFFS taking place at the local level, in which groups of farmers are encouraged to meet with trained facilitators four times per year to exchange information and gather data;
 - iii. Phase III (2032-2037) builds upon Phase II while incorporating an international dimension by sharing a common database and facilitating technological, equipment, and crop support for other regions or countries during times of need;
 - d. Encouraging the request for funding from the FAO;
6. *Encourages* Member States to specifically invest in Small Island Developing States (SIDS) climate-resilience initiatives by:
- a. Reaffirming United Nations resolution 69/15 (2014) to align SIDS efforts towards climate resilience;
 - b. Recommending a partnership between the United Nations Environment Programme and the Joint SDG 13 Fund to develop coastal protection programs for climate-disaster vulnerable SIDS;
 - c. Promoting the utilization of the FAO's E-Learning Academy in providing open access to educational programs regarding climate-specific agricultural practices to coastal and socio-spatially excluded communities.



Code: GA2/1/8

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Recalling General Assembly resolution 70/1 “Transforming our world: the 2030 Agenda for Sustainable Development,” (2015) which created seventeen Sustainable Development Goals (SDGs), specifically SDG 2 (zero hunger), SDG 3 (good health and well-being), and SDG 12 (responsible consumption and production),

Recalling General Assembly Resolutions 72/212 “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals,” (2017) and 76/212 “Strengthening cooperation for integrated coastal zone management for achieving sustainable development” (2021),

Considering that, as of 2026, over 300 million people are currently experiencing acute food insecurity at crisis level or worse according to the WFP 2026 Global Outlook,

Concerned by the impact of climate change, conflict, and rising cost of transportation and storage on supply chains,

Acknowledging that the Global Report on Food Crises (GRFC) records 90% of countries who face food insecurity are rural and subsequently rural communities are vastly more affected by price volatility, conflict, and climate shocks, which exacerbate hunger within their regions,

Recognizing the lack of fiscal capacity in Least Developed Countries (LDC’s), Small Island Developing States (SIDS), and Land Locked Developing Countries (LLDC’s) to respond to supply chain disruptions,

Reaffirming the relevance of the WTO Agreement on Agriculture (AoA), the Technical Barrier to Trade Agreement (TBT), and the Addis Ababa Action Agenda (AAAA) on strengthening financial and trade systems for fair and stable agriculture,

Understanding improvements to farming have the ability to assist with the specific completion of SDG 2 (zero hunger), SDG 3 (good health and well-being), SDG 12 (responsible consumption and production), SDG 13 (climate action), and more broadly SDG 1 (no poverty), SDG 8 (decent work and economic growth), SDG 10 (reduced inequalities), SDG 11 (sustainable cities and communities), and SDG 17 (partnerships for the goals),

Recalling that, in some regions, up to 37% of perishable goods is lost before reaching the final consumers due to inadequate supply chains,

Considering that the Global Food Security Index (GFSI) noted a significant decrease in food affordability in the past few years,

1. *Advocates* for the establishment of a new program called Smart Farming under the Food and Agriculture Organization, which is designed to cut down on food waste across food supply chains in order to promote food security, this is done by:

- a. Utilizing digitalization across global supply chains in order to identify points where food wastage is high and reduce it and;
 - b. Collaborating with Member States and United Nation bodies such as United Nations Environmental Programme (UNEP) and United Nations Human Settlement Programme (UNHSP), to help train small-scale farmers to help them reduce their food wastage as well as encouraging more efficient use of land and water;
 - c. Shortening supply chains by recommending both governments and private actors to purchase food from local sources;
 - d. Purchasing surplus food produce from farmers and redistributing to low-income individuals and families to help combat food poverty and go toward fulfilling SDG 2 (zero hunger);
 - e. Being funded through a combination of contributions by Member States and funding through the International Fund for Agricultural Development (IFAD) in areas where technical assistance is required;
2. *Recommends* regional cooperation among Member States to share agricultural best practices, such as optimizing land utilization and local recycling initiatives, by:
- a. Increasing technology access for rural farmers to improve communication and sharing of knowledge;
 - b. Decreasing barriers such as, tariffs, quotas, and export restrictions, to trade within regional food markets, while simultaneously harmonizing food standards;
 - c. Increasing capacity, by providing educational services for all states in need to compound benefits of increased production and distribution of food;
3. *Supports* the expansion of debt sustainability and development financing initiatives through:
- a. Strengthening efforts to combat the financial vulnerabilities of food producers and food insecure consumers to reduce monetary constraints on food production;
 - b. Collaborating with international financial institutions such as the International Monetary Fund and World Bank in conjunction with various regional development banks to aid in investments in agricultural infrastructure, storage facilities, and transport networks;
 - c. Integrating foundations of the G20 Common Framework, the Heavily Indebted Poor Countries Initiative (HIPC), and the Common Fund for Commodities (CFC) having demonstrated long-term resilience in LDCs when implemented effectively;
 - d. Employing the support provided by the World Resource Institute (WRI) and the United Nations Technology Bank for the Least Developed Countries (UNTB) to innovation, sustainability, and knowledge transfer, by opening up to partnerships among and with governments, businesses, and civil society;
4. *Encourages* the creation of Regional Trade Corridors that allow Member States to build coherent rail and road infrastructure between states, and link rural areas, this is done by:

- a. Encouraging States to further invest in the Joint SDG Fund, and Member States in need are encouraged to apply to this fund which:
 - i. Prioritizes sustainable projects under SDG 9 (industry, innovation, and infrastructure), SDG 11 (sustainable cities and communities), SDG 12 (responsible consumption and production), and SDG 13 (climate action);
 - ii. Benefits from the involvement of the World Bank and the Public-Private Partnerships (PPPs);
 - iii. Would further reinvest the profits coming into subsequent projects;
- b. Building new intermodal terminals strategically located, that comply with food and safety regulations, to preserve the cold chains;
- c. Reducing dependence on a single transport route whether road, river, or train by:
 - i. Implementing new transportation routes such as new highways that interconnect cities, new railways between major transportation hubs, and new ports;
 - ii. Linking rural areas to major transportation corridors to provide access to global exportations for small scale farmers;
- d. Transforming current border controls by facilitating customs-clearance for produce and farm inputs such fertilizer, animal feed, and agricultural technology;
- e. Recommending the establishment of the extension of the UN Conference of Trade and Development Programme (UNCTAD) in understanding the aim to reinforce trade between all member states, UNCTAD Global Supply Chain Resilience Extension (UNCTAD-GSCRE) aims to strengthen road infrastructure globally.



Code: GA2/1/9

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Recalling the mandates and expertise of the Food and Agriculture Organization (FAO), the World Food Programme (WFP), the International Fund for Agricultural Development (IFAD), the United Nations Conference on Trade and Development (UNCTAD), and the United Nations Development Programme (UNDP) in supporting agricultural development and food security,

Recognizing that global food insecurity is intensified by global food chain disruptions caused by conflict, climate change, and economic instability, as outlined by the 2025 UN Global Report on Food Crisis (GRFC),

Emphasizing Sustainable Development Goal (SDG) 2 (zero hunger), doubling the agricultural productivity and incomes of small-scale food producers through financial services and other productive resources and inputs, and the agricultural and related infrastructure funding of the New Development Bank (NDB) through their *2025-2028 Action Plan*,

Affirming that several factors contribute to inefficiencies in the global supply chains, such as climate change, lack of modern technology and infrastructure in the agricultural sector, and volatile fuel prices, according to the 2025 UNCTAD Report titled *Trade: A Catalyst for Achieving the Paris Agreement*,

Acknowledging the global increase of technologies, including the Internet of Things (IoT), being used in food supply chains, strengthening SDG 2 (zero hunger), SDG 9 (industry, innovation, and infrastructure), and SDG 12 (responsible consumption and production),

Fully alarmed that nearly one-third of the world's food is lost or wasted annually due to poor supply chains or storage,

Cognizant that a cyberattack on a food supply chain could disrupt food production and distribution, leading to food shortages and higher prices, affecting the vulnerable by insufficient food supplies,

Considering the role of regional pilot programs in propelling innovation in agriculture, farming methods, and minimizing waste,

Recognizing the contributions of the 2015 Sendai Framework for Disaster Risk Reduction (Sendai Framework), established under the leadership of the United Nations Office for Disaster Risk Reduction (UNDRR), in advancing disaster reduction, while noting that further efforts are needed to address emerging and climate-induced agricultural challenges,

Guided by the work of existing UN bodies such as the FAO, UNDP, WFP, UNCTAD, and the Department of Economic and Social Affairs (DESA) on supporting food security and supply chain resilience internationally,

Noting the limitations of access in current transport systems, as well as the lack of access to food systems in rural communities,

Recognizing the work of existing regional frameworks such as the Indian Ocean Commission (IOC), the FAO regional commissions, the African Commission on Agricultural Statistics (AFCAS), the Latin American and the Caribbean Commission for Agricultural Statistics (LACCAS), Cross-Border Digital Cooperation, and the South-South and Triangular Cooperation (SSTC) framework, towards advancing multinational cooperation in supply chain stabilization,

Deeply concerned by the impacts of climate change in different regions, such as extreme disaster problems, exacerbated by unsustainable transportation systems that emit high amounts of carbon emissions, which lead to severe food losses and transportation issues,

Noting with alarm that already existing mechanisms like the Agricultural Market Information System (AMIS) do not sufficiently strengthen global food and fertilizer security against climate-induced and external shocks,

Deeply concerned that collective advocacy for food security, enhanced transparency, prior notification of export measures affecting staple crops, and efforts to avoid private hoarding are currently not emphasized and addressed enough within the global community,

Bearing in mind that strengthening global supply chains is indispensable to achieving SDG 2 (zero hunger) and advancing the broader objectives of the *2030 Agenda for Sustainable Development*,

Deeply disturbed by the impacts of weather patterns in coastal Member States, which hinder the efficiency of food supply chains and transportation systems, thereby undermining the achievement of SDG 2 (zero hunger) and SDG 13 (climate action),

Acknowledging that unilateral coercive measures, alongside non-tariff trade barriers, such as high certification and lab testing costs on small-scale farmers, restrict the flow of essential resources and drastically decrease production rates,

Recognizing that certain Member States face unequal geographical barriers, especially Land-Locked Developing States (LLDCs) and Small Island Developing States (SIDSs), and other such Member States in special situations,

Reaffirming the role of the World Trade Organization (WTO) within transportation financing and data availability,

