

Cerritos Advanced Conference 2020

# United Nations Environmental Programme (UNEP)

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**Topic A: Wildlife Trafficking**

**Topic B: Sustainable Transportation**

**Director: Angelina Lee**

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**POSITION PAPERS DUE on October 17th by 11:59 pm to Committee Email**

October 24-25, 2020

To Delegates of CHSMUN Advanced 2020

Dear Delegates,  
Welcome to CHSMUN Advanced 2020!

It is our highest honor and pleasure to welcome you all to our 2020 online advanced conference here at Cerritos High School. On behalf of the Cerritos High School Model United Nations program, we are proud to host our very first advanced conference, where you will become more knowledgeable on international issues, participate in intellectually stimulating discussions, and create new and everlasting friendships.

The CHSMUN program continues to compete around the world as a nationally ranked MUN program. Our delegates utilize diplomacy in order to create complex solutions towards multilateral issues in the global community. Our head chairs are selected from only the best seniors of our program, undergoing a rigorous training process to ensure the highest quality of moderating and grading of debate. Furthermore, all the topic synopses have been reviewed and edited numerous times. We strongly believe that by providing each and every delegate with the necessary tools and understanding, he or she will have everything they need to thrive in all aspects of the committee. We thoroughly encourage each delegate to engage in all of the facets of their topic, in order to grow in their skills as a delegate and develop a greater knowledge of the world around them.

Although this wasn't what we expected, our advisors and staff have put in countless hours to ensure delegates have an amazing experience at the online conference. Our greatest hope is that from attending CHSMUN 2020, students are encouraged to continue on in Model United Nations and nevertheless, inspired to spark change in their surrounding communities. With this strong circuit consisting of 6 schools and over 500 delegates, CHSMUN Advanced 2020 will provide a quality experience for intermediate delegates to enhance their speaking and delegating skills.

If you have any questions, comments, or concerns, please contact us! We look forward to seeing you at CHSMUN Advanced 2020!

Sincerely,

Anjali Mani and Karishma Patel

[sg.cerritosmun@gmail.com](mailto:sg.cerritosmun@gmail.com)

Secretary-Generals

## **A Note From The Director**

Delegates,

My name is Angelina Lee, and I am looking forward to being your director of the UN Environmental Programme committee at the Cerritos Fall Conference 2020. After being in MUN for the past six years, I've learned so many invaluable life lessons and skills from conferences. The best part of MUN for me has been meeting new people from all over the world and learning from them. I highly recommend that you treat every conference as a learning experience and continue to improve your research and public speaking skills. Aside from MUN, I am involved in Key Club, Science Olympiad, Journalism, Track and Field (throwing), and National Honors Society! I am also a huge fan of the Dodgers and the show Avatar: The Last Airbender. As your director, I hope that I can help support you all on your own MUN journey and create an enjoyable conference experience online. If you have any questions or concerns, feel free to message me, and I would be more than happy to help!

Sincerely,

Angelina Lee

[UNEP.CHSMUN@gmail.com](mailto:UNEP.CHSMUN@gmail.com)

Director, UNEP

### **Committee Introduction**

At the Stockholm Conference on the Human Environment in June 1972, the United Nations Environmental Programme (UNEP) was established to address the rising urgency of environmental issues. Its main focus is to implement environmental protection measures through preventative and action-based initiatives. Ranging from climate change to environmental policies to hazardous waste, UNEP takes on a variety of environmental issues to advocate for better treatment of the environment. The UNEP facilitates research into renewable energy sources and development of climate change countermeasures, such as climate finance and REDD+ initiatives. In post-conflict areas, the UNEP analyzes the collateral damage on the surrounding environment and offers case-by-case resources to support future conservation efforts. Furthermore, the UNEP focuses on the environmental impact of hazardous material as well as energy consumption and production, seeking ways to mitigate these risks and promote sustainability. In doing so, the UNEP aims to identify environmental issues, encourage international collaboration, and foster lasting environmental reform.

