



**SRMUN ATLANTA 2019**  
**SRMUN 30**  
**November 21 - 23, 2019**  
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Greetings Delegates,

Welcome to SRMUN Atlanta 2019 and the United Nations Human Settlements Programme Governing Council (UN-Habitat). My name is Nicole Calcagno, and I will be serving as your Director for the UN-Habitat. This will be my fourth time on SRMUN staff, having previously served as the Director for the Human Rights Council at SRMUN Charlotte 2019, the Director of the Economic Commission for Latin America and the Caribbean at SRMUN Atlanta 2018, the Assistant Director of the Group of 77 at SRMUN Atlanta 2017, and the Assistant Director of the Organization of Islamic Cooperation at SRMUN Atlanta 2016. Our committee's Assistant Director will be Asha Coutrier. She has been involved in Model UN since 2016 and has attended a combined total of nine conferences both internationally and nationally. Prior to this conference, Asha was the Assistant Director of the General Assembly Plenary at SRMUN Atlanta 2018.

The UN-Habitat's mission is to provide socially and environmentally sustainable towns and cities with adequate shelter for all. The organization's main goal is to work towards a better urban future. The rapid shifts in urbanization has led to space, economic, environmental, and social issues in cities around the world that must be resolved. UN-Habitat was mandated by the United Nations in 1978 to address these type of urban growth issues. Since then, the organization has been working to build better futures for cities of all sizes throughout the world.

By focusing on the mission of the UN-Habitat, we have selected the following topics for delegates to research, discuss, and work together on developing meaningful and sustaining solutions:

- I. Addressing the Economic Challenges from Rapid Rural to Urban Migration
- II. Creating and Expanding Infrastructure for Public Mobility Systems

This background guide provides a strong introduction to the committee and the topics and should be utilized as a foundation for the delegate's independent research. While we have attempted to provide a holistic analysis of the issues, this background guide should not be used as the single mode of analysis for the topics. Delegates are expected to go beyond the background guide and engage in intellectual inquiry of their own. The position papers for the committee should reflect the complexity of these issues and their externalities. Delegations are expected to submit a position paper and be prepared for a vigorous discussion at the conference. Position papers should be no longer than two pages in length (single spaced) and demonstrate your Member State's position, policies and recommendations on each of the two topics. Delegates should visit [srmun.org](http://srmun.org) for more detailed information about guidelines, formatting, and how to write position papers, delegates can visit [srmun.org](http://srmun.org). **All position papers MUST be submitted no later than Friday, November 1, 2019, by 11:59pm EST via the SRMUN website.**

Asha and I are enthusiastic about serving as your dais for the UN-Habitat. We wish you all the best of luck in your conference preparation and look forward to working with you in the near future. You may contact Deputy Director-General Ryan Baerwalde, Asha, or myself if you have any questions while preparing for the conference.

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## Committee History of the United Nations Human Settlement Programme

Noting the actions towards mitigating rapid urban growth as unsubstantial, the United Nations (UN) General Assembly (GA) established the UN-Habitat and Human Settlement Foundation (UNHHSF) on January 1, 1975.<sup>1</sup> The UNHHSF was the first body whose actions were solely committed to alleviating issues caused by urbanization.<sup>2</sup> As a subset of the United Nations Environmental Programme (UNEP), the UNHHSF aided developing Member States in creating national programs for infrastructure development with both capital and technical assistance.<sup>3</sup> Arising out of a 1976 Vancouver based conference, UN-Habitat I; the UNHHSF became the United Nations Commission on Human Settlement and the United Nations Centre for Human Settlement (UN-Habitat), which was the executive secretariat of the commission.<sup>4</sup> Now known as the United Nations Human Settlement Programme, UN-Habitat was a body globally promoting sustainable urbanization of the 61.4 percent of people who resided within pastoral communities in 1978.<sup>5</sup> The Vancouver Declaration on Human Settlement, which created the UN-Habitat, expresses their goals of “...adopting bold, meaningful, effective human settlement policies” to mitigate the issues that stemmed from Member States not having appropriate population infrastructure.<sup>6</sup>

From their onset until about 1997, UN-Habitat struggled “to prevent and ameliorate problems stemming from massive urban growth...” because urbanization in developing Member States was not considered a critical issue.<sup>7</sup> Consequently, diminutive amounts of funding were provided by the governments and intergovernmental organizations (IGOs) of Member States.<sup>8</sup> UN-Habitat heavily relies on these voluntary contributions because funding from bodies within the UN and private donors primarily fund other specific UN-Habitat programs.<sup>9</sup> In 1996, Habitat II convened in Istanbul, Turkey, wherein 171 Member States assessed progress made since the Vancouver Declaration and reconfigured the existing document to include over a hundred commitments and recommendations for improving urban infrastructure development.<sup>10</sup> On January 1, 2002, UN-Habitat, with Resolution A/56/206, strengthened its mandate and became an official committee of the UN, 24 years after its inception.<sup>11</sup> One of the most important contributions UN-Habitat has made globally is World UN-Habitat Day. First created in 1985 but celebrated in 1986, with the message of “Shelter is my Right”, World UN-Habitat Day was UN-Habitat’s method of spreading ideals of:

*“... (1) Inclusive housing and social services, (2) A safe and healthy living environment for all — with particular consideration for children, youth, women, elderly and disabled, (3) Affordable and sustainable transport and energy, (4) Promotion, protection, and restoration of green urban spaces, (5) Safe and clean drinking water and sanitation, (6) Healthy air quality, (7) Job creation, (8) Improved urban planning and slum upgrading, and (9) Better waste management”.*<sup>12</sup>

UN-Habitat both adopts and votes for their resolutions by majority and has the ability to draft and recommend resolutions for the GA’s consideration.<sup>13</sup> In December of 2012, the GA passed Resolution A/RES/67/216, which

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<sup>1</sup> “History, Mandate & Role in the UN System,” UN-Habitat, <https://unhabitat.org/history-mandate-role-in-the-un-system/> (accessed February 2, 2019).

<sup>2</sup> “History, Mandate & Role in the UN System,” UN-Habitat.

<sup>3</sup> “History, Mandate & Role in the UN System,” UN-Habitat.

<sup>4</sup> “History, Mandate & Role in the UN System,” UN-Habitat.

<sup>5</sup> The World Bank, *World Bank staff estimates based on the United Nations Population Division's World Urbanization Prospects: 2018 Revision*, <https://data.worldbank.org/indicator/sp.rur.totl.zs> (accessed February 2, 2019).

<sup>6</sup> United Nations Human Settlement Programme, *The Vancouver Declaration*, June 11th, 1976

<sup>7</sup> “History, Mandate & Role in the UN System,” UN-Habitat, <https://unhabitat.org/history-mandate-role-in-the-un-system/> (accessed February 2, 2019).