1. *Calls upon* UN specialized agencies and programmes, such as the FAO, UNDP, WFP, UNCTAD, and DESA to provide technical support through initiatives such as:
 - a. Educational programs that inform rural populations of best practices within the agricultural sector, and continued cooperation between local farmers and United Nations subsidiaries;
 - b. Pilot programs to distribute technical support kits, including seeds, fertilizers, and other agricultural startup necessities, to promote agricultural production;
 - c. Microfinancing programs that include lower-income farmers and provide access to necessary funding for agricultural entrepreneurs;
 - d. Data sharing to improve efficiency through these UN subsidiaries, becoming central coordinators between producers, distributors, and the food-insecure populations;

- e. Aiding Member States in implementing sustainable frameworks and tailor policy to support local agricultural infrastructure, highlighting water supply management and innovative cultivation methods, particularly within rural and lesser developed regions;
 2. *Urges* Member States and relevant UN entities to establish a trans-regional Secure and Unified Sharing of Technology for Agricultural Intelligence and Needs-based response (SUSTAIN) Expansion Package aimed at expanding several existing mechanisms to strengthen global food and fertilizer security against climate-induced and external shocks by:
 - a. Encouraging the expansion of the Sendai Framework, originally established under the leadership of the UNDRR, to mitigate the devastating toll of natural disasters, such as droughts and floods, which cause not only immediate crop failure but also long-term soil and infrastructure loss, through the development of advanced early-warning systems that integrate AI with satellite-derived geospatial monitoring to predict agricultural disruptions, before they manifest;
 - b. Furthering calls for close collaboration with UNDRR to provide technical guidance and capacity-building support to Member States, including assistance in developing national risk assessment frameworks, facilitating data-sharing standards, and mobilizing international partnerships and funding to ensure effective and equitable implementation of such systems;
 - c. Following the example of Cross-Border Digital Cooperation between the United Nations and the Government of the United Arab Emirates and expanding on it globally by introducing a secure, decentralized cross-border data-sharing architecture to facilitate the real-time exchange of AI-processed analytics, ensuring transparency and rapid mitigation of supply chain volatilities;
 - d. Calling upon the FAO, in close coordination with the WFP, to expand AMIS beyond market transparency with an operational and needs-based layer, the Digital Coordination Platform, designed for Member States utilizing real-time data to dynamically match food surpluses with urgent food shortages;
 - e. Integrating blockchain-verified ledgers and Digital Twin simulations, for high scalability and a plug-in platform for countries with less monetary resources, as well as a dynamic platform being able to stress-test and respond dynamically and efficiently based on needs, into national logistics infrastructures to create supply chains or make them more resilient, allowing for predictive modeling and enhanced structural resilience against environmental disasters or geopolitical shifts;
3. *Suggests* the development of a voluntary code of conduct to group and highlight the global advocacy for food security of individual Member States in accordance with the SUSTAIN Expansion Package and in close cooperation with the FAO and the WFP, reviewed within the Committee on World Food Security (CFS), through which Member States may:
 - a. Commit to enhanced transparency by providing voluntarily reports regularly on accurate data on surplus food and fertilizer production, prior notification of export measures affecting staple crops in a timely manner and committing to efforts avoiding private

hoarding collectively to display their common exceptional commitment to fighting food insecurity on a global stage;

- b. Encourage the FAO, in consultation with the WFP and within the review procedures of the CFS, to develop a set of transparency and food production indicators for signatories of the code of conduct, including inter alia, indicators related to prior notification compliance, reporting timeliness, market data completeness, staple crop production, food price volatility, and the prevalence of food insecurity;
 - c. Be eligible for recognition through the SUSTAIN Transparency Award, administered by the FAO and presented by the CFS, commemorating signatories of the code of conduct who globally show exceptional efforts in food security annually;
4. *Encourages* Member States to pursue the formation and strengthening of regional frameworks for the proliferation of best practices and development of collaborative solutions to localized problems by:
 - a. Funding and supporting existing frameworks, including the Indian Ocean Commission (IOC), the Food and Agriculture Organization regional commissions, the African Commission on Agricultural Statistics (AFCAS), the Latin American and the Caribbean Commission for Agricultural Statistics (LACCAS), and the South-South and Triangular Cooperation (SSTC) framework;
 - b. Encouraging the development of smaller frameworks among Member States facing similar climate, terrain, and conflict-related agricultural challenges to support the development of personalized and collaborative solutions to localized problems;
5. *Recommends* Member States work in partnership with the NDB to provide credit and financing to small farming and rural communities to:
 - a. Aid in financing for the purchase of seeds and inputs such as fertilizer;
 - b. Cover the costs of crop cultivation and of sustainable farming practices;
 - c. Finance cold storage facilities to prevent food waste;
 - d. Aid in certification and lab testing expenses required for exporting;
 - e. To mobilize financing sustainable transportation infrastructure for redistribution;
6. *Recommends* supporting regional connectivity in small-scale family farming through public-private partnerships (PPPs), implementing existing frameworks in accordance with General Assembly resolution 72/23 (2017), by:
 - a. Including national tax exemption or reduction incentives to strengthen and support smallholder and family farms;
 - b. Providing accessible agricultural insurance schemes for small-scale farmers;

- c. Sharing best practices, policies, and legislative frameworks that enhance the resilience and productivity of smallholder farming systems;
7. *Endorses* the development of Climate Resilient Debt Clauses, which introduce special terms for the repayment of debt considering weakened infrastructure resulting from special events such as climate disasters, ensuring the prioritisation of stability and security of transport corridors which are crucial for food supply;
8. *Recommends* cohesive trade policies through the support of UNCTAD, in revising existing regional trade agreements (RTAs) to limit tariffs and harmonize technical trade regulations;
9. *Calls for* the improvement of the modernization process of ports, through the creation of a committee consisting of ports developers, that would analyse, and then promote this process by:
 - a. Promoting the expansion of established ports;
 - b. Recommending the use of IoT technologies within shipping processes to improve food security, transparency, and efficiency through monitoring systems;
 - c. Collaborating with the FAO, IFAD, and WTO for investment to help with rehabilitating ports;
 - d. Raising funds through volunteer Member States, private donors, and non-governmental organizations like the International Monetary Fund (IMF) or the International Bank for Reconstruction and Development (IBRD);
 - e. Releasing a United Nations report each year which would issue recommendations on how to reduce the cost of modernization;
10. *Encourages* strengthening the digital environment by having a stable and stronger cybersecurity system in close cooperation with the United Nations Office for Digital and Emerging Technology (ODET) to protect agri-digital infrastructure during a crisis;
11. *Supports* the construction of climate-conscious, efficient, and long-term transport infrastructure, including but not limited to railroads, highways, airports, and seaports, not only between Member States, but within local communities as well, to increase food security, by:
 - a. Improving existing outdated and inefficient infrastructure to utilize the latest technology;
 - b. Encouraging Member States to collaborate with the NDB in mobilizing financing for sustainable transport infrastructure;
 - c. Implementing cold-storage facilities at municipal distribution centers and refrigerated last-mile delivery networks to reduce post-harvest loss and increase trade efficiency, particularly including LLDCs and SIDS;
12. *Supports* resilient food systems, technologies for improved transportation infrastructure, and climate-adaptive systems to support states through crisis by:
 - a. Developing improved transportation routes to reduce post-harvest losses;

- b. Expanding technological support programs aimed at reducing post-harvest loss and promoting climate-adaptive agricultural practices, including the implementation of GPS tracking technologies to enhance accountability and traceability;
13. *Emphasizes* the importance of enhancing transparency within global food supply chains to reduce post-harvest losses by identifying critical points of food waste, including during storage, transportation, processing, and distribution, thereby increasing food availability and affordability for food-insecure communities;
14. *Calls upon* Member States and relevant United Nations agencies to provide technical and financial assistance in the development of sustainable and resilient transport infrastructure to improve the efficiency of international food trade and reduce the post harvest-losses of food due to transportation;
15. *Recommends* that the General Assembly and United Nations Economic Commissions establish a dedicated Climate Resistant Transport Financing Commission, to build resilient climate resistant transportation infrastructure in countries who experience extreme climate conditions, particularly Least Developed Countries (LDCs), including but not limited to flooding, landslides, and severe storms, that threaten their regional, national, and international transportation routes and supply chains;
16. *Recommends* the creation of the Supply Chain Resilience fund under the management of the World Food Programme, which would:
 - a. Fund the creation of all-weather airports in rural regions to aid food distribution impacted by irregular climate patterns;
 - b. Provide technical and financial support for the creation of regional transport corridors connecting agricultural production zones and distribution hubs;
 - c. Include emissions mandates for both the construction and operation of these transport corridors to ensure adherence to international standards;
17. *Emphasizes* the importance of supply chain modernization, including strengthened collaboration between Member States with the capacity to assist food-insecure populations, through the development and implementation of climate-resilient infrastructure, digital tracking systems, and early warning systems designed to withstand extreme weather events to safeguard food systems and to instate larger regional and global cooperation to tackle global supply chain issues;
18. *Calls upon* transportation providers and developed Member States to collaborate in establishing efficient, resilient, and temperature-controlled transportation networks, particularly in regions with complex landscapes, through public-private partnerships and international cooperation by:
 - a. Facilitating the creation and expansion of cold chain transportation methods, including refrigerated transport, to ensure consistent temperature control throughout the transportation process;
 - b. Improving storage infrastructure, to maintain the conservation of food prior to and during distribution;

- c. Promoting the use of geographic and digital technologies, such as satellite mapping and data analysis, to optimize transport routes in mountainous, flood-prone, or otherwise difficult terrains;
 - d. Encouraging regional cooperation to establish transport corridors connecting agricultural production zones with local and international markets;
 - e. Investing in innovative, sustainable, and climate-resilient urban food logistics infrastructures, including cold-storage facilities at municipal distribution centres and refrigerated last-mile delivery networks, that improve efficiency and resilience in vulnerable and hard-to-access regions, especially LDCs, LLDCs and SIDS;
19. *Encourages* the implementation of various sustainable fuel options, such as Liquefied Natural Gases (LNGs), in parallel with current fueling methods, to decrease the dependency of supply chains on volatile prices in single-source reliance markets to ensure smooth food transportation – particularly in times of crises;
20. *Recommends* that Member States, in coordination with the United Nations Economic Commissions and relevant international financial institutions, develop integrated multimodal transport plans that connect rural agricultural production zones to urban consumption centres through coordinated road, rail, and inland waterway linkages, thereby reducing transit times, lowering transportation costs, and minimising food spoilage along domestic supply corridors;
21. *Strongly recommends* Member States prioritize the initiation of low-emissions Urban-Rural Connectivity to seamlessly connect agricultural workers, rural production centers, and new urban communities to major economic hubs without interruption by urban congestion, by:
- a. Considering investments in transnational roads, mono-rail systems, and dry ports that link strategic reserves, fostering regional as well as trans-regional cooperations;
 - b. Incentivizing Member States with access to sea ports to transition to Green Trade Hub model, such as the Green Canal initiative, to ensure resiliency in the transport infrastructure, as well as mitigating environmental risks;
22. *Encourages* targeted support for Member States, particularly Small Island Developing States (SIDS) and Land-locked Developing Countries (LLDCs), lacking established supply chain systems through capacity-building, infrastructure development, and international cooperation to promote global food security by:
- a. Providing technical and financial assistance for the development and rehabilitation of climate-resilient ports, inland storage hubs, and regional transport corridors to ensure uninterrupted access to food during climate-related disruptions;
 - b. Supporting capacity-building and training programs for local transport and logistics personnel on climate-adaptive practices, digital tracking systems, and early warning mechanisms to improve efficiency and resilience of food supply chains;
 - c. Promoting sustainable and low-emission transport solutions, such as but not limited to electric trucks, hybrid ferries, and renewable-energy-powered shipping, to reduce reliance on imported fuels and decrease greenhouse gas emissions within supply chains.



