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

EMERGING RESILIENT

MOVING FORWARD TOGETHER

Conference B

United Nations Human Settlements Programme (UN-Habitat)

Committee Staff

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Agenda

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

Resolutions adopted by the Committee

CODE	TOPIC	VOTE (FOR-AGAINST-ABSTAIN)
UN-Habitat/1/1	Sustainable Transportation for Better Air Quality in Urban Areas	Adopted without a vote
UN-Habitat/1/2	Sustainable Transportation for Better Air Quality in Urban Areas	16-9-3
UN-Habitat/1/3	Sustainable Transportation for Better Air Quality in Urban Areas	17-3-8
UN-Habitat/1/4	Sustainable Transportation for Better Air Quality in Urban Areas	22-1-5

Summary Report

The United Nations Human Settlements Programme (UN-Habitat) held its annual session to consider the following agenda items:

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

The session was attended by representatives of 28 Member States and 0 Observers. On Sunday, the Committee began debate to set the agenda. After the first session, the order of the agenda was set to Topic 1 and then Topic 2. On Monday, the Committee began to collaborate and work diligently to produce six proposals, covering three main topics: Reduction of carbon emissions, information sharing related to sustainable transportation, and infrastructure.

On Tuesday, delegates took initiative to merge their working paper ideas and the dais accepted a total of 4 draft resolutions. On Wednesday, the committee submitted two friendly and two unfriendly amendments to be considered by the body. Ultimately, the body adopted one resolution by consensus and three by recorded vote. The work of the body overall was marked by collaboration, thorough discussion, and a dedication to ensuring accurate research in all deliverables. The delegates presented new and innovative solutions to existing global problems, and strongly demonstrate the spirit of diplomacy.

Code: UN-Habitat/1/1
Committee: United Nations Human Settlements Programme
Topic: Sustainable Transportation for Better Air Quality in Urban Areas

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The United Nations Human Settlements Programme (UN-Habitat),

Recalling General Assembly resolution 70/1 on *"Transforming the World: The 2030 Agenda for Sustainable Development"* (2015), which emphasizes the importance of sustainable transportation,

Affirming the necessity of a forward-minded approach to urban construction in compliance with the Sustainable Development Goals (SDGs) 6, 9, 11, and 12,

Considering the role of the *Paris Agreement*, adopted in 2015 by the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC), in the implementation of and continuous practices toward sustainable transportation to combat the ongoing climate crisis and associated natural disasters,

Recognizing the negative effects of air pollution in urban areas on the health and well-being of inhabitants, including the estimated 7 million premature deaths due to air pollution-related illnesses each year according to the World Health Organization (WHO),

Acknowledging that about three-quarters of air pollution in urban areas and 89% of global CO_2 emissions are caused by transportation and fossil fuel combustion,

Believing that urban design plays an important role in efficient transportation and urban air quality,

Emphasizing that non-motorized transportation, such as walking and cycling, is a promising and vital means of sustainable transportation that provides significant benefits to human health through its promotion of physical activity and reduction of pollution levels,

Noting also that transportation infrastructure is highly susceptible to damage from natural disasters and recognizing the need for these transportation systems to serve as a strong foundation for communities at risk of sustaining damage from natural disasters to promote climate resilience,

Conscious that humanitarian emergencies deter long-term significant investment in transportation infrastructure due to possible damage or destruction,

Reiterating its appreciation of the *Sendai Framework for Disaster Risk Reduction 2015-2030* (2015) for outlining the need for and benefit of well-informed and well-prepared disaster governance,

Appreciating the *New Urban Agenda*'s (2016) recognition of the unique and pressing challenges to urban development in least-developed countries (LDCs), particularly those in situations of conflict and those affected by natural and human-made disasters,

Bearing in mind that the implementation of sustainable public transport systems might be limited and restricted in several Member States due to a lack of resources and means,

Seeking the development of durable road networks to link rural and urban areas,

Having examined recent research on post-consumer plastic waste as a substitute for petroleum in the production of asphalt for road construction and maintenance,

Acknowledging ongoing research by Member States, such as India or the United Kingdom, suggesting that plastic infused pavement is a financially feasible and environmentally friendly alternative to traditional asphalt roads, which are two to three times less durable and twice as expensive to construct,

Underscoring the successful implementation of a plastic road network in India as a potential framework for Member States to follow,

1. *Fully supports* the continuation of local and regional research through UN-Habitat on the state of cities regarding sustainable transportation networks and roads in order to pursue sustainable infrastructure able to withstand the destruction caused by human-made and natural disasters, guided by:

    a. Local human capital, such as urban researchers and Geographic Information System (GIS) experts, to ensure a nationally led approach that allows Member States to be fully involved in the research process and build human and institutional capacities through cost-effective methodology;

    b. Community voices and encouraging self-sufficiency through area-based networks of inhabitants in the form of community development councils (CDCs), which have been widely successful in Member States, such as Afghanistan, Singapore and Ethiopia, in order to provide vital insight into the social, economic, and environmental challenges to achieving efficient, durable, and sustainable transportation at the local level;

    c. Maintaining of regular publication of comprehensive "State of Cities" assessments and reports to determine the urban development needs related to sustainable transportation in individual Member States and regional blocks, especially in LDCs, so that the acquired data and input can be succinctly compiled, published on the websites of the relevant delegations to UN-Habitat, distributed via the UN Economic and Social Council (ECOSOC) and UN-Habitat online platforms, and presented at future sessions of the World Urban Forum (WUF) and sessions of the High-Level Political Forum (HLPF) focused on resilience and risk reduction;

    d. Working alongside SDG target 9.5 towards upgrading the technological capabilities of all Member States, particularly in developing countries, and encouraging innovation and the increase in research workers in the public and private sectors;