# Topic A: Wildlife Trafficking

## Background:

Wildlife trafficking is defined as illegal activities involving the taking and sale of live animals or wildlife products. Although not all wildlife trades are illegal, much of this industry targets endangered, protected species. These species are sought after to be sold as pets, meats, skins, and other products. The demand for these animals have encouraged a rise in poaching, threatening the already dwindling populations of these endangered species. Despite international efforts to ban the sale of goods from the illegal wildlife trade, over 7,000 species in 120 countries are considered to be at high risk due to this industry. However, the consequences of the illegal wildlife trade reach far beyond the potential extinction of countless species of plants and animals.

According to the International Union for Conservation of Nature, illicit wildlife trafficking is considered to be the “second-biggest threat to the vital biodiversity of our planet” (Hou). By targeting specific species, the illicit wildlife trade disrupts countless environments and severely diminishes the populations of these species. Biodiversity is crucial to the protection and stability of ecosystems around the world as the destruction of these natural ecosystems will have adverse consequences on humans. For example, naturally-occurring medicines, weather patterns, and resources would be upset by the lack of biodiversity. Illegal fishing activities contribute to the overfishing of certain species, and the illegal harvesting of trees results in the destruction of habitats and accelerates climate change. The ripple effects from these losses in biodiversity are all tied back to the illicit wildlife trade.

Not only does the illicit wildlife trade have environmental implications, it serves as an impetus for the growth of organized crime and corruption. With the illicit wildlife trade industry amounting to \$10 billion a year, the supply chain of these products are often left untouched due to corruption and the lack of enforcement. These trade routes are often the same ones used for other illegal industries, including drug trafficking and the illicit weapons trade. From fake logging and hunting permits to bribes towards park rangers and border control officials, this widespread corruption has allowed many criminals involved in the illegal wildlife trade to escape punishment for their actions. The magnitude of this corruption is exacerbated by the prevalence of organized crime, which has become increasingly connected to the lucrative wildlife trafficking industry. Organized crime exploits impoverished communities by offering small incentives, such as money or drugs, to those in need in exchange for the community’s help in the illegal wildlife trade. The lack of distinction between “large scale profits (crimes of greed) versus those driven by poverty (crimes of need)” only make the divide between locals and law enforcement greater (“Communities and Illegal Wildlife Trade”). The help of local communities near endangered species is crucial in the fight against the illegal wildlife trade; however, widespread poverty drives communities to take the side that provides the most incentives. In areas where conservation efforts do not benefit communities, it is significantly likelier that communities will be involved in illegal wildlife trafficking. In cases where communities are not involved in the illicit wildlife trade, the industry can still damage their sources of income by wiping out

endangered species and discouraging wildlife tourism. Without a high chance of criminals getting caught and punished, many organized crime groups have taken advantage of the situation and become involved with wildlife trafficking in recent years. This lack of security and implementation leaves a strain on the already limited funding and resources of these nations, leaving these vulnerable nations even more prone to instability.

The increased popularity of the illegal wildlife trade also threatens the political and financial stability of developing nations. The prevalence of wildlife trafficking in a country signals and worsens the existing problems within that specific country. As a matter of fact, the influence of organized crime groups in local communities has undermined the structure and trust in the government, aggravated poverty in these communities, destroyed endangered populations and their habitats, and increased access to firearms. The climate change crisis will only make matters worse for these local communities, as the socio-economic gap will grow larger over time and force communities to turn to illicit activities for profit. Furthermore, weak enforcement has allowed for a black market to develop on the Internet and facilitate the purchase of endangered species on common platforms, such as Etsy and EBay. Despite using open, easy-to-access platforms, wildlife traffickers are able to evade notice and capture by simply using code words in place of the animal name. Authorities must constantly adapt to the tactics of the sellers, making it even harder to eradicate the online presence of the online illegal wildlife market. Money laundering is interwoven into the illegal wildlife trade; yet, the financial trails of such activities are often overlooked and uninvestigated. Nations that do not have a strong foundation are extremely susceptible to wildlife trafficking crimes, which only serve to worsen the stability of these countries.

