wissenschaft : im dialog

Resolution booklet

Final European Student Parliament

Toulouse, France

07 - 09 July 2018

A project by:

wissenschaft : im dialog

In cooperation with:

SATELLITE EVENT TOULOUSE EUROPEAN CITY OF SCIENCE ESOF 2018

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Parliamentary Debate

09:00 – 09:30 Receiving Resolution Booklet

09:30 – 09:40 Opening of the Parliamentary Debate
Markus Weißkopf, Wissenschaft im Dialog
Pascal Boureau, Conseil Départemental de la Haute Garonne

09:40 – 12:00 Debates (Committees 1, 2 and 3)

- **Carbon-neutral Transport** (9:40 – 10:20)
- **Driverless Vehicles** (10:20 - 11:00)
- **Neo-nomads and Digital Natives** (11:00 - 11:40)

11:40 – 12:30 Lunch Break

12:30 – 13:50 Debates (Committees 4 and 5)

- **Aviation and Space Flight** (12:30 – 13:10)
- **Mobility in the City** (13:10 – 13:50)

13:50 – 14:10 Handover of resolutions
Commissioner Moedas, European Commission

14:10 – 14:30 Closing Ceremony and Certificates

14:30 Close

Committees and Experts

1. Carbon-neutral Transport

Transport generates almost a quarter of Europe's greenhouse gas emissions, with road transport responsible for more than 70 per cent of emissions in the sector. How can we transport people and goods more efficiently? How could alternatives like electric or hydrogen-powered vehicles reduce emissions? What infrastructure do we need to support new types of vehicles? Can we produce biofuels from waste? And how can we speed up the transition to carbon-neutral transport?

Expert: Ass. Prof Alice Rouyer, Université Toulouse II-Jean-Jaurès, Department of geography, urbanism and planning

2. Autonomous Vehicles

Truly autonomous vehicles are not just operated remotely, but respond intelligently to their environment. Automated subway trains have been operating for decades. Now the first driverless cars, buses and trucks are hitting our roads. Unmanned aerial vehicles, or drones, are also being tested. What role will these vehicles play in future transport systems? How should they be regulated? And how can they be integrated into existing transport systems?

Expert: Dr. Jean-François Bonnefon, Centre National de la Recherche Scientifique/ Toulouse School of Economics, Toulouse School of Management

3. Neo-nomads and Digital Natives

People are becoming more mobile in physical and digital space. Modern communication technologies may seem to negate the need for physical mobility, but are we travelling less frequently? How does our mobility vary across work, free time and holidays? What are the environmental and ethical consequences of travel? How are our habits changing and what does that mean for our mobility in the future?

Expert: Ass. Prof Cameron Guthrie, Toulouse Business School

4. Aviation and Space Flight

While not an everyday mode of transport, aviation moves people and goods globally and emits a considerable quantity of greenhouse gases. In contrast space flight remains a small scientific endeavour aimed at exploration rather than tourism or mass-transit. Closer to the ground, small autonomous aircraft known as drones are being tested for deliveries. How can the carbon emissions from aviation be reduced? How should drones be regulated in civil air space? And will commercial space flight become a reality in our lifetimes?

Expert: Ass. Prof Stéphanie Lizy- Destre, ISAE-SUPAERO

5. Mobility in the City

In large cities, millions of people and tones of goods move around every day. The city's live ability is affected by roads, traffic, bicycle lanes and public-transport networks. Which modes of transport should have priority in urban planning? How does transport infrastructure use space in a city? And how does that affect pedestrians, cyclists or people dining outdoors? Is the concept of a personal car out of date?

Expert: Ass. Prof Corinne Siino, Université Toulouse II-Jean-Jaurès, Department of geography, urbanism and planning

Procedure of the debate

Opening of the Debate	The chair opens the debate by explaining the procedure and the rules of the debate.	
Reading the Resolutions	A member of the proposing committee reads out the operative clauses of the resolutions from the podium. The introductory clauses are not read.	
Defence Speech	A member of the proposing committee gives a defence speech from the podium. They explain why the committee chose the resolutions and why the parliament should vote for them.	3 minutes max.
Attack Speeches	Members of other committees make attack speeches or raise questions. The presenting committee can respond to the attacks during the 2nd defence speech.	10 minutes max.
2nd Defence Speech	A member of the proposing committee responds to the attack speech from their seat.	1 minute max.
Open Debate	All members of the student parliament can debate the resolutions from their seats (1 minute per person). After about 3 – 4 points, the chair asks the proposing committee to respond to the points made (1 minute response).*	15 minutes max. 1 minute per speaker.
Summation Speech	After the open debate a member of the proposing committee makes a summation speech. This is the last chance to speak before voting.	3 minutes max.
Voting	Students vote by raising their hands. Only the operative clauses are voted on. Each resolution is voted on separately and passes with a simple majority (if 66 votes are counted, then 34 are needed for the resolution to be carried). Students can vote 'yes', 'no' or abstain.	