2. *Invites* Member States to consider the creation of resilient infrastructure for sustainable transportation that withstands natural disasters and humanitarian emergencies, in order to:

    a. Ensure equitable access to sustainable transportation within at-risk communities within Member States in line with SDG target 11.2 to improve safe access to sustainable transportation systems and work towards SDG target 11.b to implement national risk reduction strategies by 2030;

    b. Suggest the use of risk assessments of urban transportation infrastructure that is highly vulnerable to climate change and natural disasters to understand the costs required to undertake investment towards and development of sustainable transportation;

    c. Apply preventative measures to ensure the resilience of sustainable transportation as these technologies become available and accessible to Member States;

3. *Encourages* Member States to begin researching and implementing sustainable transportation alternatives as soon as they are financially capable, as determined by the Intergovernmental Committee of Experts on Sustainable Development Financing (ICESDF), through:

    a. Promoting sustainable alternatives, such as non-motorized transportation;

    b. Encouraging further research on the use of plastic as an alternative to petroleum in the creation of asphalt used to pave roads;

4. *Welcomes* the United Nations Office for Disaster Risk Reduction (UNISDR) and national disaster management ministries to continue partnerships with UN-Habitat to ensure:

a. Coordination between governments and relevant institutions for strategic planning for the location and construction of sustainable public transportation projects in areas affected by humanitarian emergencies related to armed conflict and environmental crises;

b. Preparedness of state officials in disaster governance through the facilitation of Training of Trainers (ToT) workshops, which have seen great success in Member States, such as Afghanistan, Indonesia, Iraq, Peru, Yemen, Somalia, and Vietnam;

5. *Draws attention* to the value of moving towards more sustainable transportation that reduces or eliminates fossil fuel usage for Member States in the transportation sector, by means, such as:

a. Adopting better fuel standards, using biofuels or switching to renewable energy to power vehicles used for daily transportation;

b. Promoting the usage of public transport or non-motorized transport, such as walking, cycling or e-scooters, in place of commuting in individual private cars;

c. Expanding public transportation, such as Bus Rapid Transit (BRT) systems, in accordance with the needs, means, and resources of each Member State, while respecting and accounting for existing infrastructure and geopolitical circumstances;

6. *Endorses the call* to improving urban design by making changes toward a more pedestrian and cyclist-friendly city design, such as:

a. Modifying or building streets to accommodate broader sidewalks or bicycle lanes;

b. Having all essential facilities for daily life within a walkable distance;

7. *Supports* the implementation of 'plastic roads' as a precursor to implementing methods of sustainable transportation by:

a. Replacing the use of petroleum as a mixing agent to create asphalt with post-consumer plastics, such as plastic bottles and plastic bags, while:

   i. Integrating over 71,432 plastic bottles or 435,592 plastic bags for every 10 tons of asphalt made using plastic in place of petroleum;

   ii. Cutting down a metric ton in CO_2 emissions per every ton of asphalt made;

b. Improving the durability of roadways to combat damage to transportation from natural disasters, armed conflict, and humanitarian crises;

c. Transitioning away from reliance on non-durable dirt and asphalt roads towards plastic roads, which will provide a sturdy infrastructure for continued sustainable transportation initiatives, such as the construction of BRT systems;

d. Combatting the influx of over 380 million tons of plastic that enters natural environments and oceans every year;

e. Creating a fundamental road system to ensure greater social and economic exchange and collaboration between rural and urban areas;

8. *Suggests* that Member States, in accordance with SDG target 12.5 and mirroring the successful implementation seen in India, look into the collection of post-consumer plastics for the production of asphalt made using plastic for the creation of sustainable and durable roads;

a. Utilizing established recycling methods and facilities to provide the materials necessary to develop plastic roads;

b. Evaluating the potential benefits of integrating citizens into the plastic collection process by offering jobs and incentives to aid in developing new economic sectors in sustainable transportation technology development and partake in developing new roads for their individual communities;

c. Curtailing the growth of non-biodegradable dumpsites by encouraging the redirection of plastic exports to Member States involved in plastic recycling efforts aimed at the creation of plastic roads.