Some of the most affected species include pangolins, rhinoceros, and elephants. Known as the “most illegally traded mammal in the world”, pangolins have become widely hunted for their meat and scales (Hou). The popularity of pangolin meat and scales have largely been driven by their usage in traditional medicines and cultural delicacies in Asian countries. Despite the Convention on International Trade in Endangered Species of Wildlife Fauna and Flora’s (CITES) international ban on the trade of pangolins, an estimated one million pangolins have been trafficked in the last 15 years (Hou). As for elephants, the illegal ivory trade has prompted higher levels of poaching to the point where elephant deaths are more likely to be caused by poaching rather than natural causes. Their ivory is mostly used for carving, decorative purposes, including jewelry, and can be considered as a token of luck or wealth. Although extensive bans have been implemented to hinder the illegal ivory trade, African elephant populations have decreased by “50% over the past 40 years” (“U.S. Efforts to Control”). Rhinoceros are similarly facing extinction due to their extremely expensive horns. Their horns are believed to hold special medicinal properties in some Asian cultures, especially China and Vietnam. The rarity and superstitions surrounding rhino horns has driven all five rhino species near extinction, leaving rhinos to become one of the most endangered mammals.

## United Nations Involvement:

According to the Sustainable Development Goals, the United Nations (UN) aims to conserve biodiversity, prevent the destruction of natural ecosystems, and protect the populations of endangered species. In July 2015, the UN General Assembly implemented Resolution 69/314 titled “Tackling illicit trafficking in wildlife.” This resolution delves into the legal, technological, and financial aspects of the issue at hand. It specifies the best course of action in the wildlife trafficking investigations, emphasizing the importance of looking into financial crimes linked to wildlife trafficking. In doing so, this resolution aims to uncover and eliminate the roots of the illicit wildlife trade: the hidden network of customers in the wildlife trafficking industry.

The UN has established a multitude of frameworks and projects in response to the urgent issue of illicit wildlife trafficking. Its efforts include but are not limited to proper enforcement of public awareness projects, laws pertaining to illicit wildlife trafficking, and international collaboration dedicated to stopping the illegal trade of wildlife. In 2016, the UNEP created the Wild for Life campaign focusing on educating the public about the extent and consequences of illegal wildlife trafficking. Its social media outreach allowed for targeted, endangered species, such as pangolins and rhinos, to receive more protection. Following the widespread success of the Wild for Life campaign, the UNEP established an agreement with the China Green Foundation to further emphasize public awareness and action efforts in order to fight against the illicit wildlife trade. The China Green Foundation, an organization focusing on environmental conservation and restoration, will work to aid this fight by mobilizing awareness campaigns specifically in China.

The UNEP has also directed its focus towards the legal and enforcement aspects in the illicit wildlife trade. In January 2019, the UNEP published a report called ‘Strengthening Legal Frameworks for Licit and Illicit Trade in Wildlife and Forest Products’ that serves as a resource for countries in the fight against the illicit wildlife trade. Not only does the UNEP provide hands-on guidelines for countries, the UNEP also administers ways to control the illicit trade of wildlife. One such example is the Convention on International Trade in Endangered Species of Wildlife Fauna and Flora (CITES). CITES oversees the international wildlife trade of more than 40,000 species of animals and plants to ensure that these populations are not at risk. CITES also combats the illegal wildlife trade by “prohibiting trade in specimens in violation of the Convention; penalizing illegal trade; and confiscating specimens illegally possessed” (“Three Ways”). Additionally, it facilitates the training and support for judges, communities, and law enforcement involved in countering the illegal wildlife trade around the world.

## Case Study: Wildlife Trafficking in Ecuador

In the highly biodiverse nation of Ecuador, poachers have trafficked almost 8,000 animals from 2003 to 2013 (Riofrio). Wildlife traffickers have specifically targeted species of birds, fish, and reptiles, and the most trafficked species include but are not limited to the Andean cock-of-the-rock, sea turtles, parrots, and sharks. Ecuador has implemented laws implicating those who participate or are complicit in the illegal wildlife trade whether they are a poacher, trafficker, or customer. While professional traffickers face the harshest punishment of prison

time for three years maximum and fines up to \$4,000, those who are illegally in possession of certain species can also face significant fines if caught (Lopez and Puyo).