RESOLUTION OF THE COMMITTEE ON "Carbon-neutral Transport"

Transport generates almost a quarter of Europe's greenhouse gas emissions, with road transport responsible for more than 70 per cent of emissions in the sector. How can we transport people and goods more efficiently? How could alternatives like electric or hydrogen-powered vehicles reduce emissions? What infrastructure do we need to support new types of vehicles? Can we produce biofuels from waste? And how can we speed up the transition to carbon-neutral transport?

Proposed by: Aikaterini Avgerinou, Mads Brødsgaard, Amelle El Hadiri, Uroš Filipović, Héloïse Furling, Paulina Heine, Simon Johannssen, Clementine Kamepko, Filippo Miraldi, Tomer Moz, Arno Piegeler, Jan Spanhofer, Elisa Zucco, Louise Jeanneau
Moderator: Cecilie Andersen

1. Noting with deep concern that emissions from the transport sector have increased by 20% as compared to 1990 levels, as one of the major contributors to the climate change, including long-term effects such as global warming
   and being alarmed by the fact that transport plays an enormous role in the contribution to greenhouse gas (GHG) emissions, representing 25.8% of the total GHG pollution within the EU;
   and following the direction of the European Union's (EU) 2030 Energy Strategy, which aims at increasing the level of renewable energy to 27% by 2030;

2. Emphasizing that the United Nations' Sustainable Development Goal (UNSDG) 13 calls for member states to take immediate action to combat climate change and its impacts
   and bearing in mind the United Nations' Sustainable Development Goal (SDG) 7, which urges member states to add clean energy to the global political agenda
   and following the direction of the European Union's (EU) 2030 Energy Strategy, which aims at increasing the level of renewable energy to 27% by 2030;

3. Being deeply concerned by the tendency of people to rely on private transportation, featuring a high percentage of carbon emitting vehicles rather than public transportation;

4. Taking into account that by 2050, 80% of the EU's population is expected to reside in urban areas.

The committee on Carbon-neutral Transport:

1. Urges the subsidization of companies using vehicle fleets, such as delivery services, in order for them to shift to more sustainable solutions, such as electric vehicles
   and requests the improvement of public transportation by optimising of its infrastructure as well as the inclusion of Bus Rapid Transit (BRT); **(adopted)**

2. Calls for the implementation of an EU-funded program European Union Sustainable Transportation Programme (EUSTP) supported by member states based on, but not limited to their GDP, in order to:
   a) Support every member state in their approach of advancing “greener”, more sustainable ways of transporting both people and goods;
   b) Further develop scientific research on alternatives to fossil fuels, such as electric and hydrogen powered vehicles, as well as research on utilizing the maritime and aviation sectors in order to optimize transport of goods;
   c) Financially support industries in member states, so they can deal with the lack of infrastructure required for promising technical solutions for carbon-neutral transport, such as electric cars; **(adopted)**

3. Advises the introduction of a programme in the education system that aims at increasing the awareness of the impact of carbon emitting transportation on the environment from early childhood throughout the education system
   and encourages the launching of campaign on social media in order to familiarize people with the effects of their CO2 emissions; **(adopted)**

4. Proposes the expansion of alternative transportation methods in urban areas, especially bike facilities, in order to minimize the usage of carbon emitting modes of transport. **(adopted)**

RESOLUTION OF THE COMMITTEE ON "Autonomous Vehicles"

Truly autonomous vehicles are not just operated remotely, but respond intelligently to their environment. Automated subway trains have been operating for decades. Now the first driverless cars, buses and trucks are hitting our roads. Unmanned aerial vehicles, or drones, are also being tested. What role will these vehicles play in future transport systems? How should they be regulated? And how can they be integrated into existing transport systems?

Proposed by: Anton Cholakov, Todor Cvetanović, Stefano Diaconu, Georgia Drakoulakou, Rossella Filliger, Katarina Krivokuća, Simon Kukuk, Carmel Mali, James Collins-O'Brien, Emil Schnell, Ludmila Scholz Goncalves, Aimée Stüdemann, Maximilian Voßhenrich, Emmy Omont, Justine Arjo
Moderator: Nathalie Ferko

1. Considering that the lack of information available to the public about autonomous vehicles leads to stereotypes and fear of innovations;

2. Being aware of the existence of moral and ethical issues concerning autonomous vehicles;

3. Strongly condemning the automation of vehicles to the highest level of autonomy, due to the lack of real life data about their safety and insufficient technological development;

4. Recalling the 2014 Amendment of the Article 8 of the Vienna Convention of 1968;

5. Recognising that there are mandatory vehicle assessments currently in place;

6. Being deeply concerned about cyber security and data privacy issues;

7. Being aware that autonomous vehicles will become available to the broader public and that certain issues such as possible data leakage, tracking and extortion might emerge.