Code: GA2/1/10

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Acknowledging that global food security impacts supply chains and global food distribution immensely,

Aware of the fact that global hunger is not caused by a lack of production, but by inefficiencies, disruptions, and inequalities within food supply chains,

Recalling the *Sustainable Development Goals* (SDGs) target 12 on halving per capita global food losses by 2030,

Understanding that as outlined by the Food and agricultural organisation (FAO) in the SDG Progress Report, the post harvest losses averaged 40% in many developing nations, this represents a preventable and urgent crisis,

Understanding that according to the UNEP 13.2% of food is lost between harvest and retail and 19% of global food is wasted in households,

Reemphasizing the need of strengthening global supply chains in line with SDG 2 (zero hunger) and SDG 9 (industry, innovation, and infrastructure),

Alarmed by the dependence of landlocked development Member States and small island developing States (SIDSs) on food imports to avoid food scarcity,

Acknowledging the particular vulnerabilities of food-import-dependent and climate-exposed States, including SIDSs and arid Member States, which face additional risks due to disrupted production, transport and access to food,

Emphasizing the value of tailored solutions through collaboration with local Non Governmental Organisations (NGOs) and regional agreements to address country specific agricultural needs effectively,

Stressing the importance to develop water hubs to help the distribution of water among all needed Member States,

Drawing the attention on the importance of the total respect of the principles of sovereignty and non interference,

Emphasizes the need for equality in the decision-making process of the organization and its operations, and highlights the importance of independence-focused funding and infrastructures:

1. *Advises* the creation of the International Post-Harvest Saving Infrastructure Program (PHSIP) under the United Nations Industrial Development Organization, aiming to transform postharvest systems to end hunger, with funding and expertise cooperation objectives, to help with the preservation of food along food supply chains, built by Member States benefiting from the

infrastructure, funded by Members and with expertise sharing throughout the organization, with the intent of:

- a. Helping Member States who have difficulties to distribute food to their own populations, in accordance with SDG 2 (zero hunger), aiming to end hunger and all forms of malnutrition;
 - b. Recognizing China's Belt and Road Initiative as the program's primary financier, along other Member States on a voluntary basis and with strong encouragement for proportionality in each Member States contribution, depending on capacities, both financial and in terms of infrastructure;
2. *Suggests* that Member States participate financially, in coordination with the United Nations Capital Development Fund on a voluntary basis, to invest in climate resilient infrastructures such as improving rural roads, reinforced bridges, upgrading ports and storage located along main food transport corridors, in order to keep food moving safely from farms to markets even when countries face natural disasters, economic crises or other major disruptions to food supply chain, by:
- a. Stressing the importance of the implementation of staple crops in order to combat the effects of desertification on agricultural harvests;
 - b. Requesting support from the United Office for Project Services to provide and offer technical assistance and practical solutions to improve road safety and transportation;
 - c. Welcoming existing initiatives, such as the instrument for pre-accession for rural development, as positive examples of resilient and sustainable infrastructure programmes that can inspire similar support for low-income Member States;
3. *Encourages* a portion of funding of the PHSIP to be redirected into rural transportation infrastructure, by:
- a. Understanding that the inadequate rural road infrastructure directly contributes to post-harvest food loss, undermining farmer livelihoods;
 - b. Encouraging the construction and maintenance of all-weather farm-to-market road corridors to establish reliable physical urban-rural linkages through the International Fund for Agricultural Development (IFAD);
 - c. Calling upon international financial institutions, such as the World Bank or the African Development Bank, to specifically expand into lending programs targeting rural road infrastructure in developing nations;
4. *Encourages* Member States to implement greener supply chains, which will contribute to the environmental impacts of food distribution through coordination with the United Nations Environment and the United Nations Global Compact, implementing environmental practices, by:
- a. Expanding cold-chain infrastructures, such as cold storage facilities, refrigerated transport and temperature-controlled port terminals, in order to reduce post-harvest losses and protect perishable foods;
 - b. Working with food producers to use ecological packaging systems and temperature controlled deliveries of food products directly to markets;

- c. Improving hygiene in food distribution chains by implementing regular inspections of foods storage facilities to ensure cleanliness;
 - d. Investing in infrastructure that specifically combats climate barriers and strengthens local staple crops such as desalination plants, heat- and drought- resistant and climate-resilient crop genotype research and development, and public-private partnerships and general public infrastructure for irrigation to preempt desertification and soil degradation;
5. *Supports* Member States in the implementation of new technologies to support ecological agricultural techniques, by:
- a. Building on the *Kampala Declaration on Building Resilient and Sustainable Agrifood Systems in Africa (2025)* to encourage more national and international investment into agriculture development in low-income Member States, promoting digital technologies for early warning systems and resilience against climate catastrophes in the most vulnerable regions;
 - b. Encouraging bilateral and multilateral investment in the development of systems of water desalination in low-income Member States in accordance with SDG 6 (Clean Water and Sanitation) to support ecological agricultural techniques through the UN water programme and maximize system-wide coordination;
 - c. Encouraging the further development of reverse osmosis systems to purify water through a semipermeable membrane, powered by renewable energy sources;
 - d. Recommending the extension of United Nations Conference on Trade and Development (UNCTAD), understanding the goal to strengthen the development in trade between nations, establishing UNCTAD Global Supply Chain Extension to enhance coordination including water hubs distribution;
6. *Calls upon* Member States and international organizations, including agencies such as FAO, World Food Program and IFAD, to partner with local NGOs including farmer cooperatives and agricultural development organizations to strengthen food security agreements in order to provide targeted agricultural support that matches each Member States real needs.



Code: GA2/1/11

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Acknowledging a report by the *Food and Agriculture Organization* (FAO) which notes that Small Island Developing States (SIDS) depend on imports for 60-80% of its food needs which increase vulnerabilities to disruptions due to extreme weather, pandemics, and conflicts, which can have many implications on the population,

Recognizing that SIDS face structural constraints such as geographic isolation, high import dependency and exposure to external shocks and further emphasizing that sustainable and resilient maritime transport is the lifeline of SIDS, as over 90% of their trade volume is dependent on shipping routes that are increasingly threatened by volatile fuel prices and climate-induced port disruptions,

Realizing that inadequate cold chain logistics and insufficient port storage facilities in SIDS contribute to significant post-harvest losses and food waste, further undermining national efforts to achieve Sustainable Development Goals (SDG) 2 (zero hunger),

Recognizing that developing states are disproportionately underrepresented in multilateral trade treaties such as the Comprehensive Progressive Agreement for Trans-Pacific Partnership (CPTPP) and Investment for Development Agreement (IFDA),

Highlighting the need for diversifying supply chains for the purpose of mitigating vulnerability to trade shocks,

Underlining the need for equitable development and access to fair markets,

Prepared to expand membership and cooperation with other Member States under the example of existing initiatives and frameworks, including Pacific Countries Trade Agreement (PICTA) and South Pacific Regional Trade and Economic Co-operation Agreement (SPARTECA),

Stressing the need for increased South-South economic activity,

Recognizing that disruptions in global supply chains have disproportionately affected developing countries, particularly SIDS and Least Developed Countries (LDCs), due to their structural vulnerabilities and reliance on imports,

Deeply concerned that climate-related disasters and extreme weather events continue to severely disrupt infrastructure, transportation networks, and access to essential goods, particularly in vulnerable regions,

Emphasizing that access to resources alone is insufficient without strong institutional capacity and effective implementation mechanisms,

Concerned about the global reliance on international trade routes such as the Suez Canal or the Strait of Hormuz that are currently under threat,

Greatly alarmed by the fact that one third of global food production is lost or wasted every year,

Underlining its commitment to the SDG 2 (zero hunger),

Deeply conscious of the existing infrastructure gaps in developing countries and the global south,

Gravely concerned about the threat of climate change to current farming methods and crops,

Disturbed by the fact that most food is wasted in schools and private homes,

Underlining the common struggles faced by both SIDS and Landlocked Developing Countries (LLDCs),

Noting with deep concern that the lack of climate resilient infrastructure and the effects of climate change force citizens of SIDS to devote a disproportionately high amount of their income on basic nutrition,

Recognizing the unique vulnerabilities of SIDS, including geographic isolation, high dependence on food imports, and exposure to climate/related disasters demand the need of improved climate resilient infrastructure,

Reminds Member States that reducing food waste is essential to achieving, the six dimensions of food security: availability, access, utilization, stability, agency, and sustainability, and recognizing the specific vulnerabilities SIDS face which make these dimensions difficult to achieve,

Bearing in mind the estimated 2.3 billion people who were moderately hungry or food insecure according to the FAO,

Proposing the creation of a tariff-free zone to reduce barriers to food supplies and increase supply chain efficiency and sustainability,

Highlighting the trade efficiency, movements of goods inland, and improvement in developing regions achieved by the Standard Gauge Railway (SGR) connecting railways from Mombasa to Nairobi with Chinese financing,

Distinguishing the multilateral efforts and protective results of the *Association of Southeast Asian Nations* (ASEAN) Plus 3 Emergency Rice Reserve, an emergency stock to provide preparedness for an emergency situation,

Acknowledges that it would be ideal to engage in mutual dialogue and holding mutual accountability in relations to reporting on food and transport circumstances in each country considering the connectivity between countries and circumstances' impacts on the global supply chain,

Acknowledging the important work of the United Nations Conference on Trade and Development (UNCTAD) in its mission to aid Micro-Small-Medium Enterprises in its inclusion to global supply chains,

Calling attention to the fact that 80% of all goods are traded via maritime shipping and yet the annual CO2 emissions resulting from that sector account for 3%, but that maritime shipping forecasted to crease to only a 0.5% growth rate in 2025 and the broader international pressures can cause route elongation and delays which leads to high CO2 emissions, costs, and transport of vital material,