Code: UN-Habitat/1/2
Committee: United Nations Human Settlements Programme
Topic: Sustainable Transportation for Better Air Quality in Urban Areas

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The United Nations Human Settlements Programme,

Reaffirming the *Agenda 21* (1992) and General Assembly resolution 70/1 on "Transforming our world: the 2030 Agenda for Sustainable Development,"

Realizing the importance of achieving Sustainable Development Goal (SDG) 11 "on Sustainable cities and communities", in particular SDG target 11.6 that aims to "reduce the adverse per capita environmental impact on cities, including paying special attention to air quality, municipal and other waste management,"

Emphasizing the need for global collaboration and attention in addressing air pollution, especially in urban areas, as 98% of cities with more than 100,000 inhabitants do not meet air quality standards established by the World Health Organization (WHO),

Noting interest in the need to include the transportation sector in response to decreasing the level of air pollution in urban areas,

Alarmed by statistics provided by the International Institute for Sustainable Development (IISD) stating that the transportation sector is responsible for producing 23% of the total greenhouse gas emissions which cause negative impacts on the environment and health,

Concerned about the 7 million premature deaths reported by WHO due to cardiovascular and respiratory diseases as a consequence of exposure to detrimental air quality,

Recognizing the need for civil society's awareness of the relevance of programs and policies regarding public sustainable urbanization,

Reaffirming the Paris Climate Agreement, adopted in 2015 by the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) on the special needs and circumstances of developing countries in their capacity to mitigate health consequences of poor air quality,

Observing the *Escazú Agreement* (2018) which implements the rights of access to environmental information including public participation in the environmental decision-making process, access to justice in environmental matters, and the creation and strengthening of capacities and cooperation amongst Member States,

Urging the *Escazú Agreement* framework be implemented on a global scale to ensure that the inhabitants of the world can enjoy transparency from all forms of representation including their governments,

Acknowledging the necessity to make the Urban Indicators Database (UID), developed by UN-Habitat, accessible to all Member States to help them indicate air pollution within their cities that are the most vulnerable to air pollution,

Emphasizing the long-term economic benefits of creating sustainable transportation systems,

Recognizing that institutional frameworks regarding environmental protection are often not successfully implemented,

Stresses its desire to promote access for all to safe, affordable, accessible and sustainable transport systems by integrating energy-efficient technologies, renewable energy, low-carbon clean fuels and artificial intelligence (AI) powered carbon-control technologies for motorized vehicles,

Fully aware of the importance of information and communication of these strategies to promote an integrated, multimodal, and intermodal transport system that reduces the emissions of pollutants to the atmosphere,

Recalling further the need for transformative changes to transport systems that include renewable energy and low-carbon content fuels, and strengthening the support to developing countries to ensure universal access to these new technologies,

1. *Invites* Member States to establish an organized data collection and sharing system using existing platforms, such as the Urban Indicators Database and the Consortium for Better Air Quality data (CBAQd) to allow an improved monitoring and reporting of transport-related goals by:

    a. Drawing attention to Member States that have:

        i. Decreased their air pollution contribution as well as how they were able to do so;
        ii. Increased their contribution to air pollution;

    b. Reviewing the use of the UID and CBAQd annualy;

    c. Holding Member States accountable to maintain their air pollution levels in accordance with the WHO air quality standards; and

    d. Allowing for people in those vulnerable areas of high air pollution to be aware of the statistics of their area;

2. *Asks* that Civil Society Organizations (CSO) collaborate with UN-Habitat to reach out to cities in affected areas based on air quality data while:

    a. Pointing out the importance of having clean air in urban areas and the vital role of sustainable transportation in achieving it;

    b. Supplies resources with insights, approaches and best practices to work towards better air quality; and

    c. Provides continuing support throughout the transitioning process from a greenhouse gas emitting transport systems to more sustainable transport systems;

3. *Implores* Member States to continuously share information through using the International Criminal Police Organization (INTERPOL) database for environmental crime, such as pollution, that will help facilitate the prevalence, consequences, and possible solutions for air pollution with UN-Habitat, WHO, and other United Nations (UN) institutions;

4. *Recommends* Member States interpret and disseminate any relevant environmental policy information within their capacity with the other Member States by including domestic environmental information systems in order to collect statistics and data on socio-environmental policies, such as:

    a. Annual reports on the status and changes of the environmental policy in the Member State;

    b. Information on the use of natural resources and the conservation of natural systems;

    c. Lists of public and private entities involved in environmental policy matters; and

    d. Encouraging Member States who are immediately threatened with detrimental effects of air pollution to the environment or public health should disclose the parameters of the crisis and alert international communities such as the UN-Habitat by having;

5. *Calls upon* Member States to raise awareness on the consequences and persistent health hazard of air pollution to the general public to:

    a. Advertise the long-term impact of air pollution on individuals based on current health data of affected cities through a multimedia campaign;

b. Partner with Nongovernmental Organizations (NGOs), such as the Institute for Transportation & Development Policy, and CSOs like the Up In The Air Program and Clean Air for Schools Framework, to create programs designed to educated youth on the impacts of air pollution and initiatives being taking in Member States; and

c. Encourage partnerships with charitable foundations such as Global Action Plan-International, private and public businesses, and government agencies to provide funding and support;

6. *Appeals* Member States to commit to the inclusion of the public in the environmental decision-making process by suggesting proposals that ensure:

a. Each Member State adopts measures ensuring the public is included in the early stages of these processes and within reasonable time frames;

b. Basic human rights of environmental defenders and activists are reaffirmed; and

c. The public be informed through multiple means including orally, electronically, writing, among other information vessels;

7. *Urges* Member States to offer education and information programs for the youth to gain knowledge on opportunities to reduce air pollution as part of the *Addis Ababa Action Agenda* (AAAA);

