DEUTSCHE SCHULE THESSALONIKI MODEL UNITED NATIONS | 2020

Committee: Council of the European Union (EU)

Issue: Establishing environmentally friendly forms of transportation

Student Officer: George Peios

Position: Deputy President

PERSONAL INTRODUCTION

Dear Delegates,

My name is George Peios and I am an upcoming 11th grader at Anatolia College in Thessaloniki. I will have the honor and pleasure to serve as one of the Deputy Presidents in the Council of the European Union in the 3rd DSTMUN conference. This will be my 6th conference overall and my first experience as a member of the Student Officer Team. I will try my best to be as helpful as I can and to provide you with useful information while ensuring the smooth operation of our committee.

The Council of the European Union is a European institution in which EU member states are represented by national ministers that meet to adopt laws and coordinate policies. In this document, you will find the necessary information to begin your own research based on your country's policy upon one of the matters that will be discussed in this year's EU Council, namely the topic of "Establishing environmentally friendly forms of transportation". Below, you will be provided with the fundamental data of the topic, such as the definition of key terms, countries involved and their stances, as well as a summary of all the important events that have taken place so far. As I have previously stated, this guide was constructed in order for you to understand the basic principles of the matter in question, so that you conduct further and more guided research on your own in order to be well prepared for the conference.

Lastly, if any questions arise throughout your research, feel free to contact me at gnpeios@gmail.com. I hope that the guide will provide you with motivation for further research on the topic and I am looking forward to meeting you all in person.

Best Regards,

George Peios

TOPIC INTRODUCTION

According to Dr. Jean-Paul Rodrigue, a Canadian scholar on transportation geography, sustainable transportation is "the capacity to support the mobility needs of a society in a manner that is the least damageable to the environment and does not impair the mobility needs of future generations."[1] Currently, transportation throughout our continent, but also all over the globe is mostly being conducted with vehicles burning fossil fuels, such as gasoline, oil and petroleum in order to acquire the energy they need to move. At the same time, the transport sector is confronting enormous difficulties in the international viewpoint, while fuel costs keep on consistently rising. The need for manageable methods of transport is becoming of significant importance in urban regions everywhere throughout the world. What is more, climate change is worsened by today's use of gasoline-fueled engines as transportation inside the EU accounts for 25% of the total greenhouse gas emissions that the continent produces.[2]

The EU has taken many initiatives and has set a plethora of policies throughout the years which strived to form a cleaner and greener pan-European transport system. The most important of them all is the European Green Deal, the objective of which is a 90% reduction in the gas emissions caused by the transport system by 2050. Sustainable means of transport in urban areas are pivotal, not only as a way to battle the risk of environmental change, but also serve the mobility needs of a growing number of commuters, and keep up solid liveable habitats.

DEFINITION OF KEY TERMS

Emissions Trading

"Emissions trading is an environmental policy that seeks to reduce air pollution efficiently by putting a limit on emissions, giving polluters a certain number of allowances consistent with those limits, and then permitting the polluters to buy and sell the allowances. The trading of a finite number of allowances results in a market price being put on emissions, which enables polluters to work out the most cost-effective means of reaching the required reduction."[3]

Road Capacity

"The maximum traffic flow obtainable on a given roadway, using all available

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[1] Rodrigue, Jean-Paul. "Transport and Sustainability." The Geography of Transport Systems, Transport Geography, 25 Jan. 2020, transportgeography.org/?page_id=5725.

[2] Smith, John. "Sustainable Transport." Mobility and Transport - European Commission, Europa, 15 Apr. 2020, ec.europa.eu/transport/themes/sustainable_en.

[3] "Emissions Trading." Proxy.act.edu, Brittanica Encyclopaedia, proxy.act.edu:2109/levels/intermediate/article/emissions-trading/574217.

lanes, usually expressed in vehicles per hour or vehicles per day."[4]

Intermodal/Multimodal Transport

Intermodal Transport

"Intermodal transportation is the movement of goods in an intermodal container or vehicle, using two or more modes or carriers, during its journey from shipper to consignee."

