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Resolution #2

Urgent Action to Reduce Carbon Dioxide Emissions Due to Air Transportation

The General Assembly,

Confidently acknowledging that carbon dioxide emission is a major greenhouse gas that becomes trapped inside the Earth's atmosphere and leads to increased temperatures globally and additionally, that man-made CO₂ emissions are catastrophic contributors to these greenhouse gases,¹

Reaffirming that the Paris Agreement,² negotiated at the 21st annual Conference of the Parties (COP) within the United Nations Framework Convention on Climate Change (UNFCCC),³ aims to limit global warming to 1.5-2 degrees Celsius above pre-industrial levels,⁴

Recognizing that aims to reduce aviation's contribution to CO₂ emissions are not included in the Paris Agreement, due to an inability to agree on the responsible party for international flight admissions, and consequently that the United Nations' International Civil Aviation Organization (ICAO) has articulated its own distinct agreements to reduce aviation-caused CO₂ emissions via Assembly Bills A40-17, A40-18, and A40-19, adopted in October 2019,⁵

Further noting that the ICAO expects that beginning in 2021 and voluntarily for six years after, airlines will cap emissions at whatever levels they reach in 2020, with the assumption that airplanes and airlines will further reduce emissions by 2% every year. This will happen through efficiency improvements and save approximately 2.5 billion tons of carbon dioxide emissions over the first 15 years of the program,⁶

Recognizing that airline transport for moving people and cargo is a significant contributor to global carbon dioxide emissions and that the ICAO acknowledges that the current plan to reduce CO₂ emissions from

¹ NationalGeographic.com. *Carbon Dioxide Levels Are at a Record High. Here's What You Need to Know.* National Geographic. May, 2019.

² <https://unfccc.int/process/conferences/pastconferences/paris-climate-change-conference-november-2015/paris-agreement>

³ United Nations Framework Convention on Climate Change (unfact). United Nations Framework on Climate Change, December 2019

⁴ What is the Paris Agreement? <https://unfccc.int/process-and-meetings/the-paris-agreement/what-is-the-paris-agreement>

⁵ United Nations International Civil Aviation Organization <https://www.icao.int/environmental-protection/Pages/default.aspx>

⁶ Ibid.

global aviation are insufficient for obtaining the previously stated goals of keeping aviation emissions at 2020 levels,⁷

Emphasizing that over the past five years there has been a 32% increase in global aviation emissions,

Noting that aviation, like other sectors, is experiencing a “rebound effect,” meaning that the savings from efficiency or dematerialization are canceled out by corresponding growth of use. The demand for airline passenger travel from the growing global middle class is outstripping increases in aircraft fuel efficiencies,⁸

Noting that the top six countries for passenger aviation-related carbon emissions are the United States, China, the United Kingdom, Japan, India, and Germany. The top region for passenger aviation-related carbon emissions is the Asia-Pacific region, where China, India, Japan, and Australia are the largest CO2 emitters,⁹

Emphasizing that the lowest income nations, with half the world's population, account for only 10% of aviation emissions,¹⁰

Understanding that the world’s fastest growing airports in 2018 were in emerging countries, and 65% are in China and India,¹¹

Highlighting the fact that domestic travel accounted for a large majority of airplane departures, and is highest in the United States, China, Indonesia, Brazil, and Australia,¹²

Also understanding that flights departing airports within the United States are one-fourth of all global passenger flight emissions and that two thirds of these flights are domestic flights,¹³

Acknowledging that across the world, domestic flights account for the largest percentage of CO2 emissions (43%),¹⁴

Highlighting that CO2 emissions from all commercial operations in 2018 totaled 918 million metric tons—2.4% of global CO2 emissions from fossil fuel use,¹⁵

Expressing concern that the heavy carbon-dioxide footprint of domestic flights is often left out of negotiations over global emissions-reduction targets,¹⁶

⁷ see ICAO A40-19, October 2019, page 3. Also, Annie Petsonk, “To Understand Airplanes’ Climate Pollution, a Picture is Worth a Thousand Words,” Environmental Defense Fund, February 12, 2016

⁸ For an understanding of the phenomena known as the “rebound effect,” see Tatiana Sholossberg. *inconspicuous consumption: the environmental impact you don’t know you have*. New York, Boston. Grand Central Publishing, p. 28

⁹ *Ibid.*

¹⁰ International Council on Clean Transportation. *CO2 Emission from Commercial Aviation 2018*. International Council on Clean Transportation. September 9, 2019.

¹¹ Aviation Council International. *World’s Top Five Fastest Growing Airports for Passengers and Cargo Revealed*. Aviation Council International. September 17, 2019.