<sup>8</sup> “History,” UN-Habitat, <http://mirror.unhabitat.org/content.asp?typeid=19&catid=10&cid=927> (accessed February 2, 2019).

<sup>9</sup> “History,” UN-Habitat.

<sup>10</sup> “History,” UN-Habitat.

<sup>11</sup> “History,” UN-Habitat.

<sup>12</sup> “World UN-Habitat Day Background,” UN-Habitat, <https://www.un.org/en/events/UN-Habitatday/background.shtml> (accessed April 21, 2019).

<sup>13</sup> “When was UN-Habitat established? What types of documents are available?” Dag Hammarskjöld Library, <http://ask.un.org/faq/14532> (accessed February 2, 2019).

invited all UN Member States to plan and attend the 2016 UN-Habitat III conference, which occurred in Ecuador.<sup>14</sup> However, the organization's responsibility falls on UN-Habitat's Governing Council (GC).<sup>15</sup> UN-Habitat can be classified into three central bodies: the Governing Council, the Secretariat, and the Permanent Representatives.<sup>16</sup> The Governing Council consists of 58 Member States, who are elected by the United Nations Economic and Social Council (ECOSOC), and they guide agenda and policy decisions within UN-Habitat.<sup>17</sup> They serve for four-year terms and are also responsible for approving programs, budgets, and meet biennially.<sup>18</sup> Next, is the Secretariat, which is permanently housed in Nairobi, Kenya, and translates the GC's decisions into tangible initiatives and serves as the "...focal point for all urban and human settlement matters within the United Nations system...".<sup>19</sup> The Secretariat acts as the main executive body within UN-Habitat by recommending strategic advice to the Governing Council and designs, implements, manages and monitors UN-Habitat's urban initiatives and human settlement development projects.<sup>20</sup> Lastly, there is the Committee of Permanent Representatives (CPR) who addresses issues that arise between the convenings of the GC, while monitoring UN-Habitat's budgetary framework, implementing approved draft resolutions, and reviewing the work program and drafts.

The current directive of UN-Habitat revolves around enacting the New Urban Agenda, created during the UN-Habitat III conference. Also known as the Quito Declaration on Sustainable Cities and Human Settlement for All, it outlines a plan to accommodate the doubling of the global urban population by 2050, and aims to tackle a multitude of issues including, ending hunger and poverty, promote sustainable economic growth, achieve gender equality, improve human health and well-being, and to protect the environment. The Quito Declaration also details the complicated and highly involved process of achieving sustainable global development and aligns UN-Habitat's goals with the 2030 Agenda for Sustainable Development.<sup>21</sup> Periodically, UN-Habitat will assess progress and make appropriate adjustments. The next convening of the body will occur November 19- 21, 2019, in Barcelona for the Smart Cities World Congress. During the interim, UN-Habitat will continue to promote local and global sustainable initiatives.

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<sup>14</sup> United Nations General Assembly, Resolution 216, *Implementation of the outcome of the United Nations Conference on Human Settlement (UN-Habitat II) and strengthening of the United Nations Human Settlement Programme (UN-Habitat)*, A/RES/67/216, December 21, 2012, [http://www.un.org/en/ga/search/view\\_doc.asp?symbol=A/RES/67/216](http://www.un.org/en/ga/search/view_doc.asp?symbol=A/RES/67/216).

<sup>15</sup> "Our Structure: Overview," UN-Habitat, <https://un-habitat.org/structure-overview/> (accessed February 2, 2019).

<sup>16</sup> "Our Structure: Overview," UN-Habitat.

<sup>17</sup> "Our Structure: Overview," UN-Habitat.

<sup>18</sup> "Our Structure: Overview," UN-Habitat.

<sup>19</sup> "Our Secretariat," UN-Habitat, <https://un-habitat.org/our-secretariat/> (accessed February 2, 2019).

<sup>20</sup> "Our Secretariat," UN-Habitat.

<sup>21</sup> UN-Habitat, *Implementation of the outcomes of the United Nations Conferences on Human Settlement and on Housing and Sustainable Urban Development and strengthening of the United Nations Human Settlement Programme (UN-Habitat)*.

## I. Addressing the Economic Challenges from Rapid Rural to Urban Migration

### *Introduction*

Due to rapid rural to urban migration, more than half of the world's population currently lives in cities and towns, and that figure will rise to at least 75 percent by 2050, with the majority being in Africa and Asia.<sup>22</sup> As a result, this migration increases urbanization throughout the world.<sup>23</sup> Urbanization can be defined as "...the gradual shift of the human population from rural to urban areas."<sup>24</sup> Currently, "...the most urbanized regions include North America (with 82 percent of its population living in urban areas), Latin America and the Caribbean (81 percent), and Europe (74 percent)."<sup>25</sup> The level of urbanization in Asia is now up to 50 percent, in contrast to Africa, which remains mostly rural at 43 percent of its population living in urban areas.<sup>26</sup> As cities throughout the world rapidly urbanize, they also face economic challenges along with that growth such as lack of employment, clean water, safety, and housing.<sup>27</sup> It is necessary for Member States to work toward addressing these challenges as this migration continues.

### *History*

Global migration is a phenomenon that occurs when people move across borders.<sup>28</sup> These global migrants make up a total of one-seventh of the world's population.<sup>29</sup> Previously, reproduction was the main driver of population growth in some key regions of the developing world but migration has now surpassed it.<sup>30</sup> The *World Migration Report 2015* indicates that Brazil, India, East Asia, and South Africa are emerging as new migration destinations, however, there is an increase in migration overall worldwide.<sup>31</sup>

Rapid rural to urban migration is increasing, especially in "global cities" such as Sydney, London, and New York.<sup>32</sup> These cities are ideal because they have large economies and are international gateways that house a population of migrants equaling over a third of their population.<sup>33</sup> Developing regions are particularly affected by migration.<sup>34</sup> India for example, has an interstate migration rate with a growth of 4.5 percent annually.<sup>35</sup> Africa for instance is showing an urban growth rate that is 11 times higher than Europe.<sup>36</sup> Africa also saw a 40 percent increase in urbanization in 2010, and it is expected that the population in urban areas will triple over the next 50 years.<sup>37</sup>

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<sup>22</sup> United Nations Expert Group Meeting on Sustainable Cities, Human Mobility, and International Migration, *Drivers of Migration and Urbanization in Africa: Key Trends and Issues*, UN/POP/EGM/12, 2017.

<sup>23</sup> United Nations Expert Group Meeting on Sustainable Cities, Human Mobility, and International Migration.

<sup>24</sup> "68% of the World Population Projected to Live in Urban Areas by 2050, Says UN" United Nations Department of Economic and Social Affairs, May 16, 2018, <https://www.un.org/development/desa/en/news/population/2018-revision-of-world-urbanization-prospects.html>.