At Ecuador's Galapagos Marine Reserve (GMR), large-scale poaching operations have posed a significant threat to local fish, especially shark populations. In response, a vessel monitoring system has been put into place in order to identify poaching attempts in real time. The vessel monitoring system works by requiring all Ecuadorian ships to install Automatic Identification Network (AIS) systems. AIS allows GMR authorities to monitor the movements of each ship and look for suspicious activities, such as entering unauthorized areas and moving around erratically. If suspicious activity is found, ships would be sent out to further investigate the whereabouts and activities of the ship in question. Since it was first introduced, more than 100 fishing ships have been identified and convicted in part due to this detection technology. As a matter of fact, the AIS system played a huge role in the apprehending of a Chinese cargo ship that was carrying Ecuador's largest wildlife-trafficking bust of more than 300 tons of sea animals, such as hammerheads (WildAid).

Alongside their early detection system of wildlife trafficking, Ecuador has also established centers in which animals rescued from the illegal wildlife trade can be properly treated. For example, the Yanacocha center collaborates with Ecuador's Environment Ministry in order to provide a safe place to rehabilitate and protect these animals. Animals rescued from trafficking often face "malnutrition, mutilation, and even psychological problems" (Lopez and Puyo). Another center, called the Zoological Foundation, established the Guayllabamba Zoo in order to provide the necessary attention and care that these rescued animals need. Since its creation, more than 110 animals have received professional care and surgeries to help them readjust and return to their environments (Riofrio). However, the mistreatment of animals held captive by traffickers has contributed to the fact that "not even 4 percent of animals are successfully reintegrated into their natural habitat" (Riofrio). Considering how traffickers will take more animals than demanded because so many animals die in transit, these environmental centers are extremely crucial to the safety and health of these endangered species.

## Bloc Positions:

**Western:** Despite international ivory bans implemented by many countries, like the United States and United Kingdom, Western countries continue to serve as a significant market for illegally-trafficked wildlife goods. Considering how "only 10 to 15 percent of illicit wildlife products transiting through all of Europe are seized", delegates should focus on intercepting trade networks through stronger border control, more regulations, and greater enforcement of such laws (Daea). Delegates should also look into ways to effectively sentence and punish perpetrators of these crimes, especially as many criminals receive little to no punishment for their actions.

**Latin America and Caribbean:** With the rise of organized crime in the illegal wildlife trade, countries in the Latin America and Caribbean regions have become a target due to their immensely biodiverse ecosystems. According to Peru's National Forestry and Wildlife Service,

over 90,000 specimens were confiscated from 2000 to 2018 in the country alone. Delegates should focus on reinforcing the enforcement and judicial sectors of these nations in order to properly prevent and punish criminal activities pertaining to wildlife trafficking. Efforts should also be directed towards the protection of many species in these regions, such as jaguars that are hunted for their teeth.

**African:** As many African countries serve as transit points for the illegal wildlife trade, stronger border control must be taken in order to disrupt the supply chains and trade routes. In particular, sub-Saharan Africa is a major hub where poachers and traffickers alike target protected species and transport them to other nations. Delegates should focus on the creating and sharing of technology, knowledge, and training required to properly catch and investigate perpetrators of wildlife trafficking. Solutions should also take into consideration the role of local communities in the fight against wildlife trafficking and the conservation of natural environments.

**Asian-Pacific:** With the Southeast Asia region considered to be a hotspot for illicit wildlife trade, the reasons for its major influence can be traced back to corruption as well as a lack of proper regulations and enforcement. The Golden Triangle, located on the borders between Thailand, Laos, and Myanmar, is considered to be the most notorious region for wildlife trafficking as it is the center of many of these activities. Delegates should focus on ways to reduce consumer demand through the usage of alternative products or wildlife trafficking awareness campaigns. Delegates should also identify solutions that emphasize collaboration and regulatory action in countering the illegal wildlife trade.