The Committee on Autonomous Vehicles:

1. Encourages the manufacturers of autonomous vehicles to take responsibility for monitoring public opinion;
   and solemnly confirms that advertising and education should be supported by the government (e.g. Department of Mobility and Transportation of the European Commission); **(not adopted)**
2. Urges the EU to establish a body which is responsible for investigating the moral implications of autonomous vehicles (e.g. Ethical Council of the EU); (adopted)
3. Proposes that local ministries of transport authorize defined areas for test-driving semi-autonomous vehicles, in order to collect necessary data from real life situations; **(adopted)**
4. Believes that new systems should be implemented to support the integration of autonomous vehicles in the future of our mobility, such as, but not limited to, traffic jam support systems (TJSS); **(adopted)**
5. Calls for the improvement and upgrade of current maintenance facilities and services to support autonomous vehicles; **(adopted)**
6. Affirms that relevant data should be shared by manufacturers to the Department for Mobility and Transport of the European Commission; **(adopted)**
7. Calls upon the manufacturer to encrypt any collected data and manage this data under the terms of the General Data Protection Regulation (GDPR). **(adopted)**

RESOLUTION OF THE COMMITTEE ON "Neo-nomads and Digital Natives"

People are becoming more mobile in physical and digital space. Modern communication technologies may seem to negate the need for physical mobility, but are we travelling less frequently? How does our mobility vary across work, free time and holidays? What are the environmental and ethical consequences of travel? How are our habits changing and what does that mean for our mobility in the future?

Proposed by: Paul Delage, Kamelia Hadjieva, Ruth Hammel, Lotta Helm, Kristabel Konta, Sarah Alami Mejjati, Lorenzo Mischiatti, Thor Laumark Møller, Vladimir Radenković, Sarah Ryan-Purcell, Alexandros Sagris, Maxim Schamber, Chiara Sichera, Caroline Stamm
Moderator: Wendy Oke

1. Recognizing that only one European country has created a working visa for neo-nomads even though globally there are one billion neo-nomads;

2. Being fully aware that 83% of children aged 6 months to 6 years use screens every day to play, while 91% of young adults use the internet on a daily basis;

3. Taking into account that in Europe three quarters of commuters have some flexibility with their work schedules but only 2.6% of people normally work from home;

4. Noting with regret that in many European cities such as Paris, Manchester and Utercht drivers spend more than 70 hours a year in traffic jams.

Committee on Neo-nomads and Digital Natives:

1. Suggests that mobility between EU countries be supported by adopting approaches already used in countries such as Estonia that offer specific visas for neo-nomads, so that they can travel, work and contribute to the European economy effectively; **(adopted)**

2. Calls for the establishment of an EU directive to increase public awareness, in particular among children, parents and teachers, about opportunities and risks related to the use of online technologies and ways of staying safe online; **(adopted)**

3. Recommends that companies adopt teleworking as a viable option for employees who are able and willing to work from home; **(adopted)**

4. Emphasises the need to provide better internet access across multiple forms of transport such as but not limited to buses and trains. Thereby encouraging mobility within the EU so that commuters can work from anywhere and always be connected. **(adopted)**

RESOLUTION OF THE COMMITTEE ON "Aviation and Space Flight"

While not an everyday mode of transport, aviation moves people and goods globally and emits a considerable quantity of greenhouse gases. In contrast space flight remains a small scientific endeavour aimed at exploration rather than tourism or mass-transit. Closer to the ground, small autonomous aircraft known as drones are being tested for deliveries. How can the carbon emissions from aviation be reduced? How should drones be regulated in civil air space? And will commercial space flight become a reality in our lifetimes?

Proposed by: Iris Casale, Steven David Fiegener, Davide Giolitti, Christopher Hristov, Lucie Jonas, Roy Milon, Emmy Omont, Sofia Orneraki, Tamara Ponjavić, Dimitrije Rajčić, Anton Rohmoser, Tobias Selig, Alex Sheehan, Olivia Twomey, Nina Pommier
Moderator: Gregor Beck

1. Recognising that aviation contributes to a large proportion of GHG emissions with more than 600 million tonnes of emissions per year;

2. Being deeply concerned that the majority of electricity produced today does not come from renewable energy sources and therefore produces high GHG emissions which cause climate change;

3. Bearing in mind the potential issues regarding drones, like human negligence and interference with air traffic;

4. Being deeply concerned about additional problems related to drones like illegal weaponization, breaches of privacy and intel-gathering;

5. Being aware of the lack of international legislation and cooperation in response to serious issues related to the use of space for political and economic purposes;

6. Being deeply concerned by the overabundance of space debris that may have fatal consequences for satellite related activities such as telecommunication, navigation and others.

