



American Model United Nations
International Civil Aviation Organization

ICAO/II/2

SUBJECT OF RESOLUTION: Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development

SUBMITTED TO: The International Civil Aviation Organization

The International Civil Aviation Organization,

1 *Aware of* the importance of the United Nations's pledge to remain diligent in completing the seventeen point
2 plan to accomplish Sustainable Development by 2030,

3 *Seeking to* meet the 2030 Agenda for Sustainable Development through the implementation of Sustainable
4 Development Goals (SDGs), in particular Goals 1, 2, 3, 4, 5, 7, 8, 9, 10, 13, 14, 16 and 17,

5 *Drawing upon* the International Civil Aviation Organization's (ICAO) strategic objectives regarding air
6 navigation capacity and efficiency,

7 *In light of* the recent agreements of Convention on Climate Change (COP27),

8 *Reflecting on* the value of and the progress made with the Carbon Offsetting and Reduction Scheme for
9 International Aviation (CORSIA) initiative,

10 *Acknowledging* declarations made in the Declaration of the Second Conference on Aviation and Alternative
11 Fuels (CAAF/2), including the 2050 ICAO Vision for Sustainable Aviation Fuels,

12 *Noting* the great successes of the Local Single Sky Implementation (LSSIP) created and facilitated by the
13 European Civil Aviation Conference (ECAC),

14 *Recognizing* that many countries around the world are economically dependent on tourism and international
15 trade,

16 *Emphasizing* the importance for states to consider in their planning processes to progress toward more
17 sustainable aviation industries can also benefit them economically and increase workforce diversity in alignment with
18 SDG 5,

19 *Understanding* that developing and underdeveloped nations greatly benefit from economic stability to im-
20 prove their GDP (Gross Domestic Product) and quality of life for citizens,

21 *Noting* that millions of tons of cabin waste is improperly disposed into landfills or into the oceans,

22 *Realizing* the massive drop in air travel and economies due to the COVID-19 pandemic,

23 *Believing* in the potential to bring citizens in poverty into economic stability as the United Nations works
24 to increase economic stability as a whole,

25 *Acknowledging* the need for Member States to work closely with and seek insight from the private sector of
26 aviation in development of Green Transition Plans for Aviation,

27 1. *Recommends* that the ICAO establish a sub-committee to facilitate the creation of a Green Transitions
28 Fund for Aviation which will:

29 (a) Support the development of Green Transition Plans for Aviation in small and developing Member
30 States in alignment with SDGs 4, 5, 7, 8, 9, 13, 14, and 17;

31 (b) Approve those plans upon completion, and support small and developing States in implementing
32 their plans once approved in alignment with SDGs 16 and 17;

33 (c) Allocate funds from clause 1 to support small and developing States Green Transition Plans for
34 Aviation in alignment with SDGs 4, 5, 7, 8, 9, 13, and 14;

35 (d) Facilitate contributions and distribution of research and development efforts, technology and
36 other resources needed for making progress on these plans as available;

37 (e) Ensure a fair and equitable impact for all participating countries in alignment with SDG 10;

38 2. *Calls upon* large, developed Member States to support the subcommittees efforts via financial contribu-
39 tions and support, in alignment with SDGs 8 and 9, which shall be:

40 (a) Facilitated by the sub-committee for Green Transitions described in clause 1;

41 (b) Created in such a way that it is entirely voluntary for contributing States;

42 (c) Constructed with contributions spearheaded by former developing States that now have consid-
43 erable resources to contribute in a show of good faith to developed and large States;

44 3. *Encourages* Member States to consider ways in which their plans might bolster their Science, Technology,
45 Engineering, Mathematics (STEM) education programs relevant to air travel to further innovation and increase
46 STEM participation, which may include:

47 (a) Community forums on the current progress towards a greener aviation sector;

48 (b) Classroom discussions on potential innovations within the aviation industry;

49 4. *Recommends* this sub-committee analyze the supply chain and resources necessitated by new green
50 technologies in order to assist States in developing their plans, which shall include:

51 (a) The efficiency of the supply chain measures;

52 (b) The emissions generated by such factories;

53 (c) The effect upon local and marginalized regions affected by sourcing materials;

54 5. *Recommends* that the ICAO assess and provide recommendations regarding the current state of the
55 aviation carbon offset market, which shall:

56 (a) Focus specifically on current aviation guidelines for carbon credit markets, including;