## Basic Solutions:

As the illegal wildlife trade continues to damage environments around the world, delegates must look into solutions that will break the various supply chains through stronger border control and nature protection measures. Border control in transit countries can be reinforced through comprehensive training of border officials, prosecutors, judges, and park rangers. For example, CITES works in conjunction with TRAFFIC to offer both virtual and in-person training courses to teach officers about how to combat the illegal wildlife trade in their respective roles. This type of training will be pertinent in ensuring that corruption and lack of enforcement do not play a role in the illegal wildlife trade. Delegates should understand the importance of properly training officials and seek ways to expand these training programs in places where corruption and weak enforcement run rampant. In addition to training, delegates must also tackle the root problem of consumer demand for such products. The lucrative nature of the illegal wildlife trade industry incentivizes people to become poachers and sellers in order to meet the immense demand for illegal wildlife products, such as ivory and rare meats. Delegates should highlight possible alternatives to popular trafficked items and awareness campaigns that can be conducted to show the devastating impact of this industry. Noting that the illegal wildlife trade spans all over the world, delegates must realize that a greater emphasis on local, national, and international collaboration will be instrumental to combating this industry. By sharing knowledge about the illegal wildlife trade, officials can collaborate with one another to uncover



hidden trade networks and provide substantial evidence in the prosecution of wildlife traffickers. For instance, South Africa's National Wildlife Crime Reaction Unit was made specifically to encourage increased communication and information collection among governmental bodies pertaining to wildlife trafficking. The establishment of this unit contributed to the doubling of the arrest rates when it came to rhino crimes in South Africa due to more coordinated efforts and evidence. Similar database systems, such as the World WISE Database and Elephant Trade Information System (ETIS), can be shared among officers to better identify patterns in trade routes and investigate those involved in such crimes. Technology has a growing role in stopping the illegal wildlife trade whether it comes in the form of databases or animal monitoring systems or electronic license platforms. The implementation of these technological solutions can help to detect real-time illegal activities, prevent forged licenses, and provide evidence for wildlife trafficking investigations. One example is Panthera's Poacher Cam, which utilizes motion sensors to catch poachers and alert enforcement officers. This camera is easily portable, resistant to inclement weather, and has the ability to differentiate between humans and animals. The data is recorded from online platforms to local law enforcement where they receive the evidence of poachers and their whereabouts. Since its development in 2013, over 4,500 poacher cameras have been implemented in 16 countries and cost only \$250 per camera, as compared to the average of \$1000. Another example is Project WEB, a collaboration between International Fund for Animal Welfare (IFAW) and INTERPOL. Project WEB focuses on countering the online marketplace of the illegal wildlife trade through the detection of such cybercrimes. Project WEB does so by first identifying advertisements of illegally trafficked animal products and then collaborating with these platforms to prevent traffickers from selling these products. As a result of Project WEB's surveillance countermeasures, over 3,300 advertisements on online platforms were found to have been engaging in the illegal ivory trade. These findings help to find patterns and online hotspots that will aid law enforcement in the arrests and convictions of these sellers. Delegates should take into consideration limitations that may prevent nations from implementing these technologies as well as ways they can overcome these barriers.

## Questions to Consider:

1. What is your country's role in the illegal wildlife trade? Does your country have a large market for illegally-trafficked goods, or does your country supply the demand for these products?
2. Does your country have bans on goods from the illegal wildlife trade, such as ivory? If so, how can these bans be better enforced and expanded?
3. In what ways can technology be implemented or improved to combat the illegal wildlife trade?
4. How can nations decrease the consumer demand for illegal wildlife products?
5. How should law enforcement work with local communities to combat the illegal wildlife trade?
6. How can nations prevent corruption from interfering with wildlife trafficking investigations?