8. *Encourages* Member States to support local young community leaders to find solutions to the challenges facing their local environment by:

a. Hosting conventions, conferences, and showcasing events organized by UN-Habitat;

b. Promoting the existing Greener Cities Partnership between the UN-Habitat and the United Nations Environmental Programme (UNEP), which:

i. Emphasizes the connection between local and global communities in environmental policies;
ii. Increases the concerns of environmental issues into Urban planning; and
iii. Increases the concerns of urban matters into environmental policies;

c. Financially supporting sustainability projects by utilizing the:

i. UNEP Fund;
ii. Voluntary donations from willing and able Member States, the private sector, NGOs, and nonprofit organizations;
iii. The Net Zero Banking Alliance, the Organization of Petroleum Exporting Countries (OPEC), and any other potential international funding institutions; and
iv. Supporting exchange between Youth organizations;

d. Endorsing the global information sharing exchange of Youth community leaders through:

i. The UNEP Fund;
ii. Voluntary donations from willing and able Member States, the private sector, NGOs, and nonprofit organizations;
iii. The Net Zero Banking Alliance, the Organization of Petroleum Exporting Countries (OPEC), and any other potential international funding institutions; and
iv. Supporting exchange between Youth organizations;

9. *Emphasizes* the need to share information on successful practices and innovative technologies where it is most needed by hosting future conventions, such as the Global Sustainable Transport Conference, in affected cities where UN-Habitat can directly connect regional and national actors with valuable expertise, namely:

a. Local community leaders with detailed knowledge of the needs of their neighborhoods;

      b.   Researchers from the private sector and academia who develop technological solutions gathered in international conventions; and

      c.   National government officials who are interested in financially supporting local green technology research initiatives and giving them national visibility;

10. *Encourages* the UN, other relevant international and national organizations, international funding organizations, and the private sector to coordinate their efforts in mobilizing financial and technical assistance to potential sustainable transport-related projects presented by nations or local authorities in need by asking that:

      a.   Member States should give priority to assisting those countries least developed, and countries that are landlocked; Member States can achieve this by:

          i.   Discussions;
         ii.   Workshops;
       iii.   Technical assistance; and
       iv.   Educational opportunities;

      b.   Partnerships with any other level of authority be not explicitly included in this resolution;

11. *Welcomes* the expansion of the partnership with Sustainable Mobility for All Initiative (SuM4All) to add focus on the progress of ongoing policies, national and local projects and the adoption of new technologies to identify the ongoing problems in the transport system;

12. *Asks* for the creation of a new database in partnership with the United Nations Statistics Division's (UNSD) Air Pollutants Emissions Data that will be called the "Global Database of Civil Society's Initiatives for Sustainable Technology (GDC ASIST)," which will:

      a.   Expand from focusing just on Europe to the international world;

      b.   Includes organizations outside of the purview of the UN hierarchy that ensures accessibility that provides a short summary associated with each approach or policy for easy understanding;

      c.   Guarantee that database information guides and provides Member States, community leaders, and activists the necessary information to:

          i.   Create incentives that promote sustainable transportation project and programs at local, national and regional scales;
         ii.   Advertise the use of individual public transportation and removing carbon footprint;

      d.   Include the ability for NGOs, private and public businesses, and individual citizens to submit successful innovations, policies, and technologies for approval to be added to the database;

      e.   Create a partnership with World Bank to provide both funding and third-party litigation of GDC ASIST; and

      f.   Provide the ability to access data by region and Member State to create easily accessible best practices based on regional needs;

13. *Recommends* Member States to implement environmental justice by:

      a.   Ensuring that the public has the right to due process and the ability to challenge or appeal any decision related to:

          i.   The access to environmental information, public participation in the process, and/or actions that could affect the environment or interfere with environmental regulation;
         ii.   Any refusal has to be legally established and defined clearly, considering the public interest and safety;

b. Guaranteeing the right of access to justice in issues related to environmental manners;

c. Facilitating state access to environmental expertise through:

     i. Effective and transparent procedures;
     ii. Active legal standing defending the environment;
     iii. Measures to facilitate the production of evidence; and
     iv. Mechanism for redress;

d. Facilitate access in order for each Member State to establish:

     i. Measures to eliminate barriers to access to the right of environmental justice;
     ii. Means to publicize environmental justice procedures.

Code: UN-Habitat/1/3
Committee: United Nations Human Settlements Programme
Topic: Sustainable Transportation for Better Air Quality in Urban Areas

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The United Nations Human Settlements Programme (UN-Habitat),

Emphasizing the legally-binding *Paris Agreement*, which was adopted in 2015 at the UN Climate Change Conference (COP21) in Paris and discusses the economic sustainability of carbon pricing and overall strives to mitigate global warming by decreasing the generation of greenhouse gas emissions,

Reaffirming Sustainable Development Goal (SDG) 7, which emphasizes the importance of ensuring access to affordable, reliable, sustainable and modern energy for all,

Observing SDG 11, which focuses on making cities and human settlements inclusive, safe, resilient and sustainable,

Emphasizing the *Addis Ababa Action Agenda (AAAA)*, which was established by the 2015 Third International Conference on Financing for Development and substantively outlines a financial framework for funding sustainable development initiatives in order to fulfill corresponding SDGs,