<sup>25</sup> "68% of the World Population Projected to Live in Urban Areas by 2050, Says UN" United Nations Department of Economic and Social Affairs.

<sup>26</sup> "68% of the World Population Projected to Live in Urban Areas by 2050, Says UN" United Nations Department of Economic and Social Affairs.

<sup>27</sup> "68% of the World Population Projected to Live in Urban Areas by 2050, Says UN" United Nations Department of Economic and Social Affairs.

<sup>28</sup> *Migration and Its Impact on Cities*, World Economic Forum report, [http://www3.weforum.org/docs/Migration\\_Impact\\_Cities\\_report\\_2017\\_low.pdf](http://www3.weforum.org/docs/Migration_Impact_Cities_report_2017_low.pdf) (accessed May 18, 2019).

<sup>29</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>30</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>31</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>32</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>33</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>34</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>35</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>36</sup> *Migration and Its Impact on Cities*, World Economic Forum report.

<sup>37</sup> "Africa Urban Agenda Programme," UN, <https://unhabitat.org/urban-initiatives/initiatives-programmes/africa-urban-agenda-programme/> (accessed February 7, 2019).

Currently there is no standard international definition for an urban area because each Member State has its own definition and collects data based upon that.<sup>38</sup> Each year, the UN Population Division gathers the definitions of “urban” population via census for 232 urban areas across the globe.<sup>39</sup> The criteria used by these Member States would include population size, population density, type of economic activity, physical characteristics, level of infrastructure, or a combination of these criteria to define an “urban” area.<sup>40</sup> While urbanization is an ideal way to boost the economy for Member States, it can also cause a strain on their current economy through unemployment, overcrowded slums, and lack of resources such as running water.<sup>41</sup> For example, urban poverty has been an ongoing issue in some African cities such as Accra, which has more than doubled its poverty levels from 4.4 percent in 1999 to 10.6 percent in 2016.<sup>42</sup> Several Latin American cities absorbed a large number of international migrants, primarily from Europe, in the first half of the twentieth century.<sup>43</sup> Today, Buenos Aires, Santiago, Panama City, and other cities are seeing a large increase of immigrants from other Latin American Member States.<sup>44</sup> Buenos Aires has historically been viewed as the “arrival hub” for this region while Santiago and Panama City both experience sustained economic growth and a flexible labor market.<sup>45</sup> All three cities see a large flow of migration due to social and politic conflicts, economic crisis, structural poverty and natural disasters, as is the case with Venezuela, Colombia, Haiti, Peru, Bolivia, Paraguay, Dominican Republic, Cuba and Ecuador.<sup>46</sup>

China is another example of rapid rural to urban migration. According to the World Bank, China’s urbanization began over 4,000 years ago with several Neolithic villages along valleys and rivers.<sup>47</sup> By the end of the 1940s, China had 69 cities on record and by 2007; this number had increased nearly ten times to 670 cities total.<sup>48</sup> This is the result of migration from villages leading to the expansion of small towns, which then had to be reclassified as cities.<sup>49</sup> Of these cities, 89 have a population of over a million, dwarfing the numbers in other large Member States such as the United States with 37 of this size and India with 32.<sup>50</sup> Increasing urbanization is the result of migration from villages, as well as natural increase, leading to the expansion of small towns, which have been reclassified as cities.<sup>51</sup> Even though urbanization was successful in China, it is challenging to have enough employment and infrastructure to accommodate these rapid increases in population.<sup>52</sup>

## Challenges

The challenges of the rapid rural to urban migration are numerous and China is a prime example of a nation that is facing them. The first notable challenge is energy consumption and China struggles to provide enough energy for its ever mounting number of urban residents.<sup>53</sup> These urban residents in China on average use 3.6 times as much energy as rural residents which is seven times that of Japan and 3.5 times that of the United States.<sup>54</sup> Another challenge of urbanization is inadequate transportation, due to a need for further motorization to meet demands.<sup>55</sup> Further compounding the issues is the fact that solutions to this problem would inevitably incur higher energy consumption

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<sup>38</sup> Deuskar, Chandan, "What does "urban" Mean?," *World Bank Blogs* (blog), June 2, 2015, <https://blogs.worldbank.org/sustainablecities/what-does-urban-mean>.

<sup>39</sup> What does urban mean? *World Bank Blogs*.

<sup>40</sup> What does urban mean? *World Bank Blogs*.

<sup>41</sup> Urbanization and Migration in Africa, Joseph Teye, November 2018.

<sup>42</sup> Urbanization and Migration in Africa, Joseph Teye, November 2018.

<sup>43</sup> United Nations Expert Group Meeting On Sustainable Cities, Human Mobility, and International Migration, *Cities and migration in Latin America and the Caribbean: updated estimates of key socio-demographic effects I*, UN/POP/EGM/2017/1, September 7-8, 2017, <https://www.un.org/en/development/desa/population/events/pdf/expert/27/papers/III/paper-Rodriguez-final.pdf>.

<sup>44</sup> United Nations Expert Group Meeting On Sustainable Cities, Human Mobility, and International Migration, 2017.

<sup>45</sup> United Nations Expert Group Meeting On Sustainable Cities, Human Mobility, and International Migration, 2017.

<sup>46</sup> United Nations Expert Group Meeting On Sustainable Cities, Human Mobility, and International Migration, 2017.

<sup>47</sup> The World Bank, *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, June 19, 2008.

<sup>48</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>49</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>50</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>51</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>52</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>53</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>54</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>55</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008

and likely increase pollution.<sup>56</sup> Another challenge is space and land. For example, in China, it has to control the urban sprawl because it needs to keep viable land for agriculture.<sup>57</sup> Water is another challenge and China only has “2,100 cubic meters of water available per person which is one third of the world average.”<sup>58</sup> Climate change is looms as a major threat for many Member States to face. In China, it is predicted it will impact heavily populated low-lying areas as sea levels rise, as one observer states “There are likely to be major infrastructure requirements to protect these areas from sea-level rise and flooding.”<sup>59</sup>

China and its cities is not the only nation that currently has to face these challenges. Other challenges facing nations is the consequences of cities’ inability to cater to the housing needs for its population, thus causing informal settlements and slums.<sup>60</sup> Calgary for example has a housing waiting list that has 3,000 people on it whereas in Paris the wait to receive housing can be up to 10 years.<sup>61</sup> Other challenges felt worldwide include education and employment. Cities can respond to population needs by expanding their training and hiring procedures, encouraging more positions such as social workers, teachers, and education assistance, and upgrading infrastructure in general.<sup>62</sup>

Managing health services for migrants, documented or undocumented, can also be a global challenge. The laws and regulations of Member States and the health care facilities themselves affect what services they allow migrants to use.<sup>63</sup> Some Member States such as Italy, Spain, and France, allow migrants to enjoy almost the full range of care.<sup>64</sup> Other Member States such as Denmark, Belgium, and Austria only allow access to emergency services and certain primary care services.<sup>65</sup> Other Member States such as Finland and Sweden deny the right to access health services at most levels of care.<sup>66</sup> When reviewing these challenges, many if not all of them can prove to be problematic for the overall economy of a Member State. As people migrate, the areas they leave could see a decrease in economic development whereas the places they migrate to can see an increase in economic development but, that increase is at the cost of those challenges mentioned above.