Multimodal Transport

"Multimodal transportation, commonly known as combined transportation, also involves the use of two or more modes or carriers, but with one contract through a single carrier who is legally liable for the entire process. This carrier doesn't necessarily perform all service to complete the shipment's journey. In fact, much of the transport is performed by sub-carriers which are called "actual carriers". The legally responsible contracted carrier is called a Multimodal Transport Operator or MTO."[5]

Fossil Fuels

"A fuel, such as coal, oil, or natural gas, formed in the earth from plant or animal remains."[6]

Alternative Fuels

"A fuel for internal combustion engines that is derived partly or wholly from a source other than petroleum and that is less damaging to the environment than traditional fuels."[7]

Externalities

"The negative environmental and health costs of transport" [8]

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[4] "Road Capacity." The Free Dictionary, Farlex, encyclopedia2.thefreedictionary.com/road+capacity.

[5] "Intermodal Versus Multimodal – What's the Difference and Which Should You Select?" American Group, Shipag.com, 22 Aug. 2017, www.shipag.com/blog/2017/08/intermodal-versus-multimodal-whats-difference-and-which-should-you-select/.

[6] "Fossil Fuels." Merriam-Webster, Merriam-Webster, www.merriam-webster.com/dictionary/fossil%20fuels.

[7] "Alternative Fuel." Merriam-Webster, Merriam-Webster, www.merriam-webster.com/dictionary/alternative%20fuel.

[8] Smith, John. "Sustainable Transport." Mobility and Transport - European Commission, Europa, 15 Apr. 2020, ec.europa.eu/transport/themes/sustainable_en.

BACKGROUND INFORMATION

Generally speaking, the topic of environmental protection and conservation has long been discussed with little to no action taking place, besides the creation of new policies, recommendations, proposals, and organizations.

The overall EU approach to sustainable development is centered around the UN's 2030 Agenda, which contains the 17 Sustainable Development Goals, the 2050 long-term strategy, which is at the heart of the European Green Deal, and the 2030 climate & energy framework.

EU's 2030 Climate & Energy Framework

The EU's 2030 climate and energy framework includes EU-wide goals and objectives from 2021 to 2030. The main objectives of the framework are at least 40% cut in greenhouse gas emissions (from 1990 levels), at least 32% share for renewable energy, and at least 32.5% improvement in energy efficiency.

To achieve the 40% cut, the EU emissions trading system (ETS) sectors will have to cut emissions by 43%, and non-ETS sectors will need to cut emissions by 30%. Also, the Commission being a part of the European Green Deal aims to propose raising the EU target to at least 50% and towards 55% in a responsible way.

Both the 32% share and the 32.5% improvement, were initially set to a 27% and then revised to their current percentages in 2018. There will also be an upward revision for both of them in 2023.

European Green Deal - EU's 2050 Long-Term Strategy

The European Green Deal is Europe's main action plan to tackle climate change. The objective in the center of the deal is a climate-neutral continent with net-zero gas emissions by 2050, a goal also discussed in the 2050 long-term strategy by the EU. Along with this primary objective, the EU plans to decouple economic growth from resource use and to leave no person or place behind, in order to achieve a sustainable economy.

Ursula von der Leyen, the President of the European Commission, has referred to the deal as "Europe's man on the moon moment" because there has been no similar action plan before. The deal not only will help Europe achieve a stable, sustainable economy but also it will protect human life, animals and plants by cutting pollution.