Referring to the Sustainable Transport Division of the United Nations Economic Commission for Europe's (UNECE) World Forum for Harmonization of Vehicle Regulations (WP.29) that establishes a framework to regulate the energy consumption, pollution output, environmental impact, and safety standards of motor vehicles and their equipment,

Concerned by the World Health Organizations' (WHO) data indicating that air pollution results in the deaths of 7 million people each year,

Acknowledging the need for immediate action to curb carbon emissions as currently 80% of individuals living in urban areas are exposed to pollution levels that exceed WHO's guidelines regarding air quality,

1. *Recommends* Member States to explore Carbon reduction methods to incentivize the reduction of carbon-dependent vehicles and technologies through:

    a. Emission trading systems, which:

        i. States can use to cap the total tons of emissions authorized to be emitted within an industry and issue a controlled number of annual permits or allowances, fixed or unfixed, that adds up to this quantity;
        ii. Distribute permits or allowances that limit the amount of carbon dioxide that companies are allowed to emit;
        iii. Has permits or allowances may be traded between regulated parties, allowing the market to decide their price, by allowing low emitting industries to sell their extra emission allocations to other emitters;

    b. Carbon taxes that charge through:

        i. The output of carbon-inefficient technologies, i.e. carbon emissions measured per ton;
        ii. A tax on fossil fuels directly, such as petroleum, natural gas, and/or coal;
        iii. Terminating fossil fuel subsidies;
        iv. A tax rate optionally dependent upon the economic fluctuations of a Member State;

> v. A scalable tax percentage that is at the discretion of each Member State, insofar that any tax amount or subject complies with that Member State's own economic situation without crippling that Member State's economic sustenance;

   c. Carbon capture, which:

> i. Separates carbon from other gasses emitted during industrial processes or during the burning of fossil fuels in order to trap it and then transport it to a designated location to store it in geological formations deep underground;
>
> ii. May be transported via ships, pipelines, or road transport;
>
> iii. Leads to underground storage sites that should be at least 1 kilometer underground and could be depleted oil and gas reservoirs or saline aquifers; and
>
> iv. Includes the planting of trees and other foliage so as to create natural carbon sinkholes and encourage biodiversity;

2. *Draws attention* to these carbon reduction measures that can promote:

   a. Further private-sector research and development into clean energy, including but not limited to:

> i. Renewable energy, energy efficiency, and cleaner fossil-fuel technology with a goal of proportionally increasing the share of the global population with a primary reliance on clean energy transportation by 10% by 2030;
>
> ii. Tax incentives, such as credits or subsidies, for companies who invest in clean energy research;

   b. The adoption of green forms of motor vehicular transportation, alternative fuels, and renewable energy sources, for which Member States are recommended to:

> i. Supplement carbon pricing with the proliferation of electrical vehicular infrastructure, such as the mass and accessible installation of charging nodes throughout Member State cities, to promote the use of electrical vehicles as a viable alternative to gas-powered vehicles;
>
> ii. Encourage collaboration between motor vehicle companies and developing countries for the purpose of sharing innovations on fuel-efficiency;

3. *Trusts* each Member State with the additional revenue derived from the carbon pricing measures to be allocated at their discretion towards:

   a. Revenue that can be directed to fund adjacent methods at mitigating air pollution in urban areas, such as developing public mass transportation or installing green spaces in cities;

   b. Counteracting any regressive economic burden that results from carbon pricing measures by providing a tax credit or dividends to low income households;

4. *Calls upon* the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) to:

   a. Further incorporate and disperse vehicular technological advancements focusing on safety and environmental sustainability, promoting associated technical regulations within the motor vehicular sector, to expand their efforts to developing countries;

   b. Evolve outdated, heavy carbon emitting vehicles by investing into the automotive capacities of developing countries - either by fellow Member States, WP.29 itself, or industry-leading automotive companies, for which:

> i. Investment is mobilized with WP.29's information sharing in order to develop automotive capacities into a fuel-efficient direction;
>
> ii. Capital investment may be complemented with the donation of modern mechanical machinery that is used in the automotive construction process;

c. Develop the electrical car sector or the introduction of alternative fuels, which should be prioritized, while in the interim, the urgent goal of developing automotive infrastructure and progressively transitioning high carbon emitting cars into more fuel-efficient vehicles should be prioritized until the Member State possesses the resources and infrastructural capacity to support the formerly aforementioned;

d. Suggest that Member States incentivize motor vehicular companies to engage in this information exchange and investment opportunity with a rewarded tax credit whose percentage amount is to be determined individually by each Member State, respectively;

5. *Supports* UN-Habitat and Member State collaboration with the Carbon Pricing Leadership Coalition (CPLC), the United Nations Department of Economic and Social Affairs (UN DESA), and other new and preexisting nongovernmental organizations and initiatives to:

a. Provide economic suggestions and resources that allow Member States to determine which would be best to implement in their countries, whether a carbon tax or other carbon pricing method;

b. Evaluate Member States climate pricing initiatives biannually for the strengthening and improvements of the implemented policies;

c. Educate the public and local, regional, and national governments on economic initiatives to build transparency;

d. Examine and develop the feasibility of carbon reduction strategies;

6. *Encourages* Member States to consult the UN's Subcommittee on Environmental Taxation, a body that serves as a consulting guide on the subject of environmental tax issues, with an emphasis of assisting developing countries in policy opportunity, consideration, development, and implementation.