57 (i) Exchange rates for carbon;

58 (ii) The amount of consumer interest within carbon offsetting;

59 (iii) Effectiveness of current measures in reducing aviatiions' carbon footprint;

60 (iv) Impact of economic, social, political influences on carbon offsetting;

61 (v) Impact of such measures on developing nations;

62 (b) Include a study of carbon offsetting that shall be conducted over the period of a year, including
63 multinational, budget, national, and local airlines;

64 (c) Provide a clear framework for the aviation carbon credit market based on the results of the study,
65 including a recommendation of the effectiveness of such a measure;

66 6. *Further invites* Member States to consider making the transition from carbon dioxide emitting jet fuel to
67 alternative energy sources:

68 (a) Allowing International Air Transport Association (IATA) member airlines to identify sustainable
69 aviation fuel (SAF) as a way to reduce carbon emissions;

70 (i) Using sustainable aviation fuel as a fuel source derived from biological resources such as plants;

71 (ii) Seeking to align with the goal of sustainable aviation fuel, which is to reduce emissions by up to
72 eighty percent during its full lifecycle;

73 (b) As we recognize renewable energy sources, such as hydrogen and electric and are important
74 alternatives to fossil fuels;

75 (c) Who are encouraged to fund or subsidize such initiatives;

76 (d) Encourages Member States to incorporate international standards for quality requirements for
77 production and distribution of SAF, by implementing;

78 (e) With specifications to sustainable alternative fuels specifically, which are defined in “Standard
79 Specification for Aviation Turbine Fuels Containing Synthesized Hydrocarbons” developed by ASTM International;

80 (i) These requirements will ensure safety for civil aviation to all member states;

81 (ii) The standards asserted by the ICAO regarding civil aviation need to be recognized by all member
82 states;

83 7. *Strongly recommends* the development of regional or sub-regional air traffic plans of actions using cloud
84 computing in airport softwares, transport technology, and artificial intelligence promoting synchronization in order
85 to:

86 (a) Address 2030 SDGs 1 and 2 through the transportation of more supplies in less time;

87 (b) Reduce the amount of time airplanes have their engines running without necessity;

88 (c) Increase the resilience of the aviation sector to handle increased demand when necessary;

89 (d) Reduce delays in aviation contribution to travel and trade;

90 (e) Find more fuel efficient routes that can be implemented;

91 (f) Assessing weather conditions before air travel to reduce layover and waste of time during travel;

92 8. *Supports* the establishment of guidelines to properly dispose of cabin waste:

93 (a) By shifting away from the use of single-use plastics in cabin services;

94 (b) By utilize substitutes that can be reused many times over and are biodegradable;

95 (c) Implementing a cost benefit analysis that will manage cabin waste in a way that adheres to the
96 2030 SDGs;

97 (d) By providing information and training to employees about the proper disposal of this waste;

98 9. *Encourages* further collaboration towards a Global Single Sky for all Member States of the ICAO which
99 is an expansion of the Local Single Sky Implementation, outlining that commercial flights may have the ability to
100 take optimal routes through a new, global airspace, which shall focus on:

101 (a) Increasing state-to-state agreements on shared airspace, in an effort to allow more optimal routes;

102 (b) Communication between member-states with disagreements on airspace, aiming to resolve dis-
103 putes;

104 (c) Respecting state-sovereignty and their decisions to protect their airspace;

105 10. *Requests* that States further study possible regulations to encourage airlines to modify strong commercial
106 flights to help meet the appeal provided by private flights, such as comfort and speed;

107 11. *Encourages* the development and sharing of improvements in the industry through a database shared
108 among Member States to developing and underdeveloped Member States to maximize the industry’s growth and in
109 turn the Member State’s GDP growth;

110 12. *Calls for* further initiatives from Member States to tackle other social issues regarding aviation industry,
111 including SDGs 1, 2, 3, 4, 5, 10, 16, which includes, but not limited to:

112 (a) Encouraging Member States to promote sustainable practices of traveling through mass commu-
113 nication;

114 (b) Recommendation of the commitment of corporate social responsibilities in Member States’ air-
115 lines;

116 (c) The establishment of educational programs from Member States’ aviation industry;

117 (d) The investment in sustainable airports and aviation industry in landlocked Developing Countries.

Passed, Yes: 30 / No: 5 / Abstain: 2