Committee on Aviation and Space Flight:

1. Emphasises the importance of support to scientists and engineers to develop hybrid and electric planes, through both existing and future projects, in order to reduce the negative environmental effect of aviation; **(adopted)**
2. Supports the development of renewable energies such as nuclear fusion, in order to supply the electricity for these hybrid and electric planes in a clean and environmentally friendly way; **(adopted)**
3. Requests that nations create a universal licensing system for drone use with licences being issued only after a series of tests and with authorities being able to take away licences in case of repeated drone misuse or abuse; **(adopted)**
4. Calls for chips to be put inside of drones, which will track their movement and enable control of their usage by:
    a. Dividing cities into zones where drone flying is prohibited and zones where drone flying is allowed,
    b. Building a database containing the MAC address of a drone and the name of the owner,
    c. Fining people who disobey the non-flying zones in cities;

    and urges the EU to implement a ban on the selling of non-chipped drones five years after the introduction of chipped drones; **(not adopted)**
5. Requests the EU to oversee the creation of a new intercontinental organisation to overcome the problems related to space exploration such as space debris and the lack of related legislation, initially establishing it with the 22 European Space Agency member states, followed by full international co-operation; **(adopted)**
6. Calls upon the new intercontinental organisation to come up with possible solutions to the urgent problem of space debris and start the removal of waste from our atmosphere, left over from earlier activities by European and other countries. **(adopted)**

RESOLUTION OF THE COMMITTEE ON "Mobility in the City"

In large cities, millions of people and tones of goods move around every day. The city's live ability is affected by roads, traffic, bicycle lanes and public-transport networks. Which modes of transport should have priority in urban planning? How does transport infrastructure use space in a city? And how does that affect pedestrians, cyclists or people dining outdoors? Is the concept of a personal car out of date?

Proposed by: Anja Barnert, Rachel Miryam Ben Shabat, Joshua Cantwell, Alan Dambrauskas, Aor Any Elmaliach, Méline Fischer, Lars Christofer Gieseck, Stefano Kovacevic, Eleni Protonotariou, Ane Schöler, Fokion Spyroglou, Cecilia Baré, Yoana Zaharieva, Salomé Guilbert
Moderator: Nicolas Cerclé

1. Being aware of the fact that there is limited access to public transport for people with disabilities;
2. Affirming that public transport contributes significantly to the CO2 emissions;
3. Noticing with deep concern that there is a trend of increasing urbanisation and a tendency for cities to be utilised up to and beyond full capacity;
4. Recognizing that not enough resources are being allocated to the research of renewable energy sources;
5. Realizing that walking, cycling and using public transportation are unattractive transport options for most people;
6. Acknowledging that people tend to avoid walking and cycling alongside traffic because of safety issues;
7. Being deeply concerned that the bicycle lanes lack continuity and connectivity with other forms of public transport;
8. Taking into account the lack of infrastructure supporting the use of electric and hydrogen-powered vehicles.

Committee on Mobility in the City:

1. Calls for better access to public transport for people with disabilities, as well as pregnant and elderly persons; **(adopted)**

2. Recommends the gradual conversion of fossil fuel driven vehicles in public transport to vehicles driven by sustainable energy within the next two decades; **(adopted)**

3. Requests government campaigns to improve the image and infrastructure of public transport in order to reduce the number of cars on roads, while increasing the usage of public transport; **(adopted)**

4. Urges the EU to re-prioritize research funding to accelerate the implementation of mobility strategies with renewable energy sources such as, but not limited to, the European Hydrogen and Fuel Cell Technology Platform (HFP) in order to reduce the cost of vehicles powered by sustainable energy; **(adopted)**

5. Suggests the organization of events to raise awareness of the importance of walking as well as opening aesthetically pleasing paths to improve public opinion on walking; **(not adopted)**

6. Requests the separation of pedestrians and motorized transport in city streets; **(not adopted)**

7. Encourages prioritizing building bicycle lane networks in city centres and their surroundings as well as providing easy access to public transport to enhance its use; **(adopted)**

8. Endorses the expansion of infrastructure to support vehicles using hydrogen and electric propulsion in order to promote clean mobility solutions. **(adopted)**

European Student Parliaments

Debate science!

A project by:

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Wissenschaft im Dialog gGmbH
Charlottenstr. 80
10117 Berlin
Germany
+49/30/2062295-0
www.wissenschaft-im-dialog.de

www.student-parliaments.eu
www.facebook.com/eusps

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