Code: UN-Habitat/1/4
Committee: United Nations Human Settlements Programme
Topic: Sustainable Transportation for Better Air Quality in Urban Areas

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The United Nations Human Settlements Programme (UN-Habitat),

Fulfilling the continued work of Member States to address concerns with Sustainable Development Goals (SDGs), especially SDG targets 3.6 and 3.9 on reducing the number of deaths and injuries from traffic accidents, mitigating the harmful effects from air pollution as well as SDG target 11.2 to provide access to affordable, accessible and sustainable transport systems, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons,

Approving the ambitious goals of the *Paris Agreement* (2015) to achieve universal access to clean, affordable energy by 2030 and net zero carbon emissions by 2050,

Recognizing the *New Urban Agenda* (2016) which sets the global standard for access and collaboration with international, multilateral, financial institutions and in order to compensate the limited funding of UN-Habitat and how this hinders its capabilities suggesting the cooperation between various United Nations organizations in order to build sustainable cities,

Guided by the Regional Environmentally Sustainable Transportation (EST) Forum in Asia, supporting vulnerable Member States looking to improve upon existing public transportation systems,

Acknowledging the 2010 Port Management Association of Eastern and Southern Africa Conference stressing that increasing the connection between ports and rural areas is necessary to increase living standards across the region,

Fully Aware of the WHO findings that congestion is a major contributor to polluting air within cities through the increase releasing of PM2.5 particles from prolonged use of vehicles,

Acknowledging the role that green spaces have in improving air quality, the need to make roads, foot paths, safer cycling lanes, improving biodiversity, and creating human centered urban areas, and noting with approval the Ethiopian Non-Motorized Transit Transportation Strategy 2020-2029 that sets the goal to improve air quality in Ethiopian cities,

Keeping in mind the unique transportation challenge of coastal cities where the city's port, when containers are transferred and distributed regionally via trucks, will contribute to congestion and resulting in worsening air quality,

Affirming the need to continue research and developing individual evidence-based solutions, due to geographic, climate and monetary challenges for countries and cities and the lack of access to development plans that resign to regional and population dynamic while incorporating new revelations from the COVID-19 Pandemic,

Reaffirming the need to continue collaboration between Member States of emerging technologies, policies, and procedures,

Encouraging Member States to prioritize education on air quality along with the importance of sustainable solutions for climate change to improve health,

Stressing the importance for safety, maintenance, and cleanliness of sustainable public transportation to promote continued usage,

Prioritizing the needs of marginalized and impoverished cities and improving the expectations of public transportation accessibility,

Sharing the successes of Member States' infrastructure and sustainable transportation programs and developments such as South Africa's Green Transport Strategy Plan to encourage the implementation of similar programs in the fellow Member States,

Taking into consideration the need for adequate space for means of transport beyond motorization,

1. *Requests* Member States to promote a safe walkable environment, especially for vulnerable groups such as women and children by:

   a. Reiterating the demand to implement more sidewalks in urban areas with visible cues of walking zones for operators of motor vehicles to prevent collisions involving pedestrians, while also providing a more accessible environment for people with mobility disabilities;

   b. Ensuring sufficient lighting sources at night for pedestrian walkways and public transportation stations for increased visibility and safety;

   c. Providing training for public transit employment to recognize signs of targeted behavior and to follow a set of protocols to intervene;

   d. Working towards the addition of greenery to pedestrian walkways in alignment with research, through the Federal Highway Administration (FHWA) as a means of providing shade which cools urban areas by:

      i. Instituting reasonable distances for walkability within urban spaces, ensuring essential amenities are within an appropriate walking distance of 15 minutes;
      ii. Emphasizing that the use of reasonable distances is a part of the overall goal of the UN-Habitat to create complete neighborhoods that provide accessibility and safety for all;
      iii. Reiterating instructions to utilize existing greenway networks for pedestrian footpaths;

   e. Pointing out to relevant stakeholders the increased profitability of walkable neighborhoods in cities compared to car centric areas;

   f. Improving enforced existing measures to ensure streets remain pedestrian-friendly;

   g. Reassuring sustainable transportation accessible to the entire population, in different areas of the cities by stressing the importance of 15 minute-cities where necessary public amenities are nearby;

   h. Supporting implementation of such infrastructures through working with the United Nations Office for Project Services (UNOPS) to pursue SDG 9 which seeks to build a resilient infrastructure whilst promoting sustainable industrialization, with the Department of Global Communications;

2. *Endorses* the implementation of bike lanes that separate pedestrians from automobiles in order to reduce points of conflict between bikes, pedestrians, and vehicles in order to:

   a. Encourage Member States to collaborate and develop plans for implementation of safe bike lanes with smoothed asphalt and concrete finish, properly marked lanes, and adequate width and length for cyclists, keeping in mind varying width per city;

   b. Urge Member States to follow the All Ages and Abilities model and principles in designing cycling lanes that will eliminate or greatly reduce the points of conflicts between vehicles and cyclists, leading to increase safety for vulnerable users;

   c. Utilize existing greenway networks, such as parks and body of waters, to provide safe and accessible access for pedestrians and cyclists, with specific attention paid to the width of the pathways to facilitate two way passing movement;