Appreciating partnerships with regional organizations, including African Union and Local2030 Islands Network, whose role in transportation coordination, port management, and logistics can support regional transport standards while reaching LDCs, LLDCs, and SIDS,

Approving of UNCTAD, which promotes efficient cross-border logistics and strengthens equitable access to food markets of LDCs, SIDS, and LLDCs,

Taking note that according to UNCTAD, exports from developing countries have increased 29% since 2000 and that the world's largest economies are also the largest total importers of traded goods, demonstrating the importance of supporting a growing logistical sector for a growing globalized economy,

1. *Appeals* to Private-Public Partnership (PPP) structures like *Build-Operate-Transfer* (BOT), *Build-Own-Operate* (BOO), and *Design-Build-Finance-Operate* (DBFO) to further involve the private sector with Member State governments in technology transfers and capacity building for climate resilient infrastructure to minimize disruptions caused by disaster events such as extreme weather, pandemics, and conflicts through:
 - a. Greater integration and expansion of Member States to be a part of the *Coalition for Disaster Resilient Infrastructure* (CDRI), a global coalition of 53 Member States aimed at strengthening infrastructure against climate and disaster risks;
 - b. Expanding private partnerships, with the CDRI, to include infrastructure resilience against other forms of disaster events such as conflicts, and pandemics;
2. *Proposes* the creation of a parametric insurance platform within the mandate of the United Nations Development Programme (UNDP) funded by public-private partnerships that give stakeholders affected by extreme weather events rapid liquidity when crucial infrastructure is compromised;
3. *Urges* the FAO to recommend that Member States promote the adoption of drought-resistant crops and sustainable irrigation practices by:
 - a. Proposing cost-reduction measures and tax incentives for farmers;
 - b. Facilitating access to financial and technical support through the International Fund for Agricultural Development;
 - c. Encouraging policies aimed at strengthening the resilience and stability of national and regional food supply systems;
4. *Suggests* multiple stable, safe supply routes going into each nation through water, land, and air travel, ensuring that Member States have multiples access points in times of crisis, such as natural disasters, working with the *Famine Review Committee* (FRC), *Inland Transport Committee* (ITC), and the ESCAP Committee on Transport in order to:
 - a. Designate 3-5 supply routes through each Member State to ensure constant access to food and other Member States;
 - b. Direct analytic optimization of food flow both into and out of each Member State;
5. *Encourages* the establishment of multiple Pacific SIDS Strategic Food Reserves to ensure immediate access to non-perishable essential food supplies during emergencies and supply shocks by:
 - a. Supporting the creation of cold-storage facilities that have non-perishable staple foods to provide a caloric buffer against shortages, external shocks and climate disasters such as:
 - i. Regional grain reserves;

- ii. Stockpiling of climate-resilient and long-lasting foods such as dried legumes, rice and fortified products;
 - iii. The use of climate-controlled storage technologies to prevent spoilage and reduce post-harvest losses;
 - b. Managing strategic regional food reserves between coastal and maritime regions through:
 - i. Coordinated distribution mechanisms to ensure rapid deployment during emergencies;
 - ii. Partnerships with local ports and transport networks to facilitate efficient food redistribution;
 - c. Promoting technical knowledge on food preservation for SIDS by:
 - i. Inviting the FAO to expand its SIDS Solutions Platform to provide technical assistance in food preservation management techniques;
 - ii. Supporting digital monitoring systems to track food reserves and anticipate shortages;
- 6. *Further encourages* Member States to prioritize and institutionalize the human right to food security and access to food as an infrastructural necessity rather than a commodity and an economic opportunity by:
 - a. Reducing the disruption of Member States' national supply chains during future geopolitical tensions, climate change, and natural disasters in order to build resilience;
 - b. Ensuring widespread access to food in Member States isolated from prominent producers of foodstuffs and/or have scarce resources;
 - c. Securing the viability of local production by empowering economic activity for the present and future;
- 7. *Urges* Member States to increase and prioritize effective and resilient food systems by:
 - a. Promoting coordinated systems that allow for surplus foods to be reallocated to LDCs and SIDs to reduce food waste;
 - b. Calling upon Member States to adhere to established, shared standards on the digitalization (e.g. UNDP Digital Transformation Framework, Global Digital Compact 2024) and mobility (e.g. UN Decade of Sustainable Transport 2026-2035, *UN Economic Commission for Europe (ECE) Inland Transport Committee (ITC)*) of infrastructure in order to establish efficient, innovative, modernized, transparent, and accelerated transportation and food production and distribution;
 - c. Collaborating with World Food Programme (WFP) to cover transportation and decide where food should be distributed based on necessity;
- 8. *Promotes* strengthening international cooperation between Member States in order for governments to agree on, publicly fund, and implement coordinated road, maritime, and air

transport strategies in a joint move for SIDS to import food supplies and distribute them systematically at reduced costs in order to ensure accessibility and affordability;

9. *Recommends* improving the distribution and movement of essential goods during supply chain disruptions through:
 - a. Implementing "Green Lanes" that prioritize the clearance and docking of vessels carrying 60% or more of essential food supplies during global crises;
 - b. Better coordination between transit countries and importing states;
 - c. Faster delivery of essential goods during emergencies and periods of instability;
 - d. Reducing reliance on global chokepoints;
 - e. Establishing regional emergency grain reserves to be used in times of crisis;
 - f. Improving access to essential goods for remote and vulnerable communities by:
 - i. Approving federal support of local producers and mutual cooperation of producers through collective acquisition platforms with the goal of lowering costs and maximizing profit while widening the range of distribution and preventing post-harvest losses;
 - ii. Collaborating with WFP and non-governmental organisations (NGOs) to create Geographic Information System platforms for integrated road analysis to support preventative infrastructure investment and rehabilitate roads that service remote communities;
10. *Approves* of shortening supply chains by expanding access to food supplies via online marketplaces and direct-to-consumer models;
11. *Urges* Member States to strengthen the resilience of maritime supply chains for essential food commodities by:
 - a. Establishing regional strategic food reserves in collaboration with Indian Ocean nations to mitigate the impact of global supply shocks;
 - b. Investing in the modernization of port infrastructure to allow for faster offloading of perishable goods;
12. *Advises* Member States to regionally engage in Productive Safety Net Programmes which would:
 - a. Provide vulnerable populations with food or cash assistance in exchange for participation in community-based infrastructure projects;
 - b. Strengthen rural resilience to climate shocks such as droughts and floods;
 - c. Promote the development of local supply chain infrastructure, including roads, and irrigation systems, which would:
 - i. Strengthen local trade corridors between developing and developed nations;

- ii. Ensure more secure fallback systems for when economy driving food export systems experience shocks;
 - d. Reduce long-term dependence on emergency aid by fostering self-sufficiency and sustainable livelihoods;
 - e. Encourage international cooperation and funding partnerships to support developing nations in implementing similar large-scale resilience programs;
- 13. *Encourages* a study to be undertaken through the UNCTAD and Development office with voluntary support from Member States and other NGOs and independent expert groups to explore how to enhance the efficiency of existing sea-ports with the goal of allowing for easier trading of food through:
 - a. Expanding reasons for maritime shipping routes to visit ports that are currently underserved by:
 - i. Exploring how and where domestic products of Member States can be exported at a greater amount to desiring markets;
 - ii. Seeking routes and itineraries that allow for more profitable ton-miles for smaller vessels and shipping organisations;
 - b. Investigating possible ways to both decrease food loss and waste and keep foods fresh for longer while cargo is underway at sea while considering ways to increase the efficiency of on-loading/off-loading and other sea port logistical functions through:
 - i. Recommending a transition to unloading docks and times based off of the vessels previous port location, instead of the traditional first come first serve that is still commonplace across the world;
 - ii. Recommending the creation of training programs designed to help develop and safely speed up on and off loading operations at ports;
 - c. Improving collaboration and connectivity between sea ports and their local communities and Member States by developing proven practices such as:
 - i. Repurposing existing rail lines to assist in moving freight quickly from ports to their desired destinations;
 - ii. Providing information to local ports (governmental and commercial) to help them hire more employee labor from the surrounding areas, creating vital bridges between industry and community;
 - iii. Supporting information sharing efforts and methods between ports (and other related organs) across domestic area and Member States to improve safety and business efficiency;
 - d. Exploring ways to develop sea ports and their infrastructure in ways that curtail the effects of climate change by:

- i. Providing information to Member States and localities about land-sea reclamation for the explicit purpose of using said land for maritime trading;
 - ii. Recommending practical instructions on how to support existing infrastructure to better preserve through the growing number of extreme weather occurrences;
 - e. Specially inquiring into how to maximize the limited landmass and infrastructure of SIDS to ensure that their maritime capacity is able to grow alongside that of the broader international community;
 - f. Exploring how to develop and implement decarbonized shipping practices across fleets through advocating for the promotion of more diverse energy sources such as liquified natural gas;
 - g. Recommending the creation of a 24/7 emergency consultant group staffed and funded by voluntary Member State, Supernational Organizations, and NGO contributions to assist in any type of Maritime emergency on the shared ocean;
- 14. *Encourages* regional cooperation mechanisms to coordinate storage and distribution of reserves, facilitate rapid deployment during emergencies, and reduce costs through shared infrastructure;
- 15. *Suggests* increased tax-funded governmental investment in sustainable transport infrastructure and digital logistics systems to enhance efficiency, reduce delays, and ensure long-term resilience of global food supply chains, by:
 - a. Recognizing the importance of equitable access to safe and nutritious food for all populations;
 - b. Being concerned about the social impact of disrupted global food supply chains, especially on vulnerable communities;
 - c. Emphasizing the need to support small farmers and local producers as key actors in ensuring food security;
- 16. *Recommends* improving the movement of essential goods during disruptions through:
 - a. Implementing "Green Lanes" that prioritize the clearance and docking of vessels carrying 60% or more of essential food supplies during global crises;
 - b. Better coordinating between transit countries and importing states;
 - c. Faster delivery of essential goods during emergencies and periods of instability;
- 17. *Advocates* for stronger regional cooperation to improve the efficiency and reliability of shipping and transport systems by:
 - a. Reducing reliance on global chokepoints;
 - b. Establishing regional emergency grain reserves to be used in times of crisis;
 - c. Improving access to essential goods for remote and vulnerable communities;