### **Case Study: Nigeria**

As rapid migration continues, studies have been conducted to observe how it affects Member States throughout the world. This case study specifically highlights some of the challenges listed above such as education, infrastructure, and employment, in addition to their impacts on select Nigerian cities. In 2013, the International Journal of Population Research published a case study that focused on the *Effects of Rural-Urban Migration on Rural Communities in Southeastern Nigeria*.<sup>67</sup> Data was gathered by using a mixed approach that encompassed questionnaire surveys and interviews.<sup>68</sup> Six rural local government areas (LGAs) were selected based upon population size and spatial equity from two states within Southeastern Nigeria, including 50 households, which were sampled within those LGAs.<sup>69</sup>

The study found several key factors that drove migration, such as monetary remittances.<sup>70</sup> Family members and dependents left behind by migrants look to those who left to provide them with remittances, food or currency, to

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<sup>56</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>57</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>58</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>59</sup> *China’s Rapid Urbanization: Benefits, Challenges & Strategies*, 2008.

<sup>60</sup> *Migration and Its Impact on Cities*, World Economic Forum, [http://www3.weforum.org/docs/Migration\\_Impact\\_Cities\\_report\\_2017\\_low.pdf](http://www3.weforum.org/docs/Migration_Impact_Cities_report_2017_low.pdf) (accessed May 18, 2019).

<sup>61</sup> *Migration and Its Impact on Cities*. World Economic Forum.

<sup>62</sup> *Migration and Its Impact on Cities*. World Economic Forum.

<sup>63</sup> *Migration and Its Impact on Cities*. World Economic Forum.

<sup>64</sup> *Migration and Its Impact on Cities*. World Economic Forum.

<sup>65</sup> *Migration and Its Impact on Cities*. World Economic Forum.

<sup>66</sup> *Migration and Its Impact on Cities*. World Economic Forum.

<sup>67</sup> Chukwuedozie K. Ajaero and Patience C. Onokala, “The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria,” *International Journal of Population Research*, vol. 2013, Article ID 610193, 10 pages, 2013. <https://doi.org/10.1155/2013/610193>.

<sup>68</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>69</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>70</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

help cope with the hardships associated with diminishing or depletion of environmental resources.<sup>71</sup> Those left behind depend upon the rural-urban migrants to remit any or all of the food, money, and clothing to their rural households of origin.<sup>72</sup> Between the two LGAs included in this study, Abia and Imo, 81 percent of the rural-urban migrant-sending households admit that they receive remittances from the rural-urban migrants in Abia state.<sup>73</sup> Only 20.69 percent of the rural-urban migrant-sending households in Imo state receive remittances from the rural-urban migrants.<sup>74</sup> There was a difference in the results of this study based on the educational levels of each LGA.<sup>75</sup> Within Imo, most heads of household are educated and retired civil servants who live on a pension and are less dependent on remittances than Abia.<sup>76</sup> In Abia, the same heads of household engage more in trading and are not as educated as Imo.<sup>77</sup> They also lack sufficient money to sustain their households, which in turn causes them to depend on those remittances much more.<sup>78</sup>

Other key factors of this study found that most of the income for these areas depends solely on agriculture.<sup>79</sup> If their agricultural capacities are improved, it will translate into increased agricultural produce and ultimately, reduce the dependency on remittances for survival.<sup>80</sup> Migrants also try to embark on developmental projects in their home rural areas to improve their daily lives and boost the socioeconomic status of those areas.<sup>81</sup> The study recommends that there should be some initiatives put in place to move away from remittances and help those left behind become more self-sufficient.<sup>82</sup> It also recommends that local LGAs should improve upon social infrastructures to improve the quality of life of their populations, and add skills acquisition centers to educate them.<sup>83</sup> Migrants are encouraged to form rural community associations in the urban area they live that will work toward the developmental needs of their rural communities of origin and contribute resources to execute projects such as road construction.<sup>84</sup>

As migrants move on to more urban areas worldwide, this case study highlights many of the challenges that contribute to urban migration throughout the world, not just in Nigeria. Many Member States are challenged with economic hardships, lack of environmental resources, education levels and access to education, skills for different forms of employment and the availability of said employment, and general quality of life. Nigeria is a great example of the stark differences between rural and urban areas, why people migrate, and what happens to those left behind. It also highlights how there could be some improvement for those in less urban areas to become more self-sufficient in Nigeria and beyond.

### ***Actions Taken by the United Nations***

UN-Habitat is working towards eliminating the economic challenges that come from rapid rural to urban migration through the African Urban Agenda Programme (AUA), which began in 2012.<sup>85</sup> Their focus is to raise the profile of urbanization as a force for the structural transformation of Africa.<sup>86</sup> As this initiative grew, the Strengthening Partnership for an Africa Urban Agenda (SPP), sponsored by Nigeria was born, and it provided a drafting of nineteen African National Reports presented at Habitat III, which ensured a higher level of representation and participation of its stakeholders.<sup>87</sup> This National Report provided the basis for the formulation of the Common

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<sup>71</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>72</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>73</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>74</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>75</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>76</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>77</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>78</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>79</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>80</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>81</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>82</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>83</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>84</sup> Ajaero and Onokala, *The Effects of Rural-Urban Migration on Rural Communities of Southeastern Nigeria*.

<sup>85</sup> "Africa Urban Agenda Programme." United Nations, <https://unhabitat.org/urban-initiatives/initiatives-programmes/africa-urban-agenda-programme/> (accessed February 7, 2019).

<sup>86</sup> "Africa Urban Agenda Programme," United Nations.

<sup>87</sup> "Africa Urban Agenda Programme," United Nations.