In the field of mobility, the European Green Deal is one of the most important action plans for accelerating the shift to sustainable and smart mobility. Article 2.1.5 of the European Green Deal is where the actions that the EU should follow in the field of mobility are mentioned. The article mentions that currently, 25% of the European

greenhouse gas emissions come from the transport sector. The main objective in the field of mobility is a 90% reduction in transport emissions by 2050. Also, another objective discussed in the article is the boost of multimodal transport. It is suggested that 75% of inland freight carried today by road should shift onto rail and inland waterways. In order for such a percentage to be achieved, the deal proposes an increase in the capacity of railways and inland waterways. Moreover, the article brings forward the issue of sustainable alternative transport fuels, by stating that about 1 million public recharging and refuelling stations should be created to cater to the needs of the 13 million zero-/low- emission vehicles expected on the European roads by 2050. Amongst these, the article mentions plans for creating a connected and automated multimodal mobility system, the urge for transport to become drastically less polluting, especially in urban centers, and lastly, the reflection that the prices of transport must have on the environmental and health implications that they cause.

The deal, moreover, suggests the revision of certain directives and proposals, to assist the EU in achieving its goals in all mobility sectors.

Graz Declaration

The Graz Declaration was the result of discussions at the Informal Meeting of Environment and Transport Ministers from 29-30 October, which was held under Austria's Presidency of the Council of the European Union. Under the heading "Starting a new era: clean, safe and affordable mobility for Europe", the document presents how transportation should assist Europe to achieve its climate goals for 2030, also set out in the Paris Agreement of 2016. The main objective of the declaration is the improvement of "the safety, health and quality of life of European citizens in cities and regions."

The document outlined the need for further action in five significant sectors, namely clean vehicles and decarbonized fuel options, strategies for sustainable mobility management and planning, active mobility to promote health and sustainability, safe and inclusive mobility, and multimodality and infrastructure. The declaration also suggests that in order for these goals to be achieved, funding from the EU and from states' governments should take place, alongside the development of the appropriate charging stations.

The Austrian Transport Minister, Norbert Hofer stated that "Digitalization, consistent investment in infrastructure expansion for public transport, cleaner freight logistics, mobility management, affordable mobility services as well as socially fair mobility and transport safety aspects should be combined to create a fully integrated transport system."

According to the course of action it proposes, the declaration calls on the European Commission to develop and implement appropriate strategies by 2021.

Figure 1: Joint group photo of the transport and environment ministers

Trans-European Transport Network

The Trans-European Transport Network (TEN-T) policy addresses the implementation and development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals, all of which are alternatives to the existing freight transportation methods and are a lot more environmentally friendly. The definitive goal is to close gaps, remove bottlenecks and specialized obstructions, as well as to fortify social, financial and regional cohesion in the EU.

The TEN-T strategy, also, underpins the utilization of advancement, new innovations and computerized answers for all methods of mobility. The goal is improved use of infrastructure, decreased ecological effect of transport, enhanced energy efficiency and expanded security.