18. *Calls upon* UN-backed financial institutions to support vulnerable and import-dependent states through:
 - a. Short-term financial assistance during food price shocks in the form of:
 - i. Zero-interest loans;
 - ii. Short term credit lines;
 - b. Supporting for bulk purchasing of staple foods when prices are stable or lower;
 - c. Providing zero-interests, short term, credit lines to SIDS and LLDC specifically for bulk-purchasing staples when global market prices are low, shielding them from market peaks;
19. *Advocates* for the modernization of port and customs systems in developing countries through the adoption of digital infrastructure that improve coordination and reduce delays such as:
 - a. Creating management systems to track shipments and vehicles in real time;
 - b. Analyzing traffic, weather and road security data to optimize vessel traffic management;
 - c. Utilizing climate data to accurately forecast emergencies;
20. *Recommends* establishing a voluntary Digital Single Window platform operationalized by the United Nations Conference on Trade and Development in coordination with regional organizations to enable the digital transfer and recognition of core trade documents through simplified templates and low-bandwidth access for users with unstable Internet, to effectively integrate transport Micro-Small-Medium Enterprises to into the food supply chain in order to ensure the effective delivery of food in crucial hunger hotspots;
21. *Supports* creating logistic safe corridors to ensure transport security from rural farms to borders and shipping points in order to reduce import dependency, by:
 - a. Establishing of a tariff free trade zone to reduce financial and logistical barriers;
 - b. Cooperating with the *Caribbean Community (CARICOM)* and its allies to maintain a strong maritime security presence in order to minimize losses and waste during transport;
22. *Encourages* to implement low-cost sustainable irrigation systems in order to enhance agricultural resilience in drought-prone regions, supported by the International Fund for Agricultural Development, including but not limited to:
 - a. Drip irrigation technologies;
 - b. Rainwater harvesting systems;
 - c. Small-scale water reservoirs;
23. *Urges* the expansion of the FAO in collaboration with AU and Local2030 Islands Network to enhance trade between vulnerable Member States in order to reach SDG 12 (Responsible Consumption and Production) and further recommends:

- a. Investing in rural road infrastructures;
 - b. Establishing local agricultural logistics hubs;
 - c. Encouraging countries to draft and publish frequent reports regarding food security, trade infrastructure, and points in which they intersect;
 - d. Expanding access to refrigerated transport and stocking for perishable goods;
 - e. Integrating rural producers into broader supply chains;
24. *Recommends* the establishment of logistic safe corridors to ensure transport security such as UNCTAD *Global Supply Chain Resilience Extension* (UNCTAD-GSCRE), an expansion of UNCTAD's existing Transport and Trade Programme, which will facilitate cross-border transport procedures, bolster digital tracking of food shipment in order to reduce food waste;
25. *Encourages* consideration for the integration of new technologies such as:
- a. Drones to deliver medicines, seeds and food rapidly to rural or crisis-affected regions;
 - b. Sensors attached to food delivery vehicles to monitor temperature, humidity and location, able to automatically send alerts of anomalies;
 - c. Digitalized emission monitoring to maintain environmental sustainability in transport, trade, agriculture, and food production;
26. *Recommends* mini-vertical farms (including hydroponics) in densely developed areas and logistics hubs to produce fresh food near consumption points, reducing dependency on long supply chains Implemented through public-private partnerships;
27. *Proposes* the creation of a system for monitoring and managing food resources to prevent waste and accumulation;
28. *Urges* cooperation toward SIDS due to their isolation and strong reliance on maritime transport for food importation by:
- a. Fostering the reduction of bureaucratic limitations to trade in the supply chains and inter-island data sharing to reduce their geographic isolation through open source platforms powered by United Nations Development Program to remove their exposure to global supply chains and transport disruptions, and to ensure their food security;
 - b. Lowering cost of transportation of supplies that are overly exorbitant seeing that small trade volumes and long maritime routes mean import costs that are disproportionate and that alter atolls.



Code: GA2/1/12

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Bearing in mind the Sustainable Development Goals (SDGs) 2 (zero hunger), SDG 9 (industry, innovation and infrastructure), SDG 10 (reduced inequalities), and SDG 12 (responsible consumption and production),

Conscious of the fundamental role of food security in ensuring global stability, economic development and public health,

Taking into account the economic impact of the Schengen Agreement which established border free areas, allowing free movement in 29 European Member States,

Contemplating the constructive role of Instrument for Pre-Accession Assistance for Rural Development (IPARD II) program for the development of transitioning economies Member States and Landlocked Developing Countries (LLDC) and the establishment of quality standards,

Taking note of the African Free Trade Zone (AFTZ) that aims accelerating trade by eliminating tariffs on most of goods and reducing non-tariff barriers,

Recalling the significant impact of border delays on trade efficiency, with annual border waiting times for trucks within the Western Balkans amounting to 28 million hours, resulting in an estimated 1% reduction in regional Gross Domestic Product each year,

Deploring Member States that prevent other Member States, during times of global crisis, from obtaining needed food and humanitarian supplies by banning its own food and supply exports,

Acknowledging the implementation of the “Green Lanes” initiative by the Transport Community, Central European Free Trade Agreement and the Regional Cooperation Council, which significantly reduced border waiting times, thereby contributing to economic stability,

Noting with appreciation the establishment of priority freight corridors, supported by the “one-stop-go” model to streamline customs procedures as highlighted in the Single Window Planning and Implementation Guide,

Emphasizing that coordinated border management, infrastructure improvements, and regional cooperation are essential to reducing delays, strengthening supply chains and enhancing economic integration,

Aware that inefficient border procedures and the lack of harmonized phytosanitary measures harm suppliers and consumers across regional and international supply chains,

Bearing in mind the necessity of enhanced coordination between United Nations bodies, Member States, and local stakeholders in the continuity of the United Nations decade for action on nutrition,

Noting with interest the central role of the World Trade Organization (WTO) in promoting a rules-based, transparent, and non-discriminatory multilateral trading system,

Having asserted the urgent need for strengthened international cooperation to ensure access to food,

Re-emphasizing that lowering trade barriers, including tariff and restrictive trade regulations, can help improve global supply chain and reduce food insecurity,

Cognizant of the principles of open, fair, and predictable trade as essential for global economic stability, sustainable development, and poverty reduction as well as for confidence building among Member States and for long-term planning,

Concerned by the increasing use of unilateral trade measures, protectionism, and trade restrictions,

Recognizing the importance of strengthening the Mountain Partnership to support resilient food systems in geographically constrained regions, particularly through the promotion of climate-adapted agriculture and the exchange of best practices and technical knowledge among Member States,

Alarmed by the fact that according to the United Nations, 40% of food loss happens between the producer and the consumer due to insufficient cross-border agreements and limited coordination with non-EU Member States,

Stressing the fact that nearly 300 million people suffer ongoing conflicts that impact global food security across the globe,

Observing that the destruction of foodstuffs is increasingly being used as a weapon of war,

Noting also that war between the Member States in conflict has disrupted global food supply chains, particularly affecting safe and uninterrupted access to food,

Deeply concerned that over 20 million tons of Ukrainian grain remain blocked in ports causing unprecedented logistical challenges,

Gravely aware that conflict dynamics are exacerbating food insecurity and the challenges that vulnerable and food-importing Member States are facing,

Highlighting the critical importance of sharing information between Member States to mutually benefit one another,

Realising the need to establish back-up alternative food shipping routes in the case of natural disasters and armed conflicts,

Recognizing that disparities in technological capacity and expertise are significant barriers for the hotspot countries to produce and obtain food,

1. *Calls upon* Member States to fully comply with their obligations under the WTO and to refrain from imposing unjustified trade restrictions;
2. *Encourages* Member States, in cooperation with the Food and Agriculture Organization (FAO) and the Mountain Partnership, to establish regional technical assistance and knowledge-sharing platforms to promote climate-adapted agriculture in geographically constrained regions, including:
 - a. Training programs for local farmers focused on climate resilient agricultural practices;

- b. The exchange of best practices and technical knowledge among Member States;
3. *Urges* Member States to strengthen the resilience of global supply chains against disruptions caused by conflicts, trade barriers, natural disasters, and price shocks through the:
 - a. Development of regional food corridors linking producer and recipient Member States in order to prevent bottlenecks and ensure the efficient delivery of food supplies;
 - b. Promotion of open, fair, and predictable trade flows, particularly in food, fertilizers, and agricultural inputs;
4. *Asks* the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) to establish neutral zones surrounding food production areas;
5. *Suggests* the Security Council to initiate a discussion to prevent the destruction of ports, food distribution facilities, and trade hubs as an act of war;
6. *Encourages* the United Nations Development Programme (UNDP) to adopt a framework inspired by the “Solidarity Lanes Action Plan,” promoting it as a model that can be replicated in other conflict-affected regions in order to enhance global food security and stabilize local economies by:
 - a. Facilitating agrifood imports and exports by creating alternative trade routes via rail, road, and waterways;
 - b. Increasing infrastructure capacity in order to mitigate food shortages;
7. *Calling on* Member States and the World Bank to increase funding to the World Food Programme (WFP), in order to increase operations to streamline food through borders;
8. *Endorses* Member States to develop reliable and sustainable transportation networks across Member States in order to strengthen food distribution systems and reduce delays in supply chains through:
 - a. Investments in cross-border infrastructure projects, including roads, railways, and ports, in cooperation with international financial institutions, and regional development banks, including the FAO, the WFP, International Fund for Agricultural Development (IFAD), and the World Bank, as well as with private sector stakeholders;
 - b. The promotion of environmentally sustainable transport solutions to reduce emissions;
 - c. Support for public-private partnerships, including concession agreements, build-operate-transfer arrangements, and joint infrastructure financing mechanisms, to finance, develop, and maintain such infrastructure;
9. *Calls on* Member States to create of diversified supply routes to reduce dependency on single corridors, particularly in conflict-prone regions by:
 - a. Developing alternative trade routes and regional logistics hubs;
 - b. Strengthening regional cooperation to ensure continuity during disruptions;
 - c. Encouraging risk assessment and contingency planning for supply chains;