¹² *Ibid.*

¹³ *ibid.*

¹⁴ icct.org. *Fact Sheet: Global* International Council on Clean Transportation. September, 2019.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

Continuing to note that freight aviation accounts for 20% of CO2 emissions and passenger travel accounts for 80% of CO2 emissions,¹⁷

Further noting that flights less than 500 km emit two times as much CO2 as long flights, and account for 5% of all CO2 emissions globally. This should incentivize governments to invest in high-speed rail and water-based—including oceanic—travel options,¹⁸

Acknowledging that some countries are investing in high-speed fuel efficient rail systems and other modes of transportation with lower CO2 emissions,¹⁹

Bringing global attention to how alternative forms of transportation, such as high-speed rail, have been funded and implemented by high-income countries. The resulting technology is mostly adopted by those same countries rather than middle- and lower-income countries, who are more severely impacted by climate change,²⁰

Bringing further global attention to the issue that, despite developing nations providing much of the raw material for biofuels, they are less likely to have access to technological and industrial aviation end-products that utilize these low CO2 producing fuels,²¹

Acting under the United Nations Framework Convention on Climate Change,

1. *Emphatically recommends* modifying ICAO's A40-19 to contain the requirement that 1% of GDP is levied on the top ten countries with the highest aviation-based CO2 emissions both internationally and domestically, being the US, the United Kingdom, China, Japan, Turkey, Indonesia, Germany, Brazil, and India;²²
 - a) Signers of the Paris Agreement and members of ICAO to transfer the monetary amount collected for this levy to the ten nations most impacted by climate change,²³ with the purpose of mitigating the environmental and social impacts,
 - b) Receiving countries will be encouraged to use the amount raised by the levy to promote the building of transportation systems with limited CO2 emissions as an alternative to air transport, as well as investment in building and implementing technologies that allow for digital rather than face-to-face communications,
 - c) This is to be implemented by January 1, 2025 and continue for 10 years with the option for renewal in 2035. Increments for levy payments to be determined by the payees;

¹⁷ Ibid.

¹⁸ Ibid

¹⁹ Carbonbrief.org. *Eights Charts Show How Aggressive Railway Expansion Could Cut Emissions*. January 30, 2019

²⁰ Environmental and Energy Study Institute. Fact Sheet: High Speed Rail by Country. July 2018

²¹ Jan Willem van Geldera with Laura German. Center for Forestry Research, *Biofuel Finance: Global Trends for Biofuel Finance in Forest-Rich Countries of Asia, Africa, and Latin America and implications for Governance*. Information Brief, No. 36, Nov. 2011,

²² World Bank: Air transport, passengers carried, 2018

²³ Tara Law. *Climate Change is Global, but These Six Places Face the Most Severe Consequences*. Time.com, Sept. 30, 2019; Gavin Butler. *The Nine Countries Most are All in Asia*. Vice.com, June 2019

2. *Calls upon* all Member States to adopt legislation requiring that 50% of non-military aviation fuel per airplane uses biofuel on or before January 1, 2025;
3. *Demands* that by January 1, 2022 all Member States ratify legal mandates that require all non-military airline carriers to notify consumers as to the carbon consumption involved in the flight, taking into consideration the CO2 emissions caused by transportation of all components making up the end product, empowering global consumers to make informed transportation choices;
4. *Calls upon* all military biofuel technological advances achieved in any Member State be shared with other country's domestic airline carriers, specifically low- and middle-income nations;
5. *Congratulates* the Green Party of Germany, for their proposal that one day a week, domestic air travel will be unavailable (except for medical and military emergencies);
6. *Insists* that each Member State select one day a week to stop all domestic air travel (except for medical and military emergencies);
7. *Implores* the global airline regulation agencies to require high-income member nations to sell upgraded or new airplanes— which have significantly superior efficiencies of fuel use—to low- and middle-income nations at a discount level adapted to their economies;²⁴
8. *Demands* all airplanes built before 1995 be retrofitted with new fuel-efficient turbo-fan engines, with the cost to be absorbed by the airframers in the country of origin, before being sold in any secondary market order to meet ICAO goals;
9. *Mandates* all Member States to phase out non-retrofitted airplanes issued prior to 1995 for the most fuel-efficient models on or before January 1, 2025;
10. *Implores* Member States to augment and increase domestic electric rail transportation systems, where large amounts of tunneling and concrete is not necessary, and low CO2-emitting sources of powering for electricity are verifiably available;
11. *Congratulates* airline companies who have begun to offset carbon emissions from their domestic flights by signing that UN Global Compact, using renewable jet fuel, converting fossil fuel airport equipment to electrical power, and utilizing the Carbon Emission Market locally, regionally, or via the United Nations Emissions Trading Mechanism, and by investing in renewable, sustainable projects;²⁵
12. Allows for countries to propose to the Secretary General additional or alternative measures to reduce carbon emissions;
13. *Resolves* to be actively seized of this matter.

²⁴ The rule-making airline regulators include the United States Department of Transportation, Federal Aviation Administration (FAA) and the European Air Safety Association (EASA) . China also has a regulating body, CAAC.

²⁵ JetBlue to power some flights with “sustainable” jet fuel; Honeywell UOP Renewable Jet Fuel Technology to be Use for US Military Technology and Certification: Process technology will produce renewable jet fuel from algae, animal fats, and camelina. ; ICAO Biofuel Development