The network consists of two layers: the Core Network, which incorporates vital connections, linking important destinations and is to be completed by 2030, and the Comprehensive Network, which covers all EU regions, and is to be completed by 2050.
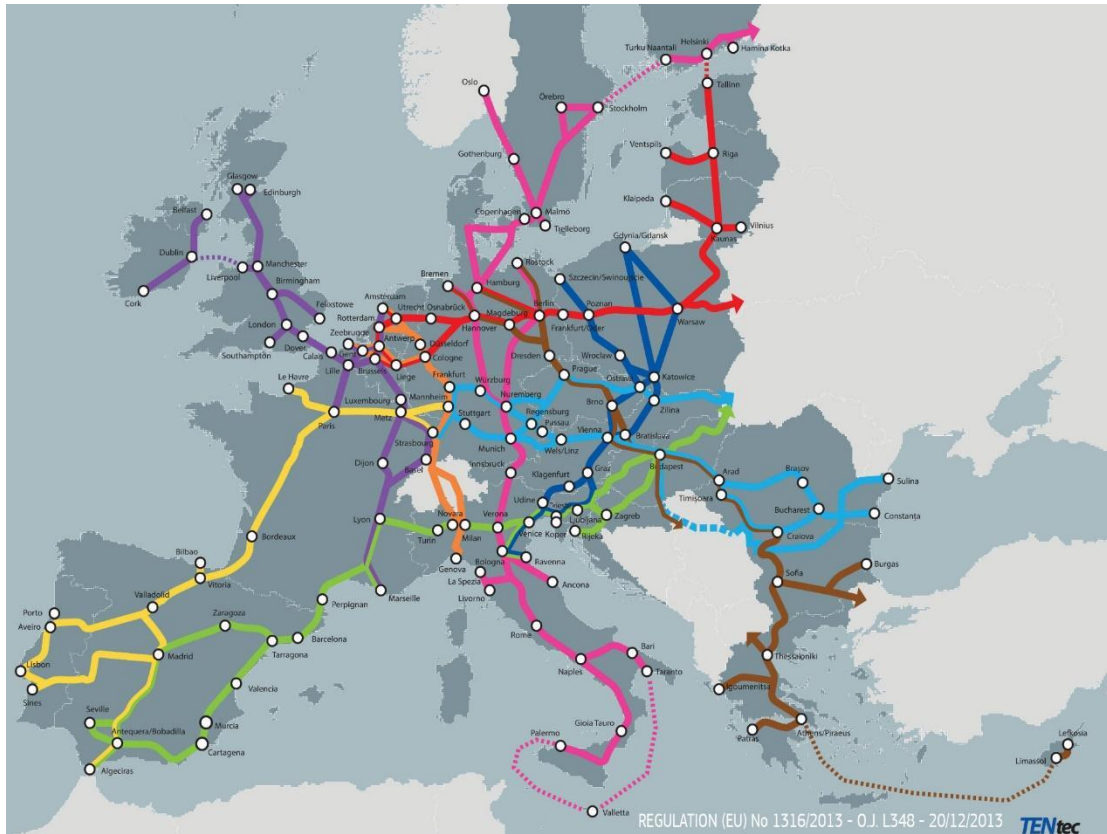
Figure 2: The updated TEN-T map

The Dieselgate Scandal

Though Germany has been very environmentally thoughtful in terms of mobility services, there has been a significant scandal in its transport history. Dieselgate was discovered on September 15 and was an attempt by the German automaker Volkswagen to sell its vehicles corresponding to US emissions standards, when in fact they were 40 times more pollutant. The United Nations Environmental Protection Agency (EPA) discovered that Volkswagen had purposely configured Turbocharged Direct Injection (TDI) diesel engines only in lab testing to invoke their emissions regulations. This resulted in 40 times more nitrogen oxide (a greenhouse gas) emissions in real-world driving than the lab testings. These systems were incorporated into 11 million cars worldwide, including 8 million in Europe. The company has recalled millions of cars worldwide and covered the costs of 6.7 billion euros. The company was also sued by both the EPA and the US.

MAJOR COUNTRIES AND ORGANISATIONS INVOLVED

Germany

Germany is one of the countries that was led to energy-efficient, integrated and smart solutions in the transport sector due to its scarcity of natural resources, the high density of its people and enterprises, as well as the compactness of its territory. The country has constructed a complex road infrastructure, an extensive railway system and has developed an inclusive public transport system and a bike-/pedestrian-friendly environment. More specifically, its public transport system consists of long-distance and regional trains, trams, buses and bike-sharing programs. In fact, 36% of the total population uses the public transport system on a daily basis. The overall German approach to green mobility consists of developing and applying federal regulations, rather than implementing a uniform set of policies for the whole country. It is also important to mention that Frankfurt is considered one of the world's top cities for sustainable public transport.

Sweden

Swedish' have called their approach to sustainable transport "lots of small things" done in collaboration and put together in an overall strategy. Sweden desires the identification of opportunities for different agencies and different levels of government pursue projects jointly. Also, one of the objectives of Swedish policy on the matter is to accelerate the attainment of goals, rather than to change direction. Along with Frankfurt, the capital of Sweden, Stockholm, tops the charts of the world's best cities with sustainable public transport. The main green mobility objectives of Sweden are access, quality service, safety, sound economic development and a good environment.