10. *Calls upon* the FAO, in cooperation with WFP and the IFAD, to support large-scale investment in cold-chain infrastructure, including refrigerated storage, transportation systems, financial and technical assistance for developing Member States, and the promotion of innovative and sustainable cold-chain technologies, in order to reduce food loss and improve food security;
11. *Requests* the extension of the FAO Food Loss and Waste database, funded by the United Nations regular budget to track Member State's food transport in real time and collect its own food waste data, modeled after the *2030 Connect* program and the EU's *Common Agricultural Policy (CAP)* (2023) to:
 - a. Promote internal market rules that promote rural infrastructure and road network development;
 - b. Efficiently monitor food waste through crop yield analysis and blockages to adequate transport of goods;
12. *Advocates* for the extension of the Logistics Cluster, as established by the Inter-Agency Standing Committee (IASC) to:
 - a. Meet quarterly every year to diversify supply routes and plan backup routes, ensuring that no Member State becomes dependent on a single corridor, especially in conflict zones and neighbourhoods;
 - b. Collect and publish digital data in the United Nations website to track food transport routes and food shipments in real time, that is accessible by Member States;
 - c. Inspect current food shipment routes, in order to prevent congestions, which limit capacity of food transportation, creating delays, and increase costs;
13. *Recommends* the establishment, by 2027, of an FAO-led regional coordination mechanism for crisis-resilient cross-border food supply chains in disaster-prone and conflict-affected regions, beginning with a three-year pilot phase in vulnerable transit regions such as Sub-Saharan Africa, the Middle East, and parts of South and Southeast Asia;
14. *Suggests* supporting and coordinating the implementation of previously stated measures relating to sanitary and phytosanitary harmonization, customs digitalization, emergency "Green Lanes", and targeted border infrastructure improvements;
15. *Further requests* that this mechanism submit annual progress reports to the General Assembly on implementation, regional bottlenecks, and measurable reductions in border waiting times, transport costs, and food delivery disruptions;
16. *Further recommends* that this mechanism be financed through voluntary contributions from participating Member States, support from donor States and international partners, and existing funding instruments of the FAO and IFAD;
17. *Strongly suggests* the establishment of a joint operation led by UNDP and FAO to identify and address critical hotspots of food supply chain insecurity;
18. *Encourages* Member States to cooperate at both regional and local levels alongside NGO experts familiar with local realities and contexts:

- a. Through such coordination, the program will facilitate knowledge-sharing on fertilizers, agricultural inputs, and improved cropping seed methods;
 - b. Thereby empowering low-income Member States;
 - c. To encourage the creation and strengthening of regional free trade zones and trade blocs such as the AFTZ to provide preferential pricing and increase the efficiency of the distribution of crucial resources like fertilizer and climate-resilient crop genotypes;
19. *Proposes* Member States to invest in the modernization of regional transport infrastructure, in line with the recommendations of the Food and Agriculture Organization and the World Bank, by:
 - a. Expanding and upgrading road and railway networks connecting rural production areas to urban markets;
 - b. Improving port and border infrastructure to reduce delays in cross-border food trade;
 - c. Integrating sustainable and climate-resilient transport solutions;
20. *Invites* the Member States to implement the following strategic measures, for instance by:
 - a. Implementing vigorous framework of phytosanitary inspections at production sites, guaranteeing transparency from farm to consumer;
 - b. Installing blockchain-based traceability for digital monitoring to quickly trace the origin of food contamination and prevent the risk of food-borne illness across the entire supply chain;
 - c. Facilitating the transition to organic farming through:
 - i. Targeted government subsidies;
 - ii. Restricting chemical pesticide usage;
 - iii. Providing advanced technical training programs to bolster the resilience of small-scale local producers;
21. *Suggests* the establishment of the UNCTAD Global Supply Chain Resilience Extension (UNCTAD-GSCRE), an expansion of UNCTAD's *Transport and Trade Facilitation Programme* to:
 - a. Monitor regional frameworks that facilitate cross border procedures to determine most effective policy solutions for the integration of Member States into regional supply chains;
 - b. Share best practice solutions with other regional frameworks to implement;
 - c. Integrate a fund to bridge financial gaps for vulnerable nations seeking to expand supply chain infrastructure, supported by the Papal Foundation;
22. *Stresses* the establishment of comprehensive workshops, training programs, and capacity-building courses in order to enforce the direct interaction between experts, policymakers, and local stakeholders.



Code: GA2/1/13

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains to Promote Food Security

The General Assembly Second Committee,

Recalling Article 25 of the *Universal Declaration of Human Rights* (UDHR), which affirms the right of every individual to an adequate standard of living which promotes health and well-being, including food,

Expressing its appreciation to the technological innovations made in food security promoted by the World Food Programme (WFP) Innovation Accelerator and its efforts to achieve SDG 2 (zero hunger),

Referring to the *Cairo Declaration on Financing Agrifood Systems Transformation in the Near East and North Africa Region*, which called for expanded cooperation to achieve food security and nutrition,

Underlining the General Assembly resolution 76/264 entitled “State of global food insecurity”, which responds to rising global food insecurity and calls for international support and actions to address it,

Encouraged by General Assembly resolution 78/262, which affirms the New Partnership for Africa’s Development (NEPAD), for the enhancement of food security frameworks by linking regional and international trading corridors through maritime transportation,

Reaffirming General Assembly resolution 79/1 that durable peace, political stability, and food security are mutually reinforcing, and that no sustainable food system can exist without reliable access, distribution, and humanitarian protection,

Guided by the *2030 Agenda for Sustainable Development* (2030 Agenda), introduced by the General Assembly resolution 70/1, especially concerning Sustainable Development Goal (SDG) 2 (zero hunger), and SDG 9 (industry, innovation and infrastructure) and 12 (responsible consumption and production),

Mindful of sustainable food systems, reducing food loss, and keeping agricultural supply chains open to prevent hunger crisis, as referenced in General Assembly resolution 79/227, which focuses on agricultural development, food security, and nutrition (19 December 2024),

Demonstrating appreciation towards the African Union’s Agenda 2063 (2015), advancing food security, value-chain development, and regional integration, aligning with the adopted *Kampala Declaration on Building Resilient and Sustainable Agrifood Systems in Africa* (2025), aiming for a holistic agrifood system approach to ensure more stable supply chains across the continent,

Led by the accomplishments of the African Agriculture Development Program (CAADP), including the Making Markets Work for the Poor (MMWP) and the Improved Regional Trade Food Staples program (RTFS),

Recognizing the Report of the Secretary General on External Debt Sustainability and Development (2025), and its understanding of the importance and impediments to debt sustainability for many Least Developed Countries (LDC),

Keeping in mind the crucial international frameworks established through the *Sevilla Commitment (2025)* for mobilizing domestic resources, technology transfers, and partnerships to achieve food security and sustainable development,

Viewing with appreciation the World Bank Group (WBG), World Bank Environment, and Social Framework, and its support of climate resilient and equitable development through the Environmental and Social Standards (ESS) assessment criteria,

Applauding the success of the Global Takaful Alliance created by the United Nations Development Programme (UNDP) on Sharia-compliant parametric insurance programs,

Acknowledging the Food and Agriculture Organization (FAO) School of Food and Nutrition Framework, which supports governments and institutions in strengthening school-based policies and programs to improve child and adolescent nutrition,

Affirming the United Nations Educational, Scientific, and Cultural Organization's (UNESCO) call to integrate nutrition education into school curricula and to improve the nutritional quality of school meals in order to support healthy development and sustainable habits,

Appreciating the efforts of the FAO, World Food Programme (WFP), International Fund for Agricultural Development (IFAD), World Health Organization (WHO), and Economic and Social Commission for Western Asia (ESCWA) in producing regional food security reports while advancing coordinated responses to hunger in the Arab region,

Stressing that the 2024 Near East and North Africa Regional Overview of Food Security and Nutrition identifies conflict, economic challenges, inequality, and climate extremes as key drivers of worsening food insecurity,

Re-emphasizing the United Nations Early Warnings for All, which strengthens global initiatives to combat the harmful effects of extreme weather conditions by building universal monitoring systems to protect global supply chains,

Aware of the United Nations Decade of Sustainable Transportation from 2026 to 2035, which emphasizes the strengthening of transportation systems that align with the SDGs through the structure of the Implementation Plan,

Taking into account that the World Food Programme (WFP) utilizes forms of transportation that run on land, water, and air, which can withstand extreme weather conditions to reach rural communities within 72 hours of deployment, and has a network of 600 warehouses and logistical hubs that can store food up to 1 million bags of food in its largest hubs,

Having regarded the efforts of the Office for the Coordination of Humanitarian Affairs (OCHA) in combating the rise of global conflict and the suppression it has on incoming food suppliers through blockages of roads and ports,

Fully aware of the lack of efficient technological innovation, regulatory frameworks, and infrastructure investment with regard to food warehousing practices under the UNDP,

Noting with concern that the WFP has warned that conflict disruptions can imperil school feeding and children's education, nutrition, and well-being in vulnerable contexts,

Further believing in the importance of the Water-Energy-Food (WEF) Nexus in strengthening long-term food security, as water scarcity and energy costs directly shape agricultural productivity and supply chain stability,

Noting with appreciation initiatives by the United Nations -supported Farmers' Registry supporting sustainable agriculture, smallholder farmers, and resilience-building projects in crisis-affected Arab countries,

Concerned that instability in one part of the region can produce ripple effects across regional food markets, humanitarian access, and consumer prices,

Continuing to take the view that the Arab region remains a top priority for both conflict-affected and stable states, as highlighted by ESCWA's food security mapping and regional overview reports,

Supporting the United Nations Conference on Trade and Development's (UNCTAD) Transport and Trade Facilitation Programme, which promotes efficient cross-border logistics and strengthens equitable access to food economies,

Cognizant of the challenges posed by excessive import dependence that can hinder the economic resilience and sustainable growth of developing nations,

Conscious of the potential of local production and regional cooperation to strengthen self-sufficiency and improve market stability,

Firmly convinced that land degradation, soil erosion, and declining soil productivity contribute significantly to food loss and reduced agricultural resilience, particularly in arid and semi-arid regions,

Recognizing the role of the *United Nations Convention to Combat Desertification* (UNCCD) in reversing land degradation and mitigating the effects of droughts,

Having examined that Member States lack access to integrated geospatial tools necessary to identify land degradation hotspots and prioritize restoration investment,

Deeply appreciative of the role of the United Nations agencies in supporting land monitoring, agricultural planning, and climate adaptation strategies led by the United Nations Office for Outer Space Affairs (UNOOSA) and UNDP,

Recognizing the UNCTAD Transport and Trade Facilitation Programme, which promotes efficient cross-border logistics and strengthens equitable access to food markets for developing economies,

Considering economic and trade sanctions, such as embargos, export controls, asset freezes, and their detrimental impact they have on global supply chain and food security,

Showing gratitude for partnerships with regional organizations, including the African Union (AU) and League of Arab States (LAS), whose role in transportation coordination, port management, and logistics can support stronger and more resilient regional transport standards while ensuring that the Least Developed Countries (LDCs), Small Island Developing States (SIDS), and Landlocked Developing Countries (LLDCs) are not left behind,

Noting with concern the particular situation of SIDS, whose geographic isolation, limited arable land, and high dependence on food imports expose them to severe vulnerabilities in times of global supply disruptions,