African Position to Habitat III (CAH3) in 2016.<sup>88</sup> The CAH3 informed a substantial part of the New Urban Agenda (NUA), unified the voice of Africa during the formal and informal negotiations, and ensured that Africa's priorities were well captured in the final draft of the NUA.<sup>89</sup>

The NUA is a group that shares a vision for a more sustainable future, equal rights, and access to benefits and opportunities that cities can offer their residents.<sup>90</sup> The NUA's main goals include leaving no person behind by ending poverty in all forms, to ensure sustainable and inclusive urban economies by leveraging well-planned urbanization, and ensuring environmental sustainability by promoting clean energy and sustainable use of land in an urban development.<sup>91</sup> The NUA "lays out standards and principles for the planning, construction, development, management, and improvement of urban areas along its five main pillars of implementation: national urban policies, urban legislation and regulations, urban planning and design, local economy and municipal finance, and local implementation, is a resource for every level of government, and for all who call the urban spaces of the world "home" to realize this vision."<sup>92</sup> Since these are many of the challenges that Africa faces, it was imperative for them to have input into the NUA, which works synonymously with the AUA.

Since the implementation of the AUA, some of the activities that have taken place include the sponsorship of 31 participants to attend the Seventh Session of the World Urban Forum (WUF7), which took place in Medellin, Colombia in April 2014.<sup>93</sup> Another activity included was the financial and technical support to 19 Least Developed Countries (LDCs) in Africa to prepare their Habitat III national reports.<sup>94</sup> There was technical support to 7 non-LDCs in Africa towards preparation of Habitat III national reports included.<sup>95</sup> There was an applied research report titled "Towards an Africa Urban Agenda", in collaboration with the African Centre for Cities, University of Cape Town.<sup>96</sup> Finally, there was collaboration with United Cities and Local Governments of Africa (UCLGA) for strengthening the capacity of local government associations during the 7th edition of the Africities Summit, which took place in December 2015, as well as their role in the preparations for Habitat III.<sup>97</sup>

Since these activities concluded, there has been increased activity for the AUA, which proved imperative for the progress in attaining the goals of this project and has provided a platform to build various partnerships with different stakeholders who contribute to the sustainable urbanization of Africa.<sup>98</sup> For example, the AUA has continued to work with the African Union Commission achieve their goals.<sup>99</sup> The AUA also works as a liaison with the African Development Bank Group, Cities Alliance, and the Office of the Special Adviser to the Secretary-General of the United Nations on Africa (OSAA) towards completing this initiative.<sup>100</sup>

In addition to the AUA, the UN has included this issue within its Sustainable Development Goals (SDGs), specifically by suggesting the investment in economic and social infrastructure in rural areas specifically to reduce rural-urban migration.<sup>101</sup> The SDGs suggest two types of investments specifically. First, investment in infrastructure and capacity development to close social development gaps linked to the issue of access to good-quality public transportation, water and sanitation, health, education, housing and energy services in urban and rural areas.<sup>102</sup> Second, investment in urban resilience, including industrial transformation towards the use of renewable energy

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88 "Africa Urban Agenda Programme," United Nations.

89 "Africa Urban Agenda Programme," United Nations.

90 *New Urban Agenda*. Report no. A/RES/71/256, <http://habitat3.org/wp-content/uploads/NUA-English.pdf> (accessed July 13, 2019).

91 *New Urban Agenda*. Report no. A/RES/71/256.

92 *New Urban Agenda*. Report no. A/RES/71/256.

93 "Africa Urban Agenda Programme." UN, <https://unhabitat.org/urban-initiatives/initiatives-programmes/africa-urban-agenda-programme/> (accessed February 7, 1099).

94 "Africa Urban Agenda Programme," United Nations.

95 "Africa Urban Agenda Programme," United Nations.

96 "Africa Urban Agenda Programme," United Nations.

97 "Africa Urban Agenda Programme," United Nations.

98 "Africa Urban Agenda Programme," United Nations.

99 "Africa Urban Agenda Programme," United Nations.

100 "Africa Urban Agenda Programme," United Nations.

101 World Economic and Social Survey 2013, *Sustainable Development Challenges*. E/2013/Rev. 1.

102 World Economic and Social Survey 2013



sources, creation of decent employment in green productive activities, and adoption of adaptation and mitigation strategies.<sup>103</sup>

The UN, via these goals, also suggests Member States with agricultural-based economies should increase growth in the agriculture sector, which can be complemented by non-agricultural activities, thereby creating employment.<sup>104</sup> The World Economic Survey suggests several steps that to aid in the solution of some of these issues. The first recommended step would include enabling households to both diversify their sources of income, by incorporating more cash crops in their agricultural production, and secure higher-productivity jobs outside the agricultural sector.<sup>105</sup> Secondly, it's suggested that those activities can lead to the direct improvement of nutritional conditions via enhanced access to a more diversified source of nutrients.<sup>106</sup> Infrastructural and institutional changes are also suggested as necessary in ensuring access to rural assets, such as land and water, for example.<sup>107</sup> Other suggestions include having access to education, which could also be crucial in ensuring that the rural poor and specific social groups, such as women, can take advantage of new income opportunities.<sup>108</sup> Overall, the survey suggests that stimulating rural-urban migration will help diversify income sources and help to reduce poverty, especially in urbanizing economies.<sup>109</sup>

### ***Conclusion***

As many successes as there have been regarding rapid rural to urban migration, there have been many challenges as well. Reviewing the current status of migration, the speed of this migration, and the increase in population that is forecasted, room for growth potentially exists in the methods of improving specific challenges, especially on an economic level. Those would include infrastructure, employment, healthcare, and housing. There is a drastic need in improvement and planning to combat the issue of slums currently and avoid more of those types of housing facilities continuing worldwide. Poverty, clean water, and pollution are also challenges highlighted in this document that need new ideas in combating those from becoming worse. All of these challenges can specifically affect a Member State's economy in both positive and negative ways. When the population increases, the challenges do as well and if they are not addressed, they could wreak havoc on a Member States economic status.

As seen in the case study regarding Nigeria, the challenges highlighted mirror many of the challenges felt worldwide. Those living in the more rural areas that do not migrate need to have an improved quality of life. Migrants that move on send food, currency, and goods back home to those left behind. They also help to create programs in their new cities to help others improve their status via education. There is a focus on improving agricultural options as well. The goal is to help those left behind become more self-sufficient and rely less on the migrants that have moved on. They want them to be able to make their own money, get their own educational goals met, and their own goods. This ties directly into improving economic challenges faced not just in Nigeria, but also worldwide. There are some initiatives currently regarding this goal such as road construction, improved education, and infrastructure, which are issues that can improve worldwide.

There has been a concerted effort to work toward these issues by the UN with programs including the AUA, the NUA, and the SDGs. The NUA is a huge initiative and has begun seeing some progress toward access to benefits, opportunities, a sustainable future, ending poverty, promoting clean energy, and human rights. It addresses many of these challenges highlighted in this document such as energy, income, education, and infrastructure. While there has been some traction in these programs, new ideas and suggestions are helpful in combating the challenges created by rapid rural to urban migration.

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<sup>103</sup> World Economic and Social Survey 2013.

<sup>104</sup> World Economic and Social Survey 2013.

<sup>105</sup> World Economic and Social Survey 2013.