The Netherlands

The Netherlands is known for its extensive use of solar and wind power for the coverage of the country's energy needs and using biking as the primary form of transportation. The majority of mobility needs in the Netherlands (70%) are covered by biking or other public transportation. The goal of the Netherlandish policy on sustainable transport is getting the price right both for the passenger and the transportation of freight, preserving and enhancing the environment, as well as decoupling economic growth and environmental degradation. The country focuses on land-use strategies and traffic management for tackling the issue. Land-use strategies include coordinating the amount of new development permitted with the level of transport service available. At the same time, traffic management controls strive to provide quality services and design for transit, bikes and pedestrians, management of the auto through pricing and new technologies, active freight planning, and safety.

European Commission

The European Commission took measures amidst the coronavirus pandemic to ensure the continued and uninterrupted land, waterborne and air cargo services. The Commission strived to provide measures regarding traveling, shipping of goods, health screenings in borders, asylum and resettlement, as well as passenger rights.

Regarding traveling, at first, the European Commission decided to propose recommendations that prohibit public gatherings, totally or partially close schools, and to introduce some border/travel restrictions, which all EU members followed to a certain degree as of April 8. Also, on March 16, the Commission recommended a 30-day restriction on all EU and Schengen countries, on April 8 it invited non-EU Schengen countries to extend restrictions until May 30, and on May 8, it extended all travel restrictions until June 15. Furthermore, the Commission decided to safely resume traveling for countries with similar epidemiological evidence, with the potential of reintroducing measures, while ensuring that the contact between passengers themselves and transport workers is limited. In an attempt to salvage the depriving tourism, the Commission decided to make vouchers instead of cash reimbursements more attractive to customers that owned cancelled transport tickets.

In the area of shipping of goods and health screenings in borders, the Commission ensured that medicine, protective equipment and other goods could each hospital, doctors' practices and nursing homes easily, with guidelines that were released on March 16. Also, the health screenings on freight vehicles crossing borders were made sure not to last more than 15 minutes, based on the practical advice that was released on March 23.

Moreover, in terms of asylum, resettlement and passenger rights, the Commission proposed extending of visas for visitors inside the Schengen area up to a maximum stay of 90/180 days, in order to help travelers', overstay in foreign countries due to travel restrictions.

BLOCS EXPECTED

The blocks to be created in the Council of the EU are not fixed; therefore, the following is just a potential division of countries based on their policies regarding environmental issues and green transportation, as well as their financial situation and their willingness to invest in environmentally-friendly forms of transport.

Countries that have acquired and implement environmentally friendly policies

The first block would consist of countries that have acquired and implement environmentally friendly policies and/or are willing to invest in this sector. These

countries are more likely to be more economically developed European states, such as Germany and countries of the Scandinavian peninsula (Sweden, Finland, Denmark).

States that do not have an overall environmental approach

The second block could be composed by more economically "troubled" European states, such as former Soviet Union members, Greece and states that do not have an overall environmental approach and/or do not plan or are not willing to make any investments on the matter.

TIMELINE OF EVENTS

Date	Description of event
2002	The European Mobility Week is established. European Mobility Week, a European Initiative that calls European cities to devote one week to sustainable mobility, is established for awareness to be raised about green transport.
2002	A network of cities dedicated to cleaner and better transport in Europe, called CIVITAS, is launched by the European Commission. The program works within cities and is a testing ground for new transport projects.
September 2015	The UN Environmental Protection Agency (EPA) notices Dieselgate. It issues a notice of violation of the Clean Air Act to Volkswagen.
25th September 2015	World leaders adopt the 17 Sustainable Development Goals of the 2030 Agenda of Sustainable Development. The goals are officially put into force on 1 January 2016.
12th December 2015	The Paris Agreement, which sets out a global framework to avoid dangerous climate change by limiting global warming to well below 2°C and pursuing