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# Topic B: Sustainable Transportation

## Background:

From early boats to automobiles to airplanes, the evolution of transportation has revolutionized the way humans commute to their intended destinations. However, such advancements have come with a devastating environmental price. Much of the air pollution stems from the usage of vehicles and an over-dependence on fossil fuels. As a matter of fact, cars “release approximately 333 million tons of carbon dioxide into the atmosphere annually” (Jacobs). Air pollution significantly decreases the quality of air, leaving many people with underlying lung conditions. Not to mention, the usage of fossil fuels leads to tons of carbon emissions being released into the air and contributing to global warming. Aside from air pollution, the transportation industry also increases noise pollution. Noise pollution is described as the generation of sound disturbances that harm the health of humans and the surrounding environment. Ranging from airplanes to cars to trains, the noise traffic that is generated by the transportation industry can result in “premature death, cardiovascular disease, cognitive impairment, sleep disturbance, hypertension and, at the least, annoyance” (“Road traffic”). Such exposure to high levels of sound, especially from road traffic and other forms of transportation, leave many at risk of losing their sense of hearing. A German study noted that those living in noisier areas (i.e. next to roads) experienced 25% higher rates of depression (Godwin). The physical and mental repercussions of noise pollution caused by transportation can have devastating, long-term effects on humans. According to the World Health Organization’s regional office in Western Europe, this noise pollution “results in an annual loss of ‘at least one million healthy years of life’” (Owen). Transportation-caused noise pollution especially affects those who live in cities, nearby airports, and within the vicinity of a populated road. The health consequences of these man made sounds reach more than just humans; as a matter of fact, noise pollution caused by modern transportation also has adverse effects on the environment. Studies have shown that the loud sounds from transportation methods can disrupt the routines and senses of the non-human inhabitants in surrounding environments. For example, in a study conducted by Boise State University researchers, a phantom-road was created in which artificial sounds were used to observe its impact on the local species. It was found that some species never returned and migrating birds tended to avoid that specific area, leading to an average decrease by 28% in the amount of migrating birds (Owen). In addition, the MacGillivray’s warblers, a species seemingly undeterred by the noise, ended up with less weight than they normally should have gained, especially as they need the extra weight for migration. The effects of noise pollution are not confined to land; the overseas shipping industry has the ability to interrupt crucial functions of sea creatures, such as the way they find food and communicate with one another. In the Bay of Fundy, American researchers inadvertently discovered that the absence of ocean shipping in the period after 9/11 resulted in significantly lower stress levels in right whales (Owen). The data from this study demonstrated that there was a positive correlation between the stress levels of right whales and the amount of manmade sounds from ships. The detrimental consequences on sea creatures are augmented by how sensitive these animals are to sound and

how dependent they are on their hearing abilities to function normally. With the growth of the shipping industry, noise pollution has both direct and indirect impacts on the population of wildlife and their ecosystems whether on land or in the sea. Alongside the environmental ramifications of unsustainable transportation, transit-induced gentrification has gained traction in the past few decades. Gentrification is the practice of investing money into a certain area to upgrade its appearance, often at the cost of low-income groups who are forced to move into areas with lower prices. Growing interest in living near public transportation has been driven by “upwardly mobile workers, disproportionately young and college educated” who prefer cheap rates of mass transportation as opposed to the expenses of owning a vehicle (Turrentine). While the proximity of these locations to public transportation correlates to a decrease in carbon emissions, those who have called the very same locations home for years are starting to be driven out of these neighborhoods. Real estate agencies attempt to appeal to the younger pool of people by creating high end living spaces, thus forcing out others who cannot afford the same rates. The development of public transportation has paved the way towards more luxury apartments and houses, which fail to take into account the “needs and realities of the working class and the economically marginalized” who often live in these places as well (Turrentine). Without the economic mobility to purchase their own form of transportation, these two groups are the most dependent on mass transportation, so the decrease in affordable housing nearby public transport will have inevitable ripple effects on their economic situation. According to a study by the San Diego Union-Tribune, almost 400 housing buildings within a half-mile radius of a transit stop had recently been built or were in the process of being built (Turrentine). Despite the average income recorded to be less than \$30,000 in a specific area, average rent reached as high as \$3,300 in the housing complexes of the same area. The disappearance of affordable housing options in these areas pushes those unable to pay such absurdly high rates out of these areas, which only worsens the wealth gap and economic situations of lower-income groups. Although public transportation is crucial to lessening the world’s dependence on private vehicles and fossil fuels, the act of gentrification tends to single out lower-income groups unless cities plan out how to protect both the environment and the economically vulnerable at the same time.