3. *Further recommends* the integration of motorized public transportation, such as light rail or bus rapid transit (BRTs), using non-motorized networks such as pathways for walking and cycling lanes by:

   a. Utilizing biking parking spaces that protects bikes from the elements and prevent theft to allow for a smooth and seamless transition from cycling to motorized public transit systems;

   b. Exhorting the use of covered, elevated platforms for pedestrians to allow for accessibility to all ages and abilities;

   c. Implementing cycling lanes and foot paths leading directly to the platforms of motorized public transit;

   d. Advising that the area around platforms are nearly vehicle free to reduce and eliminate the opportunity for points of conflict between pedestrians;

   e. Pointing out the increased profitability of walkable neighborhoods, compared to car centric areas, for cities;

   f. Implementing funding through voluntary contributions by relevant stakeholders while being overseen and executed by UN-Habitat;

   g. Analyzing travel patterns and creating transit interchanges hubs;

4. *Further invites* Member States to implement more Bus Rapid Transit Systems (BRT) in order to increase the usage of motorized public transit and decrease congestion throughout the city, leading to better air quality by:

   a. Strengthening women's roles within the transport industry, seeing as women account for more than half of public transport users, according to the Fédération Internationale de l'Automobile Association (FIA), and strengthening women's role in transport systems will create safe public spaces and better mobility for everyone;

   b. Implementing where applicable the benefit of tunnel connections between train stations for easier access and increased safety;

   c. Instructing UN-Habitat to incorporate features for smooth transitions of the onboarding and off boarding process including pre-paid boarding systems and elevated bus stations when collaborating with cities in developing the city's BRT system;

   d. Executing the purpose of a BRT system is to create a viable, alternative form of public transit to cars which requires the implementation of effective dedicated bus lanes and given priority over vehicles in order to prevent the bus from being slowed or stopped by traffic;

5. *Encourages* Member States to invest in more electric powered rails in commercial areas to lower the carbon footprint on transport of goods and people by:

   a. Educating cities on the benefits of rail stations on communities, as they attract developers and business because the placement of a more permanent public transit stop signals to private interests that this is an urban area that will attract high foot traffic by Remaining fully conscience that the costs of implementing light rail systems in large urban areas can be high with, according to UN-Habitat research and estimates, light rail costing 30 times more to construct and 3 times more to operate that BRT, therefore, UN-Habitat will focus on collaborating with mediums cities that are growing for the implementation of light rail systems;

   b. Recommending the further development of existing rail systems in order to cut down on emissions while allocating more space for the transportation of goods;

6. *Endorses* the transition to more fuel-efficient vehicles in developing nations and implement innovations in electric vehicles, especially within the private sector, that will lead to further collaboration through:

   a. Expanding upon the UN-Habitat's Urban Electric Mobility Initiative (UEMI) collaboration with SOLUTIONSplus;

   b. Proposing that Member States implement metromobile solutions including charging stations such as setting up of public and privately owned charging stations;

7. *Approves* furthering Member States' access to pre-existing governmental services and programs, such as the United States Women Infant Children Program, through Public Transportation Hubs by:

   a. Creating additional bus stops located within walking distance of healthcare and education sectors and accessible for people with disabilities;

   b. Improving pre-existing transportation hubs to include access to community service and programs to include bike storage, charging stations, and social programs;

   c. Implementation of social media advertisements to educate the population on improved programs and policies as they occur to encourage us of public transportation systems;

   d. Partnering with existing NGOs, government agencies, and non-profit organizations to obtain funding for such programs;

8. *Expresses* its satisfaction of the development of a surveillance safety system through a partnership with the United Nations in the Saving Lives Together (SLT) Program for public transportation as well as its maintenance, and cleanliness, for all Member States involved through:

   a. Implementing the UN system wide Monitor on Safer Cities and Human Settlements that will use statistics to strengthen evidence-based policy and practice in order to improve urban safety and security. In collusion with the 2020 Decade of Action Campaign, the Expert Group Meeting (EGM) will establish the project's trajectory for years to come;

   b. Endorsing individuals to adopt alternative modes of transportation rather than using vehicles that use fossil fuels;

   c. Maintaining sanitized spaces to ensure full care of population health;

   d. Implementing construction of quality asphalt pavements to deter severe road erosion;

   e. Directing the preservation of various elements that make up roads such as pavement, shoulders, and drains;

   f. Taking advantage of existing infrastructure and funding to continue the protection of vulnerable communities and change the perception of public transportation as a safe means;

9. *Further requests* the expansion of communication systems, such as telecommunication, for the spread of information on sustainable transportation about the harmful effects of unsustainability in everyday lives by:

   a. Advertising the beneficial influence of sustainability in everyday life through the usage of mass media, news, commercials, and billboards;

   b. Employing the United Nations Strategic Communication Division (SCD) and the United Nations Department of Global Communications through periodic reports to deliver lectures about sustainability and its effects on the environment;

c. Prioritizing the development in the areas of machine learning, artificial intelligence, and cloud computing to analyze, gather and stock data;

d. Promoting the development of established trust frameworks by public and private stakeholders;