	efforts to limit it to 1.5°C, is adopted at the Conference of the Parties to the UN Framework Convention on Climate Action in Paris, France.
5th October 2016	The EU formally ratifies the Paris Agreement, thus enabling its entry into force on 4 November 2016, when the agreement becomes effective.
29th - 30th October 2018	The "Graz Declaration" is the result of discussions at the Informal Meeting of Environment and Transport Ministers from 29-30 October, which is held under Austria's Presidency of the Council of the European Union. Under the heading "Starting a new era: clean, safe and affordable mobility for Europe", the document details the ways in which mobility should help Europe achieve its climate goals for 2030 set out in the Paris Agreement of 2016.
28th November 2018	The EU's goal of being climate neutral by 2050 (Long-term Strategy) is signed. This is the EU's commitment to global climate action under the Paris Agreement and the heart of the European Green Deal.
13th December 2019	The European Green Deal is accepted by the European Council. The European Green Deal is Europe's plan to turn the 27-country bloc from a high- into a low-carbon economy, without reducing prosperity and while improving people's quality of life. On this date, the European Council decides to press ahead with the plan with an opt-out for Poland.

15th January 2020	The European Parliament votes to support the European Green Deal, with requests for higher ambition.
2020	The European Commission takes measures to ensure continued and uninterrupted land, waterborne and air cargo services, amid the coronavirus pandemic. It provides new sets of guidelines and proposes recommendations for Member States and beyond.

RELEVANT RESOLUTIONS, TREATIES AND EVENTS

The Paris Agreement

The Paris Agreement is an international treaty under the United Nations Framework Convention on Climate Change, which aims to reduce the emission gases that contribute to global warming. It was adopted in December 2015 and it was set out to replace the Kyoto Protocol, an earlier international treaty designed to curb the release of greenhouse gases. It was entered into force on November 4, 2016, and has been signed by 197 countries and ratified by 187 as of November 2019.

The objective is a binding and universal agreement designed to limit greenhouse gas emissions to levels that would prevent global temperatures from increasing more than 2°C above the temperature benchmark set before the beginning of the Industrial Revolution. Its goal is to mitigate climate change by limiting global warming to well below 2°C and pursuing efforts to limit it to 1.5°C.

The Agreement was the first-ever universal legally binding treaty that opted to minimize climate change, and many people believe that it was a moment of historical significance for humankind.

Amongst others, governments agreed to come together every five years to assess the collective progress towards the long-term goals and inform Parties in updating and enhancing their nationally determined contributions, to report to each other and the public on how they are implementing climate action, and to track progress towards their commitments under the Agreement through a robust transparency and accountability system.

Figure 3: Meeting of various world leaders during the 2015 UN climate change conference that resulted in the Paris Agreement

UN's 2030 Agenda - Sustainable Development Goals

The UN's 2030 Agenda is known for its Sustainable Development Goals (SDG's). For this topic, the goals that are of interest are Goal 3 (Ensure healthy lives and promote well-being for all at all ages), Goal 7 (Ensure access to affordable, reliable, sustainable and modern energy for all), Goal 8 (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all), Goal 9 (Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation), Goal 13 (Take urgent action to combat climate change and its impacts), but particularly Goal 11 (Make cities and human settlements inclusive, safe, resilient and sustainable).[9]

In fact, article 11.2 states that "By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, 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".[10]

European Initiatives

European Mobility Week

The European Mobility Week (EMW) is a yearly activity of the European

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[9] "UN Careers." United Nations, United Nations, careers.un.org/lbw/home.aspx?viewtype=WWD&lang=en-US.

[10] "Transforming Our World: the 2030 Agenda for Sustainable Development .:. Sustainable Development Knowledge Platform." United Nations, United Nations, sustainabledevelopment.un.org/post2015/transformingourworld.