Alarmed by the increasing ecological disruptions, including rising sea levels, extreme weather events, and ocean degradation, which disrupt transportation infrastructure, threaten port functionality, and further disrupt supply chains critical for island nations,

Bringing attention to the need for more adaptable and climate-resilient transport systems, with special support mechanisms to strengthen local capacity, diversification of supply routes, and improved logistical preparedness in times of crisis,

Addressing the critical role of efficient transportation systems in maintaining global supply chain stability and economic growth,

Finding that several factors contribute to inefficiencies in the global supply chains, such as Climate Change, lack of modern technology and infrastructure in the agricultural sector, amongst others,

Acknowledging the use of solar, wind, and hydropower for temperature control and power in food storage facilities, and contributing to the sustainable nature of food security,

Reaffirms that Small Developing Nations face certain vulnerabilities that limit access to digital platforms and data sharing systems, as acknowledged by the International Telecommunications Union,

1. *Encourages* Member States to promote a Member-State-led Food Loss and Supply-Chain Resilience Accelerator as a coordination framework, to enhance the coordination of existing efforts, including the FAO, and building on:
 - a. Reducing post-harvest losses at the source by:
 - i. Enhancing processing across post-harvest stages;
 - ii. Improving storage of harvest;
 - iii. Supporting sustainable, climate-resilient transportation;
 - b. Digital and data-driven transparency, including:
 - i. Digital tracking of production flow, storage levels;
 - ii. Market data concerning coordination between the public and private sectors;
 - iii. Timely responses to market and climate-related shocks;
 - c. Mobilizing financing and inclusive partnerships, by:
 - i. Reducing structural barriers to investment;
 - ii. Support scalable improvements in supply-chain resilience through the exchange of expertise and technology;
2. *Proclaims* the importance of expanding the United Nations Sustainable Development Cooperation on cold chain storage facilities near ports by:
 - a. Affirming the development of cold-chain logistics and expanding digital real-time data sharing through the utilization of tracking systems that collect data on carbon emissions;

- b. Establishing hydropower facilities through the use of water pumps that can power the insulation for refrigerated goods near ports;
3. *Reiterates its request* for energy saver monitoring systems within cold chain storage facilities, while emphasizing the need for energy efficiency for storage facilities, via a system focused on conserving energy through time-limited clocks, including:
 - a. Hydropower energy that will be conserved to reduce operational cost;
 - b. Storage facilities located near shipment ports that utilize maritime transportation;
 - c. A request for funding from the Adaptation Fund;
4. *Advises* establishing national and regional water and food reserves at major transportation hubs of railways, coastal ports, highways, and the addition of airports and jet terminals, to enhance existing crisis response management and strengthen global supply chains;
5. *Suggests* the establishment of a multinational unified transport corridor by utilizing multimodal transport to bypass traditional logistical bottlenecks, improving agricultural commerce, and reducing dependency on volatile fuel prices, including:
 - a. Transitioning toward an efficient rail-first multifaceted transport strategy, including waterway and green energy development for faster and cost-effective routes delivering fresh food;
 - b. Improving at-source storage and commit to long-term sustainable preservation of key products, mitigating international systemic stress;
6. *Recommends* the United Nations Office for Coordination of Humanitarian Affairs designate protected humanitarian supply corridors in conflict zones of the Arab region, modeled on UNSCR 2417 (2018), ensuring safe passage for food convoys through active conflict areas;
7. *Endorses* security measures that minimize and eliminate blockages by utilizing United Nations organizations like OCHA and the International Maritime Organization (IMO) to ensure that civilians are able to access resources;
8. *Encourages* Gulf Cooperation Council states to subsidize shipping insurance premiums for food imports from Black Sea and South American origins, offsetting 30% war risk surcharge through the GCC Food Security Fund;
9. *Asks for* the creation of regional value chains that facilitate trade and cooperation among neighboring countries to reduce dependency on extra-regional imports;
10. *Recommends* the establishment of the UN-LandSight initiative as a United Nations land degradation and soil-health intelligence open-source platform, as an open-access geospatial platform designed to support Member States in identifying land degradation hotspots and soil health inconsistencies, along with prioritizing land restoration and water management investments;
11. *Encourages* Member States to strengthen national and regional warehousing and logistics systems by:

- a. Adopting advanced technologies, including Warehouse Management Systems (WMS), Radio Frequency Identification (RFID);
 - b. Tracking and implementing automated storage solutions to improve efficiency and transparency in order to have food and water reserves in case of emergencies, climate change, and wars;
12. *Emphasizes* the need for an information sharing platform based on regional locations to communicate regarding climate instability and border disputes with neighboring countries, which causes holdups in the transportation of food;
13. *Further emphasizes* the role of Artificial Intelligence in identifying high-risk points for Food Loss and Waste, anticipating supply chain disruptions, by analyzing data of:
 - a. Meteorological phenomena, including monitoring potential climate disasters in grain-producing areas, estimating yield and decline, and triggering backup plans;
 - b. Logistics links, through AI analysis of historical data via machine learning models to detect links that cause food loss in all stages, from harvest, transportation, warehousing, and distribution;
 - c. Trends that can potentially affect market prices, including exchange rate fluctuations, international policies and tariffs, and international political and economic events;
 - d. Warehouse temperature and humidity management, including predicting the fluctuation of the temperature and humidity and informing the staff in advance, making automatic and precise adjustments, and dynamically evaluating the shelf life of food by combining humidity data with transportation;
14. *Recommends* shared criteria to be developed by expert groups on predictive modeling software, remote sensing imagery, and blockchain traceability systems to ensure the reliability of the tool and to help member states with less capacity to identify their situation better;
15. *Invites* the establishment of a digital platform collecting data for food availability and data along the supply chain by the FAO, based on the Technical Platform on the Measurement and Reduction of Food Loss and Waste (TPFLW), by providing:
 - a. Standardized criteria for:
 - i. Quality of requirements of the data (error tolerance);
 - ii. Security and privacy protection mechanism;
 - iii. Interoperability (whether different systems can exchange their data);
 - iv. Function verification method (test whether the tool is actually cutting down food loss);
 - b. All-time traceable data, including harvesting, transportation, warehouse, and distribution;
 - c. Digital tools and training;

16. *Further requests* countries to create a specialized team that updates on a 24-hour basis to the ePing platform, which was established by the United Nations Department of Economic and Social Affairs:
 - a. Any trade-related complications will be flagged so that other Member States will be aware of problems and avoid that region or plan accordingly;
 - b. Issues include vehicles at checkpoints stopping for more than an acceptable amount of time, extreme weather events, delay in storage time, and introduction of new technologies that will require time and training on the job for drivers to utilize correctly;
17. *Recommends* that the Economic and Social Council (ECOSOC), through its regional bodies, convene annual “Arab Food Supply Chain Summits” to standardize digital customs platforms across 22 Arab states, cutting clearance times from a week to a couple days;
18. *Invites* the FAO and UNOOSA to coordinate efforts in the integration of satellite imagery, soil health indicators, land productivity data, and climate information into a unified geospatial database supporting land degradation monitoring in regards to the UNCCD agreement;
19. *Encourages* cooperation with satellite and geospatial initiatives and regional land monitoring programs, such as the United Nations Satellite Centre’s AI-driven flood monitoring or satellite imagery analysis, in order to provide updates on land, soil moisture, vegetation productivity, and drought risk indicators;
20. *Further encourages* Member States to voluntarily contribute the use of national land and soil data to improve the accuracy of land degradation assessments and support national planning processes, Inviting Member States to utilize United Nations Land Insight outputs through the Global Land Tool Network to:
 - a. Identify land degradation hotspots and areas with the risk of desertification;
 - b. Prioritize land restoration and soil conservation programs;
 - c. Improve irrigation and water management planning;
21. *Expresses its hope* for Member States to improve cross-border trade inefficiencies through the simplification of customs procedures and the implementation of digital tracking systems for food shipments;
22. *Stresses* the importance of track fluctuations in global food supply and demand, where supply chain optimization software would be used to evaluate the success rate of proposed solutions;
23. *Emphasizing* expanding the work done by the African Agriculture Development Program (CAADP) to a global scale to:
 - a. Implement the RTFS’s analytical tool to determine which states are more prone to food supply shocks, experts would determine possible solutions towards decreasing the vulnerability of food insecurity;
 - b. Track fluctuations in global food supply and demand, where supply chain optimization software would be used to evaluate the success rate of proposed solutions;

24. *Requests* the establishment of a United Nations Agri-Risk platform as a United Nations Platform for Agricultural Climate Risk, under the mandate of UNDP existing offices and regional hubs to serve as a technical support and coordination platform for satellite-based parametric agricultural insurance and climate-risk financing to effectively establish this platform within its mandate by:
 - a. Working with other United Nations Agencies to coordinate satellite imagery support, such as the United Nations Office for Outer Space Affairs (UNOOSA), for facilitating access to open-source satellite data;
 - b. Collaborating with United Nations Funds like the International Fund for Agricultural Development and the Green Climate Fund;
 - c. Serving as a technical and advisory platform supporting Member States in the design and implementation of an agricultural climate risk financing system;
 - d. Providing standardized guidance to Member States to design parametric insurance schemes;
 - e. Supporting the development of public-private partnerships (PPPs), cooperative insurance models, and community-based risk-sharing mechanisms;
25. *Supports* global economic reform to increase the efficiency and lower the cost of food transport by:
 - a. Deploring economic sanctions and hostile trade policies directly related to food production and trade;
 - b. Prioritizing an increase in regional trade through preferential trade agreements and trade blocs;
 - c. Encouraging systemic economic integration through increased PPPs and government-led partnerships with small-scale farmers and greater preferential taxation strategies for rural farmers;
26. *Advocates* for an institutional shift away from loan-based financing towards more equitable funding mechanisms, such as grant-based tools and public-private partnerships, to promote efficient and waste-reducing supply chains through transportation development in Least Developed Countries (LDCs), by:
 - a. Fostering grants supporting startups and non-governmental organizations that cooperate with Member States governments or regional governments to meet local needs in terms of food security through the expansion of the WFP Innovation Accelerator;
 - b. Advising Member States to consider public-private partnerships within their development agendas to promote food security in line with the Sevilla Commitment;
27. *Suggests* Member States and relevant international financial institutions invest in climate resilient transport infrastructure, including roads, ports, and rural feeder routes, to ensure food can move safely even during extreme weather by:

- a. Partnering with organizations such as The United Nations Office for Project Services (UNOPS), an organization that provides technical assistance for road and safety audits, to improve road safety and transportation;
 - b. Collaborating with the UNCTAD to rework and strengthen roads through their transport and infrastructure services;
28. *Appeals* for Member States to promote local production capacities through investment in small and medium enterprises (SMEs), vocational training, and technology transfer initiatives;
29. *Requests* technical and financial assistance from international financial institutions to support developing countries in shifting toward more diversified and sustainable production systems;
30. *Fully supports* the establishment of the UNCTAD Global Supply Chain Resilience Extension (UNCTAD-GSCORE) to expand existing trade facilitation programs and strengthen global supply chain coordination;
31. *Advocates* for an institutional shift away from loan-based financing towards more equitable funding mechanisms, such as grant-based tools and public-private partnerships to promote efficient and waste-reducing supply chains through transportation development in LDCs, by:
 - a. Fostering grants supporting startups and NGOs that cooperate with Member States governments or regional governments to meet local needs in terms of food security through the expansion of the WFP Innovation Accelerator;
 - b. Advising Member States to consider public-private partnerships that are within their development agendas to promote food security that can be funded in accordance to the guidelines of the Sevilla Commitment;
32. *Further encourages* bilateral and multilateral cooperation between Member States and with funding bodies, such as the WBG and the International Monetary Fund (IMF), to establish debt for development swaps that allow indebted developing Member States to invest in climate-resilient and data-driven infrastructure enabling regional food supply chain mechanisms, facilitated by the FAO, by:
 - a. Annulling debts of indebted developing Member States when they directly invest in infrastructure related to food security or local and regional supply chain infrastructure;
 - b. Providing a framework through the FAO that parties can use to negotiate swaps, assist with the negotiating process if deemed necessary by Member States, and publish 'best practice' examples to parties interested in swaps;
 - c. Suggesting to monitor the debt for development swaps in cooperation with the World Bank through the World Bank ESF by adding specific indicators to the ESS criteria to ensure the proper use of funds for advancing food security multi-sector investments;
33. *Advocates* for an institutional shift away from loan-based financing towards more equitable funding mechanisms, such as grant-based tools and public-private partnerships to promote efficient and waste-reducing supply chains through transportation development in LDCs, by:

- a. Fostering grants supporting startups and NGOs that cooperate with Member States governments or regional governments to meet local needs in terms of food security through the expansion of the WFP Innovation Accelerator;
 - b. Advising Member States to consider public-private partnerships that are within their development agendas to promote food security that can be funded in accordance to the guidelines of the Sevilla Commitment;
34. *Further encourages* bilateral and multilateral cooperation between Member States and with funding bodies, such as the WBG and the International Monetary Fund (IMF), to establish debt for development swaps that allow indebted developing Member States to invest in climate-resilient and data-driven infrastructure enabling regional food supply chain mechanisms, facilitated by the FAO, through:
- a. Annulling debts of indebted developing Member States when they directly invest in infrastructure related to food security or local and regional supply chain infrastructure;
 - b. Providing a framework through the FAO that parties can use to negotiate swaps, assist with the negotiating process if deemed necessary by Member States, and publish 'best practice' examples to parties interested in swaps;
 - c. Suggesting to monitor the debt for development swaps in cooperation with the World Bank through the World Bank ESF by adding specific indicators to the ESS criteria to ensure the proper use of funds for advancing food security multi-sector investments.



Code: GA2/1/14

Committee: General Assembly Second Committee

Topic: Strengthening Global Supply Chains for Food Security

The General Assembly Second Committee,

Stressing Article 25 of the *Universal Declaration of Human Rights* (UDHR), adopted on December 10, 1948, which affirms the right of every individual to an adequate standard of living which promotes health and well-being, including food,

Acknowledging the mission of the collective Member States in ensuring food insecurity is addressed from its inception through investment in climate-resilient infrastructure advancement and agricultural training with a focus on technological integration,

Deeply concerned by sanction-based barriers that hinder equitable food distribution and supply chain mobilization,

Recalling the Conference of the Parties (2028) held in Dubai, where Food Tech Valley announced in 2021 a proposal to build a gigafarm capable of recycling 50,000 tons of food waste each year and growing 2 billion plants every year,

Acknowledging past efforts by the medium, small, and micro enterprise (MSMEs), especially in low to middle income countries (LMICs), that aided in the availability and distribution of nutritious and affordable foods and enduring multifaceted shocks,

Imploring that significant, measurable, and substantial progress is only recognized with oversight and accountability under an accountability coalition with participating Member States,

Commending the 2020 Memorandum of Understanding on the Supply of Belarusian Agricultural Machinery and Equipment between the Republic of Zimbabwe and the Republic of Belarus, and *recognizing* the effectiveness of the Mechanisation Programmes in providing a modular framework for sovereign technological exchange,

Recognizing the United Nations *Sustainable Development Goals* (SDGs), specifically SDG 2 (Zero Hunger), SDG 3 (Good Health and Well-being), SDG 9 (Industry, Innovation and Infrastructure), and SDG 17 (Partnerships for the Goals), as essential to the achievement of the *2030 Agenda for Sustainable Development* (2015) and the fulfillment of the National Food Security Strategy 2051,

1. *Approves* the implementation of national and regional incentive frameworks within Member States, such as grants, concessional loans, and targeted subsidies, to elevate local production, technological innovation, and local manufacturing capabilities, modeled after successful initiatives, including:
 - a. Strengthening existing collaborations within Member States through Private Sector Engagement Facility, and the Global Alliance Against Hunger and Poverty. To support the mobilization of goods and humanitarian aid by pushing for future public-private sector collaborations;

- b. Further suggesting Member States possessing strong-capital and stable government-backed funding initiatives along with philanthropic organizations, offer capital for Small Medium Enterprises (SMEs), innovation projects, and humanitarian initiatives;
 - c. Suggesting Member States to work with The United Nations World Food Programme (WFP) with food supplies and cash assistance, thus expanding logistic lead to bring in essentials supplies to the global food chain;
 2. *Endorses* the formation of public-private sector investments, within Member States and with collaboration amongst Member States, in agricultural technology such as drones, sensors, and AI tools to optimize crop yields to reduce expenses on the consumer and producer sides, by:
 - a. Using temperature sensors monitor to air, soil and water temperature to protect crops from frost damage and excessive heat as temperature and frost sensors that read canopy temperature, as they are more accurate for predicting damage in the supply chains;
 - b. Implementing motion sensors to detect pests or weeds by analyzing changes in the environment as farmers are able to implement acoustic sensors that listen to the vibration of insects, detecting insect-caused damage early to prevent post-harvest loss;
 - c. Imaging with satellites alongside AI programs to identify arable land, inefficiencies in agricultural good distribution, and areas impacted by climate disaster;
 - d. Increasing the usage of Bayer Planet's high-frequency satellite imagery to optimize its global supply chain across Member States would eliminate key barriers which disrupt supply chains;
 - e. Utilizing drones for high resolution images of the fields and crop growth for plant growth monitoring to provide real-time data that optimizes production, reduces resource waste, and enables accurate, early yield forecasting which suggests expertise in agronomy, drone engineering, and remote sensing assists a private drone manufacturer in developing and testing advanced technologies, such as targeted aerial spraying and large-scale crop monitoring, facilitating the commercial adoption of innovative solutions;
 3. *Recommends* Member States to reduce the cost of healthy and nutritious food through targeted subsidies, tax incentives, and pricing policies, while strengthening global and regional supply chains to improve the availability and affordability of fresh produce, as in many South Asia low-income populations rely on inexpensive, highly processed foods due to supply inefficiencies, limited access to fresh goods, and high distribution costs, contributing to rising rates of diet-related diseases and undermining long-term food security and public health objectives;
 4. *Invites* Member States to collaborate in technological advancements through open data-sharing, the Internet of Things, and establishing a cohesive training program to advance local and regional agriculture;
 5. *Further encourages* the cooperation of Member States not to politicize food security and humanitarian aid by:

- a. Rejecting the logic of unilateral coercive measures as an instrument of political pressure, denouncing the fact that such measures indirectly affect import-dependent and vulnerable nations;
 - b. Proposing Member States to establish a fund like the “Eurasian-African Sovereignty Fund” (EASF), to be managed through a strategic partnership between the Member States and regional financial institutions, aimed at providing interest-free, asset-backed financing for critical agricultural and transport infrastructure;
 - c. Citing a successful precedent the strategic partnership between Europe and Africa, which focused on the direct transfer of agricultural technology, heavy machinery, and specialized training rather than traditional monetary debt;
6. *Emphasizes* Member States to formally exempt humanitarian food shipments from export restrictions and trade barriers, through:
 - a. Usage of a centralized digital database under *WTO* to track global food trade measures;
 - b. Real-time oversight by Member States on export restrictions, supply levels, and disruptions affecting essential food commodities;
 - c. Opening access to this database to governments, international organizations, and accredited humanitarian agencies ensuring timely and coordinated responses;
 - d. Enabling early warning mechanisms within the system identifying potential supply chain disruptions and food shortages before escalation;
 - e. Strengthening transparency and accountability through standardizing reporting requirements and compliance monitoring;
7. *Asks* members states with access of sea ports, to transition to “Green Trade Hub” model such as the “Green Canal” initiative to ensure to insure resiliency in the transport infrastructure as well as mitigating environmental risks by prioritizing the use of carbon neutral and non- greenhouse gas emitting resources (using low-GWP (Global Warming Potential) refrigerants, solar powered cooling) to encourage sustainable transport within the cold chain, which often is impacted by high-loss for perishable goods, therefore unable to be consumed by the end of its journey;
8. *Requests* Member States to construct of specialized marine quays, similar to Damietta Port, which is specifically designed for grain and cereal silos preservation during transport, which achieve a massive storage capacity of up to 10 millions tons annually;
9. *Suggests* the implementation of a Strategic Grain Reserve and Inland Dry Port Network across Least Developed Countries and infrastructure deficient to physically connect seaports to agricultural production sites via integrated logistical corridors, by:
 - a. Creating a decentralized network of physical, strategic grain reserves strategically co-located with an expansive network of 31 inland dry ports and logistics zones across pertinent desert and infrastructure insufficient regions;
 - b. Utilizing this network to facilitate seamless value-added services, packaging, and the localized distribution of agrifood products along regions with limited points of access for adequate food delivery;

- c. Financing of the network shall be approached in a hybrid manner, leveraging the Green Climate Fund, the World Bank's active transport commitments, which currently allocate up to 40.9 Billion USD to resilient infrastructure, and targeted private-public investors, supplemented by granting long-term operationalised PPP leases to private operators to build and manage these dry ports;
- d. Referring to the Food and Agriculture Organization (FAO) to continuously monitor the capacity and output of these grain reserves using digital agriculture early warning systems to instantly detect climate threats or localized crop failures, while encouraging biannual operational efficiency audits utilizing the World Bank's Sustainable Mobility for All (SuM4All) Global Tracking Framework.