## UN Involvement:

The United Nations (UN) has emphasized the importance of sustainable transportation and its ability to reduce the environmental damage caused by the transportation industry. In 2014, the High Level Advisory Group on Sustainable Transport was established in order to analyze a multitude of transportation methods including but not limited to marine and aviation public transport companies. The group eventually released a document titled “Mobilizing Sustainable Transport for Development” in November of 2016 where proposed policies were recommended in a variety of circumstances. Specifically, the document has highlighted the importance of making public transportation fares easier and more convenient, thus bringing up the digital Octopus Smart Card to avoid the hassle of paying in cash and prevent the aversion to public transport. In the Sustainable Development Goals, sustainable transport has been listed as a

priority within multiple SDGs with a primary focus on transportation pertaining to the economic, humanitarian, and infrastructure-based aspects. The UN held the Global Sustainable Transport Committee where over 1,500 participants, such as Heads of States and CEOs, convened to determine the course of action for beneficial types of sustainable transport to integrate (“Global Sustainable”). Furthermore, the United Nations Global Compact, an initiative dedicated to gathering companies’ commitment to sustainable development, works to implement corresponding principles and strategies within businesses in the transportation sector. The UN Global Compact has facilitated the creation of the SDG Industry Matrix, which companies can use as a reference for inclusive mobility, resource efficiency, transport infrastructure, and potential partnerships. The SDG Industry Matrix highlights the importance of sustainability in context of the SDGs by providing guidelines for more environmentally-aware transportation practices and high-scale, related partnerships. One such collaboration highlighted in the matrix is the Sustainable Shipping Initiative (SSI). SSI promotes sustainability in the shipping industry by researching the unique environmental and financial challenges faced by companies and creating financial incentives that encourage companies to reach sustainability milestones. SSI works with companies, such as the China Navigation Company and Cargill, in order to pave the way towards a more environmentally-friendly shipping industry. By working with companies involved in the transportation industry, the UN Global Compact helps to usher in a more sustainable future for transportation, while lessening the negative impacts of the industry’s projects and methods.

## Case Study: Sustainable Transportation in India

With India’s high population density and dangerous levels of air pollution in urban areas, sustainable transportation is essential in protecting the safety of the citizens and ensuring that transportation systems can handle the crowds. India has moved towards a future with more sustainable transportation, and one such way they have done so is through CONNECTKaro. CONNECTKaro, which is a conference specifically about sustainable transportation development, brings together policymakers and governmental agencies in order to discuss obstacles and opportunities in the planning and implementation process. Furthermore, India introduced the National Urban Transport Policy (NUTP) that integrates sustainable transportation into cities in order to better the quality of lives of these inhabitants. India allocated \$20 million towards sustainable infrastructure, such as road planning and public transportation services. In the city of Ahmedabad, some of the money was used towards the first public bus system in India, Janmarg. Janmarg has shown its immense usefulness with its “average daily ridership of 132,033 passengers” (Pai). Mass transport systems as well as environmentally-friendly alternatives, such as cycling and walking, will play an important role in highly dense cities. While urban transportation was once largely centered around creating more roads, limited space in these crowded areas pushes many of these cities to adopt more sustainable transportation methods. Individual cities and states in India have joined the push for sustainable transportation in their communities. In the state of Tamil Nadu, those who are either walking or riding bikes are often competing for space with vehicles on the road, putting their lives at risk. The government in Tamil Nadu collaborated with the ITDP India Programme to establish the Transforming Tamil Nadu project, which focuses on better structuring roads to protect the lives

of road users as well as the environment. The Transforming Tamil Nadu project puts an emphasis on cycling and walking by improving accessibility to these methods and expanding sidewalks and bike lanes. In the ten most populated cities in Tamil Nadu, this project helped to plan out and restructure the streets in order to promote healthy forms of mobility, especially cycling and walking. In the state of Jharkhand, its capital city of Ranchi has been struggling to maintain transportation methods due to the high volume of travel demands. Ranchi has implemented a plan referred to as a public bicycle sharing system in which bike stations will be readily accessible all over the city as an alternative to private vehicles. At these bike stations, people can use identification cards to check out a bicycle and drop it off at any station when they're done. There is no need for people to pay, own their own bike, or even have a round trip in this efficient system. With more than 1,200 bikes available in this project, the city aims to reduce the amount of cars and motorcycles on the streets and decrease the amount of pollution released.