Commission for Sustainable Urban Mobility, established in 2002. It approaches European urban communities and towns to dedicate one week to sustainable mobility. It begins on September 16 and finishes on September 22, with a Car-Free Day in some of the participating cities. EMW incorporates traffic-related happenings, such as road closures, in order to raise awareness to the public by presenting sustainable mobility alternatives to local residents and explaining the mobility challenges that cities and towns are facing.

Each city's local authorities also have the opportunity to analyze transport data from the feedback they receive from the participants. In addition, the week gives local stakeholders the incentive to come together to address the various parts of transportation and air quality, to find creative ways to minimize vehicle usage and traffic pollution and to examine emerging innovations and development steps.

Figure 4: EMW's 2020 logo "Doughnut" in green with some figures wearing masks

CIVITAS (CIty VITAlity Sustainability)

CIVITAS is a network of cities devoted to cleaner and overall better transport in Europe. It was launched in 2002 by the European Commission and, since then, it has tested and implemented over 800 measures and urban transport solutions as part of demonstration projects in more than 80 cities throughout Europe that function as living-labs. In this way, practitioners have a handful of opportunities to see and test innovative solutions and learn from experts working in the field.

Three of the most popular projects of CIVITAS are ECCENTRIC, PORTIS, and DESTINATIONS. ECCENTRIC is a project that focuses on sustainable mobility in suburban districts and innovative urban freight logistics. The cities that are

part of the project are Turku, Stockholm, Munich, Ruse and Madrid. PORTIS is another project that tests innovative and sustainable urban mobility solutions in Klaipeda, Aberdeen, Antwerp, Trieste, and Constanta. Lastly, DESTINATIONS is a project that builds on an integrated approach to address mobility and tourism through the testing of balanced strategies. The project aims to face the rising challenges of these two sectors and to achieve sustainable development and better quality of life in six European cities (Funchal, Limassol, Rethymno, Elba, Gran Canaria, and Valletta).

Figure 5: The CIVITAS logo

Horizon 2020

Horizon 2020 is the most significant EU Research and Innovation program ever with nearly 80 billion euros of funding available over seven years (from 2014 to 2020). The program itself is not limited to sustainable mobility only, but it runs projects such as SUNERGY and Smart Green and Integrated Transport (SGIT) that are.

SGIT is a project under the aegis of Horizon 2020, that is solely focused on mobility issues. More specifically, it aims to boost the competitiveness of the European Transport Industries and achieve a European transport system that is resource-efficient, environmentally-friendly, safe and seamless for the benefit of all citizens, the economy and society. The project focuses on mobility for growth, green vehicles, automated road transport, competitive low carbon energy, smart cities and communities, and next-generation batteries, amongst others.

SUNERGY is an initiative created by Horizon 2020 that focuses on creating a fossil-fuel-free circular economy. The initiative's objective is to

promote and enhance the EU 2050 long-term strategy that aims to create a climate-neutral EU. The project itself does not solely aim to alter mobility management issues, but it suggests that as an overall strategy of combating climate change, such a sector should be taken into consideration.

PREVIOUS ATTEMPTS TO SOLVE THE ISSUE

Combined Transport Directive

The Combined Transport Directive is the only EU legal instrument that straightforwardly advocates for the shift from street cargo to lower emission means of transport (inland waterways, maritime transport and rail). In the course of the last 25 years, the order has assisted with moving a lot of cargo away from the road. Be that as it may, deficiencies in its execution (uncertain language, obsolete arrangements, and restricted support measures) have decreased its effect.

As per the Commission, the move of street cargo to different methods of transport has been slower than anticipated and the objective built up by the 2011 White paper on transport (30 % of street cargo more than 300 km moved to different methods of transport, for example, rail or waterborne vehicle by 2030, and more than 50 % by 2050) won't be reached.

It is also important to mention that the directive is called upon revision in the European Green Deal.