<sup>106</sup> World Economic and Social Survey 2013.

<sup>107</sup> World Economic and Social Survey 2013.

<sup>108</sup> World Economic and Social Survey 2013.

<sup>109</sup> World Economic and Social Survey 2013.

### *Committee Directive*

In preparation for committee, delegates must research the effectiveness of past and present programs or initiatives that address rapid rural to urban migration. They should be prepared to analyze the policies of those programs that were successful. What programs worked best? How can these programs be improved upon? What initiatives can be created to improve this? Delegates should also prepare action plans for their respective Member States on how to combat these economic changes cause by migration. They must be aware of the economic challenges that come with this migration, both positive and negative. Delegates can prepare by looking at particular case studies that show the research of any disparities between the economy and migration. They can also prepare by fully researching their Member States statistics on this issue and how it affects them specifically.

## II. Creating and Expanding Infrastructure for Public Mobility Systems

*“There are many wonderful things, and nothing is more wonderful than man (...) he teaches himself the language the winged thought and the constructive fury of cities”*  
-Sophocles<sup>110</sup>

### Introduction

At the heart of the United Nations Human Settlement Programme’s (UN-Habitat) mandate lies the inherent need to address urban migration and development issues through assisting national efforts to promote infrastructural development.<sup>111</sup> However, despite their efforts, shifting economic corridors have led to sprawling cities severely lacking in their urban planning and infrastructural frameworks, which currently leaves thousands without consistent access to resources; such as: waste management, water sanitation, and sustainable methods of both energy and transport.<sup>112</sup> Due to the haphazard urban planning of some densely populated cities, many people are experiencing transport poverty and are deprived of the full benefits provided by this hyper urbanization.<sup>113</sup> Classified into four overarching groups, transport poverty is: mobility poverty, transport affordability, accessibility poverty, and exposure to transport externalities.<sup>114</sup> Considering the importance of transport and how it causally relates to socioeconomic status, postulating that transport poverty heavily influences whether a portion of a city’s population reside above their respective poverty line would not be a farfetched conclusion.<sup>115</sup>

To address these concerns, UN-Habitat launched an Urban Planning and Design Lab in 2014, which assists local authorities in their efforts to design more compact and integrated cities that can foster sustainable growth and withstand the forceful nature of climate change.<sup>116</sup> UN-Habitat’s initiatives address a major intersection of the transportation infrastructure development dialogue. Their assessments and suggestions incorporate the consequences of increased greenhouse gas emissions, climate change mitigation, and security measures for existing methods of public transport, as seen in Kigali, Rwanda.<sup>117</sup> Rwanda, one of the safest Member States in Africa, has been incrementally changing infrastructure policy within their capital since 2013, with goals of becoming a Smart City.<sup>118</sup> UN-Habitat’s involvement with the Smart City Rwanda Masterplan, has led to Rwandan initiatives in reforestation, the Kigali Smart Bus Project, microgrids, and pollution mapping.<sup>119</sup> The Kigali Smart Bus Project is refitting existing buses with a free wireless connection and contactless payment methods, microgrids serve to connect communities to renewable solar energy through “off-grid” panels, and pollution mapping has led to a daily assessment of air quality in the capital.<sup>120</sup> Unfortunately, akin to other Member States attempting major renovations without an adequate budget, the cost has restricted these innovative projects to their respective capitals.<sup>121</sup>

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<sup>110</sup> Sophocles, Oedipus Rex, (Dover Publications, 1991).

<sup>111</sup> “Mandate,” UN- Habitat, (accessed June 6, 2019).

<sup>112</sup> “Planning and Design,” UN- Habitat, <https://unhabitat.org/urban-themes/planning-and-design/>, (accessed April 21, 2019).

<sup>113</sup> “Planning and Design Lab,” UN-Habitat.

<sup>114</sup> Hanne Tiikkaja, Markus Pöllänen & Heikki Liimatainen, “Transport poverty in Finland - perspectives on social sustainability of mobility, preliminary study,” Tampere University of Technology, Research Report 94 (Winter 2018), : [http://www.tut.fi/verne/wp-content/uploads/verne\\_tutkimusraportti94.pdf](http://www.tut.fi/verne/wp-content/uploads/verne_tutkimusraportti94.pdf) (accessed June 6, 2019).

<sup>115</sup> “Transport poverty in Finland - perspectives on social sustainability of mobility, preliminary study,” Hanne Tiikkaja, Markus Pöllänen & Heikki Liimatainen.

<sup>116</sup> “Planning and Design Lab,” UN-Habitat, <https://unhabitat.org/urban-initiatives/initiatives-programmes/urban-planning-and-design-lab/>, (accessed April 23, 2019).

<sup>117</sup> “Smart City Rwanda Masterplan,” UN-Habitat. [https://new.unhabitat.org/sites/default/files/documents/2019-05/rwanda\\_smart\\_city-master\\_plan.pdf](https://new.unhabitat.org/sites/default/files/documents/2019-05/rwanda_smart_city-master_plan.pdf), (accessed August 8, 2019).

<sup>118</sup> “Smart City Rwanda Masterplan,” UN-Habitat.

<sup>119</sup> “Smart City Rwanda Masterplan,” UN-Habitat.

<sup>120</sup> “Smart City Rwanda Masterplan,” UN-Habitat.

<sup>121</sup> “Smart City Rwanda Masterplan,” UN-Habitat.

## *Current Situation*

As noted by the United Nations Department of Economic and Social Affairs (UN-DESA), much of that rapid growth occurring between 2017 and 2050 will be attributed to only nine Member States: India, Nigeria, the Democratic Republic of the Congo, Pakistan, Ethiopia, the United Republic of Tanzania, the United States of America, Uganda and Indonesia.<sup>122</sup> Currently, over half of the world's population resides within cities of less than 500,000 people, with one in eight living in one of the 33 global megacities; and, by 2030, the world is projected to have 43 megacities, with most of them in developing regions.<sup>123</sup> Megacities are areas that contain more than ten million people, and with this exponential growth, some of the existing transportation structures have not grown to accommodate this inundation.<sup>124</sup> One of the main difficulties with re-structuring existing megacities, such as Cairo and Bengaluru (also known as Bangalore), is that the individual municipalities are wholly responsible for the renovation cost.<sup>125</sup> That would be feasible for the cities that serve as the core for their respective areas; but, for the other municipalities that heavily rely on others for transport and accessibility, how can they have an expansive and consistent transportation creation and renovation budget?<sup>126</sup>