## Bloc Positions:

**Western:** Many Western nations have pursued public transport systems with varying levels of success. Delegates should focus on increasing public participation in using these transport systems. In addition, noise pollution from the transportation industry poses a significant health risk among these countries. The WHO states that approximately 40% of people in the EU face noises from road traffic that exceed the recommended amount (Moynihan and Esteban). Delegates should work to introduce ways to prevent and reduce noise pollution caused by the transportation industry.

**Latin America and Caribbean:** Many areas in Latin America and the Caribbean have experienced a rise in ownership of private vehicles, such as cars and motorcycles. Private ownership of such vehicles, referred to as motorization, often contributes to an increase in carbon emissions released into the environment, traffic congestion, and fossil fuels used. Delegates should look into ways to integrate mass transportation into these cities and spread awareness about the benefits of using public transportation.

**African:** Since public transport systems are inaccessible in many regions, private vehicle ownership has been on a rise in Africa. More private vehicles on the road have led to higher rates of traffic congestion. In addition, fuel overconsumption has contributed to increased air pollution and more of a dependence on fossil fuels. Delegates should look into regulations that will address vehicle fuel inefficiency as well as alternatives for diesel-based vehicles, such as electricity-based transportation methods. Delegates must also consider the balance between sustainability and economic development.

**Asian-Pacific:** With “one fifth of transport emissions” coming from developing regions in Asia, transportation systems in the region. They must also take into consideration the balance between economic development and sustainable transportation methods. Delegates must address the root causes: an increasing amount of private vehicle ownership and lack of accessibility to mass transportation networks (Duncan). Those who are low- and middle-income in these areas are less



likely to have transport systems within their vicinity, making the economic divide between the lower and upper classes even greater. Delegates should also seek ways to introduce transport systems into these disadvantaged communities.

## Basic Solutions:

Public transportation is widely regarded as a cleaner alternative to private car trips. Methods, such as shared car rides and bike-sharing platforms, have recently grown in popularity within countless communities. With the environmental situation growing direr everyday, it is the responsibility of each individual nation to curb the detrimental consequences of transportation. For example, the Chinese city of Guangzhou has facilitated the development and success of its Bus Rapid Transit systems, drawing international acclaim for its stunning efficiency and positive impact. Its successful integration of bike-friendliness and metro systems proves that with a proper approach, cities can transition towards a more sustainable future. Similarly enough, the French city of Nantes has shifted its focus toward the creation of both a tramway system as well as bus rapid transit stations. In doing so, it encourages communities to adopt more sustainable transportation methods by advocating for bike sharing, tramways, and bus systems. While environmentally-friendly methods of transportation, like cycling, are relatively successful in developed nations, many developing countries lack the funding and infrastructure required to support such a system. These countries face high amounts of traffic congestion and air pollution due to the inaccessibility to public transportation and the inability to support such a system. One solution to optimize fuel efficiency of private vehicles is the Global Fuel Economy Initiative. This initiative seeks to improve fuel economy technologies by working with governments and stakeholders to do so. They provide guidelines for countries to follow and offer case studies to demonstrate the effectiveness of certain policies. Another solution is the TenderSure platform that helps cities plan out roads to encourage sustainability, all while protecting drivers and pedestrians alike. In these plans, well-spaced footpaths and bike lanes are designed to increase the amount of people walking and biking as opposed to traditional methods of transportation. Used in the construction of 20 roads in Bangalore, TenderSure promotes sustainability both on and off the road.

## Questions to Consider:

1. How can sustainable transportation projects protect lower-income groups from being forced out due to gentrification?
2. What are ways that countries can encourage people to use public transportation?
3. How can the transportation industry address the issue of noise pollution both on land and overseas?
4. How can current transportation methods (cars, trucks, ships, etc.) be improved to emit less carbon into the environment?

5. Considering how heavy traffic causes noise and air pollution, what are some ways that cities can decrease and optimize traffic flows?

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