Single European Sky

The EU's principle target in terms of air traffic management (ATM) is to change ATM in Europe so as to adapt to continued air traffic development and operations under the most secure, most cost- and flight- effective and environmentally friendly conditions. In order for this to be achieved, the European aerospace needs to be defragmented. In the same context, delays should be decreased, security measures and flight effectiveness should be expanded to reduce the environmental impact caused by aviation, and costs regarding administration management should be decreased.

EU Emissions Trading System

The Emissions Trading System (ETS) is the cornerstone of the EU's strategy to tackle climate change head-on. For more than a decade, the EU has worked to cut its greenhouse gas emissions with the help of the world's first, most extensive and longest-running international system for emissions trading allowances.

The ETS creates a financial incentive for the biggest emitters to cut back on their emissions. The way this happens is through a cap on the total amount of

greenhouse gases companies can emit each year, that has been set since 2005, and requires monitoring of these systems. A fixed number of allowances, which are the currency of the carbon market, are issued and each year companies hold enough allowances to cover their emissions or face significant fines. In case a company doesn't have enough allowances, it can either cut its emissions or purchase extra allowances from another emitter. In case a company has extra allowances, it can keep them for the next year, or sell them to a company in need. This whole mechanism is called the cap-and-trade system.

This flexibility ensures that emissions are cut where it costs the least to do so. Over time, the cap is reduced, meaning that fewer allowances are being issued, thus companies have to develop techniques to reduce their emissions. This results in a total emissions drop. Companies have a financial incentive to cut their emissions or pay others to do so.

The same system is used in aviation as well, which results in airline and aircraft companies developing techniques to lower their carbon footprint in the mobility sector.

Connecting Europe Facility

The Connecting Europe Facility (CEF) is the EU's subsidizing instrument for key investment in transport, vitality and computerized foundation. In the vehicle part, CEF is devoted to the execution of the Trans-European Transport Network (TEN-T) and targets supporting investments in cross-outskirt associations, missing connections just as advancing sustainability and digitalization.

For the time period 2021 to 2027 the facility has set the following four priorities for the transport sector: Advance work on the European transport network, while helping the EU transition towards connected, sustainable, inclusive, safe and secure mobility; Decarbonise transport, e.g. by creating a European network of charging infrastructure for alternative fuels and by prioritizing environmentally friendly transport modes; Invest in transport projects offering high added-value in cohesion countries, through a dedicated budget; In the context of the Action Plan on Military Mobility: adapt sections of the transport network for civilian-military dual-use (for instance technical requirements on dimensions and capacity), using a dedicated budget.

POSSIBLE SOLUTIONS

The resolution to be drafted should not be utterly theoretical. The research conducted should compile the most important information through clauses that will address the issue always based on each delegate's country policy.

The solutions to be provided and included in the final resolution should address the issue directly and spherically. Focus should be given both on private and public mobility, and both on people and freight transport. The public transport system should be enhanced with means of mobility that function with alternative fuels and electricity. Also, car-/bike-sharing programs could play a significant role in solving the issue. Promoting green vehicles for private use and ensuring that they will have a wide network of charging stations to back them up is also important. Green logistics in freight transportation should be taken into consideration, as well. In fact, intermodality and multimodality should be a large part of the final resolution. Also, moving to and utilizing all ways of transport (airways, inland waterways, roads, green corridors, etc.) is important, as it is also mentioned in the European Green Deal. Road capacity should also be considered, and an oriented provision of infrastructure should be proposed. Lastly, clauses that focus on providing more energy-efficient and affordable access to mobility should be drafted.

Finishing up, there are some other parameters that should be taken into consideration while drafting the resolution. Innovative schemes such as car- or bike-sharing programs could be viewed from some as mere gap-fillers to patch up a malfunctioning system, while others could view them as easy solutions to enhance the public transport network. Also, it should be considered whether or not innovative schemes and a reliable public transport system help reduce private car ownership in urban centers. Lastly, a modern-day matter considering ridesharing/ride service hailing private companies, such as Uber, is if these companies should be seen as competitors, or as meaningful additions to the public transport system.

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