This lack of access to comparable financing for more rural and suburban communities results in accessibility inequities to available financial and infrastructural resources.<sup>127</sup> To compensate, structurally unsound transportation infrastructure alternatives occur that leads to large autobuses and structural weight overload on roadways to become common.<sup>128</sup> These matters end up creating a redundant cycle of constant repairs that eat away at the budget of future renovations and infrastructure development.<sup>129</sup> Additionally, because of the continual lack of both road maintenance and reliable public transportation, places such as Bengaluru, where thousands of commuters share narrow streets, experience traffic gridlock that can turn an hour-long ride to the airport into a four-hour one.<sup>130</sup> In that time, those stuck within that traffic inhale immense amounts of emissions and as a result increasing commuters' chances of premature death from chronic obstructive pulmonary disease, ischemic heart disease, stroke, and lung cancer.<sup>131</sup> Most of these transport methods are on the most abundant and affordable fuel, petroleum.<sup>132</sup> Because of its prevalence in the energy sector, the CO<sub>2</sub> emitted from gaseous fuel consumption can be seen as one of the biggest contributors to greenhouse gas emissions and areas like Cairo and Bangalore are forecasted to lose a great deal to climate change.<sup>133</sup> Egypt, because of erratic weather patterns and soldering heat is actively watching monuments like the Madinat Habu temple erode and ancient mud brick buildings wash away into the surrounding sands, as rainfall

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<sup>122</sup> "World population projected to reach 9.8 billion in 2050, and 11.2 billion in 2100," The United Nations Department of Economic and Social Affairs, <https://www.un.org/development/desa/en/news/population/world-population-prospects-2017.html/> (accessed August 2, 2019).

<sup>123</sup> "World Urbanization Prospects: The 2018 Revision," UN-ECOSOC, <https://esa.un.org/unpd/wup/Publications/Files/WUP2018-KeyFacts.pdf> (accessed April 25, 2019).

<sup>124</sup> "The World's Cities in 2018," UN- ECOSOC, [https://www.un.org/en/events/citiesday/assets/pdf/the\\_worlds\\_cities\\_in\\_2018\\_data\\_booklet.pdf](https://www.un.org/en/events/citiesday/assets/pdf/the_worlds_cities_in_2018_data_booklet.pdf) (accessed June 6, 2019).

<sup>125</sup> Sara Abd Alla and Pablo Salazar Ferro, "GREATER CAIRO AND HOW THE TRANSPORT SYSTEM IS COPING WITH RAPID EXPANSION," <http://www.codatu.org/actualites/greater-cairo-and-how-the-transport-system-is-coping-with-rapid-expansion/> (accessed June 7, 2019).

<sup>126</sup> Manasi Paresh Kumar, "How Bengaluru's transport systems moved in 2017," <http://bengaluru.citizenmatters.in/mobility-transport-bangalore-2017-22763> (accessed June 7th, 2019).

<sup>127</sup> "How Bengaluru's transport systems moved in 2017," Manasi Paresh Kumar.

<sup>128</sup> "Towards a discussion of support to Urban Transport development in India," The World Bank, <http://siteresources.worldbank.org/INTSARREGTOPTRANSPORT/Resources/UrbanTransportSectorStrategyNote.pdf> (accessed June 7th, 2019).

<sup>129</sup> "Assessing the global transport infrastructure market: Outlook to 2025," PwC, <https://www.pwc.com/gx/en/transportation-logistics/pdf/assessing-global-transport-infrastructure-market.pdf>, (accessed June 7th, 2019).

<sup>130</sup> "The daily horror of driving to work in India's Silicon Valley," Maria Thomas, <https://qz.com/india/1334967/braving-the-legendary-bengaluru-traffic-jam/> (accessed August 1, 2019).

<sup>131</sup> "7 million premature deaths annually linked to air pollution," World Health Organization, <https://www.who.int/mediacentre/news/releases/2014/air-pollution/en/> (accessed August 1, 2019).

<sup>132</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency, March 26, 2019.

<sup>133</sup> "CO<sub>2</sub> emissions from gaseous fuel consumption (% of total)," World Bank Group, <https://data.worldbank.org/indicator/EN.ATM.CO2E.GF.ZS> (accessed August 2, 2019).

increases.<sup>134</sup> Bengaluru has not only experienced an increase in devastating monsoons but there is now continual outcry of young citizens who wish to push their governments into implementing greater sustainability policies.<sup>135</sup>

### *Challenges*

Due to existing financial resources being thin, Member States have started to look at other means to ensure a path to infrastructure innovation. For example, in Egypt an overall shift from public government investments to private partnerships to fund infrastructure projects is occurring.<sup>136</sup> Egypt has the ability to readily finance USD \$445 billion for both infrastructure development and public services within the governorates; however, these projects require USD \$675 billion, which would leave an investment gap of USD \$230 billion.<sup>137</sup> The transport industry alone requires USD \$180 billion, so a shift to private financing allows for diversified funding resources.<sup>138</sup> Additionally, oil and natural gas meet 95 percent of Egypt's energy demand, and it still is not enough to keep Egyptians from power outages, especially during the summers when consumption is at its greatest.<sup>139</sup> One funding mechanism, the Green Climate Fund (GCF), an entity underneath the United Nations Framework Convention on Climate Change (UNFCCC), has implemented a one-billion-dollar renewable energy framework within Egypt to decrease dependence on the Aswan High Dam's hydroelectricity and diversify existing renewable energy sources.<sup>140</sup> The GCF has also started installing similar frameworks within both Kazakhstan and Zambia with the help of the European Bank for Reconstruction and Development (EBRD) and the African Development Bank (ADB) respectively.<sup>141</sup> Reducing the existing funding gaps would allow for Member States to maneuver their energy markets to rely less on petroleum and better sustain future transportation infrastructure renovation projects.

According to the International Energy Agency, in 2018, Member States' energy needs have exponentially soared, with fossil fuel usage supplying approximately 70 percent of this global demand.<sup>142</sup> Renewable energy, mostly solar and wind power, has increased by 31 percent but was not enough to completely compensate this increase in energy consumption.<sup>143</sup> As of August 2019, coal accounts for one third of the increase in total CO<sub>2</sub> emissions in 2018.<sup>144</sup> Natural gas, which emits less carbon dioxide than coal, has risen to be the most popular alternative fuel source, with the biggest consumers being the United States and China.<sup>145</sup> China is projected to consume 40 billion cubic meters of natural gas, due to the National Development and Reform Commission's (NDRC) efforts to diversify the existing energy structure.<sup>146</sup> This diversification is meant to ease China into cleaner fuel consumption, and the United States has mostly utilized natural gas to subsidize the existing industries that have traditionally run off fossil fuels.<sup>147</sup> Natural gas, which is used to generate electricity, makes up approximately 40 percent of the United States' total renewable energy usage, and is predominantly utilized for generating electricity for industries (34 percent), rather

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<sup>134</sup> "7 million premature deaths annually linked to air pollution," World Health Organization, <https://www.who.int/mediacentre/news/releases/2014/air-pollution/en/> (accessed August 1, 2019).