10. *Implores* Member States to collaborate with coastal cities to utilize existing evidence base solutions, including those researched by the Westerns Indian Ocean Marine Science Association (WIOMSA) in partnership with UN-Habitat, to develop infrastructure that facilitate the efficient transportation of goods from to the port to regional locations and thereby bettering air quality while:

a. Welcoming collaboration with state's national governments and UN-Habitat as national governments often own the port and collaboration is needed to implement regional solutions;

b. Executing the proposed solutions that include connecting ports to regional areas through rail haulage, better managing of traffic laws, and bettering public transportation;

c. Drawing attention towards collaboration for the expansion and implementation of light rail, bus rapid transit system, and/or other motorized transportation in collaboration with UN-Habitat to continue to ease congestion on roads which are beyond capacity in many coastal cities and will not be able to handle the projected increase use of vehicles;

d. Implementing green port policies to promote environmental sustainability within cities in partnership with the UN-Habitat, the UN Environment Program, regional organizations such as the WIOSMA, and other relevant stakeholders;

e. Implementing funding through voluntary contributions by relevant stakeholders while being overseen and executed by UN-Habitat;

11. *Further invites* Member states to continue the collaborative efforts for the implementation of green spaces into urban development to reduce pollution by up to 40%, lower temperatures by up to two degrees C° and improve biodiversity, by splitting traffic from pedestrians and living spaces, and encourages the UN-Habitat to continue collaborative efforts with relative stakeholders;

12. *Further recommends* UN-Habitat to work towards the implementation of green spaces around train stations, bus platforms and transportation hubs to promote the use of the public transportation;

13. *Further encourages* UN-Habitat in its collaboration to work towards the integration of greenery around footpaths and cycling lanes for increased safety and separation from traffic as a step towards complete pedestrian spaces;

14. *Implements* the opportunity to improve biodiversity in urban areas through the creation of green spaces;

15. *Affirms* the research of Non-Motorized Urban Transportation (NMUT) that supports the creation of green spaces around non-motorized transportation routes increases the safety of pedestrians and cyclists by up to 90%, as the use of foliage in urban areas especially around vehicle streets help control the speed of the vehicle resulting in fewer vehicle crashes and deaths by:

a. Implementing the findings of research in Texas that shows that the improvement in landscape to become green spaces have reduced vehicle crashes by 46%;

b. Implementing the research that shows the inclusion of shade through the implementation of green spaces cools the urban space by 11-25C, which is to create resilient urban areas and lessen the effects of heat waves;

c. Implementing green spaces to help reduce flash floods and make urban areas more resilient to climate change because green spaces can absorb water which helps reduce runoff that contributes to flooding;

16. *Emphasizes* strengthening the linkages of strategic partnerships with willing and able Governments & Local Authorities of Member States and extending funding from:

    a. Major Groups and Stakeholders;

    b. The European Bank for Reconstruction and Developments that contributed 70 projects per year for around € 2.4 billion, across a diverse range of subsectors, including rail, roads, urban transport;

    c. The Inter-American Development Bank's that has a goal of promoting economic development and quality of life of its inhabitants through transportation and infrastructure activities in an efficient, affordable, sustainable and safe way;

    d. Partnerships with Regional Development Banks that aim to provide funding to regional sustainable infrastructure projects like the partnership between the Asian Development Bank and the Global Partnership for Sustainable Development;

17. *Fully supports* international, multilateral financial institutions listed in clause 143 of The New Urban Agenda to include the Green Climate Fund, the Global Environment Facility, The Adaptation Fund, and the Climate Investment Fund among others to secure resources for sustainability initiatives;

18. *Encourages* continued collaboration between government entities, World Bank, and NGOs like:

    a. UN Development Programme (UNDP);

    b. The United Nations Environmental Programme Fund (UNEP);

    c. World Health Organization (WHO);

    d. Climate Investment Funds (CIF);

    e. Fédération Internationale de l'Automobile (FIA); and

    f. Global Fuel Economy Initiative (GFEI);

19. *Implements* funding through voluntary contributions by relevant stakeholders while being overseen and executed by UN-Habitat;

20. *Establishes* the International Environmentally Sustainable Transportation (EST) Forum to help establish partnerships between more experienced countries and less developed countries in the creation of policy dialogues and strategies by:

    a. Sharing best practices, policy instruments, tools, technologies, advisory support, and action plans;

    b. Establishing linkages with other related international initiatives, such as:

        i. The UN Commission for Social Development (CSocD) to fund social aspects of the forum and advise socially responsible policies;
        ii. UN Global Compact to fund research of the best practices, policies, tools and technologies as well as advise the forum on sustainable policies as well as methods of reporting on their implementation;

    c. Meeting biannually to discuss status of Member States specifically those who have vulnerable cities;

21. *Designates* the Transport Research Information Services (TRIS) and International Transport Research Documentation (ITRD) database that oversees economy, urban structure, road network and public

transport networks, to allow mobility providers to evaluate the performance of member states public transport networks and its sustainable mobility by:

    a.   Partnering with NGOs, public and private businesses, and non-profit organizations interested in the collaborative funding of infrastructure programs as demonstrated by success in the Member State of Brazil in its partnership with Brazilian Development Bank (BNDES), the Inter-American Development Bank (IDB), and IFC to build roads;

    b.   Ensuring that partnerships with NGOs, public and private businesses, and non-profits are to the benefit of communities and cities through recommended third-party oversight.