<sup>135</sup> "Climate change will affect us the most," Barkha Kumari, <https://bangaloremirror.indiatimes.com/author/author-barkha-kumari-479252351.cms>, (accessed August 1, 2019).

<sup>136</sup> "Egypt: Enabling Private Investment and Commercial Financing in Infrastructure," The World Bank, <http://documents.worldbank.org/curated/en/588971544207642729/pdf/132784-v2-WP-PUBLIC-Final-Report-Egypt-InfraSAP-English.pdf>, (accessed August 10, 2019).

<sup>137</sup> "Egypt: Enabling Private Investment and Commercial Financing in Infrastructure," The World Bank.

<sup>138</sup> "Egypt," U.S. Energy Information Administration, <https://www.eia.gov/beta/international/analysis.php?iso=EGY>, (accessed August 10, 2019).

<sup>139</sup> "Egypt," U.S. Energy Information Administration.

<sup>140</sup> "Climate finance drives down renewable price in Egypt by half," Green Climate Fund, <https://www.greenclimate.fund/news/climate-finance-drives-down-renewable-price-in-egypt-by-half>, (accessed August 11, 2019).

<sup>141</sup> "Climate finance drives down renewable price in Egypt by half," Green Climate Fund.

<sup>142</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency, March 26, 2019.

<sup>143</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency.

<sup>144</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency.

<sup>145</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency.

<sup>146</sup> Chen Aizhu, "UPDATE 1-China's surging 2019 gas demand will require better integration for end-users," CNBC, April 8, 2019, <https://www.cnbc.com/2019/04/08/reuters-america-update-1-chinas-surg-ing-2019-gas-demand-will-require-better-integration-for-end-users.html>.

<sup>147</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency.

than residencies (17 percent).<sup>148</sup> Transportation receives an even smaller percentage of that generated energy, at a mere three percent.<sup>149</sup> Other sources of power, such as nuclear energy have also begun to rise to challenge this usage of natural gas but have much further to go before; they become viable and easily accessible alternatives.<sup>150</sup> Gasoline and petroleum still serve as the primary fuel choice, with the global demand in 2019 soaring to 100.6 million barrels/daily.<sup>151</sup> When an increasing fossil fuel usage is combined with precarious project funding, a multitude of projects either end up delayed or abandoned completely.

### *Case Study: Egypt*

Egypt has a population of approximately 98 million inhabitants, with twenty percent of the population residing in Cairo.<sup>152</sup> Cairo's urban population faces intense and congested streets and suffers from transport poverty, due to inadequate transportation infrastructure.<sup>153</sup> Most of the transportation consists of minibuses, trains and rickshaws that service metropolitan Egyptians, but on an inconsistent and arbitrary basis.<sup>154</sup> Those that reside outside city limits heavily rely on these minibuses to bring them into the city.<sup>155</sup> Currently, Transport for Cairo is the first organization to create and maintain a map of Egypt's formal and informal transport systems.<sup>156</sup> The expansion into the suburbs did not occur until the creation of Lines 2 and 3 in the late 1990's to early 2000's and are now inundated with millions trying to preserve and create their livelihoods.<sup>157</sup> The Cairo governate has announced plans to create three additional railway lines that implement the Institute for Transportation and Development Policy (ITDP)'s principles, would run parallel to the existing lines, and increase the efficacy of transferring between multiple lines.<sup>158</sup> Most recently, the ITDP has directed another Egyptian initiative to mitigate Cairo's intense traffic congestion, caused by the 20 million people residing within one of the largest megacities on the African continent, and with a focus on creating intergender equity in metropolitan Cairo.<sup>159</sup>

The ITDP is a non-governmental organization (NGO) that wished to counteract the effects of the La Penca bombing; which was a 1984 American-led bombing of Nicaragua against the Contras' leader Edén Pastora.<sup>160</sup> The ITDP notes that women have vastly different travel requirements, bear the consequences of inconsistent public transportation, and are forced to reconfigure their lives to accommodate inaccessible resources (i.e. healthcare, produce).<sup>161</sup> When polled during a 2013 UN survey, a majority of the women who participated stated one of their concerns is their safety while travelling, and also are highly troubled by: "the lack of seating for pregnant women, overcrowding, harassment, multiple transfers, long waits and travel times, high fares, and unsafe driving behaviors."<sup>162</sup> A proposed solution would be the implementation of Rapid Bus Transit Corridors, which would operate alongside the pre-existing metro and popular above-ground transportation methods, such as, cabs and minibuses to centralize and standardize

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<sup>148</sup> "Natural Gas Explained: Use of Natural Gas," United States Energy Information Administration, [https://www.eia.gov/energyexplained/index.php?page=natural\\_gas\\_use](https://www.eia.gov/energyexplained/index.php?page=natural_gas_use) (accessed June 24, 2019).

<sup>149</sup> "Natural Gas Explained: Use of Natural Gas," United States Energy Information Administration.

<sup>150</sup> "Global energy demand rose by 2.3% in 2018, its fastest pace in the last decade," The International Energy Agency, March 26, 2019.

<sup>151</sup> "Daily demand for crude oil worldwide from 2006 to 2019 (in million barrels) \*," Statista, <https://www.statista.com/statistics/271823/daily-global-crude-oil-demand-since-2006/> (accessed June 24, 2019).

<sup>152</sup> "Population", The World Bank, <https://data.worldbank.org/indicator/SP.POP.TOTL?locations=EG>, (accessed April 25, 2019).

<sup>153</sup> "Cairo Traffic Congestion study," The World Bank, <https://www.worldbank.org/content/dam/Worldbank/TWB-Executive-Note-Eng.pdf> (accessed August 8, 2019).

<sup>154</sup> Linda Poon, "Young Egyptians Are Leading Cairo's Transit Mapping Revolution", Citylab, August 18th, 2016, (accessed April 25, 2019).

<sup>155</sup> "Cairo Traffic Congestion study," The World Bank.

<sup>156</sup> "Transport for Cairo", Transport for Cairo, (accessed April 25, 2019).

<sup>157</sup> "Cairo," Robert Schwandl, <http://www.urbanrail.net/af/cairo/cairo.htm> (accessed June 12, 2019).

<sup>158</sup> "Cairo," Robert Schwandl.

<sup>159</sup> "In Cairo, ITDP Works to Improve Transport Access for Women," Institute for Transportation & Development Policy, <https://www.itdp.org/2019/03/14/itdp-improves-transport-women-cairo/> (accessed June 12, 2019).

<sup>160</sup> "From Bikes Not Bombs to Global Transformations," Institute for Transportation & Development Policy, <https://www.itdp.org/history/> (accessed August 8, 2019).

<sup>161</sup> "In Cairo, ITDP Works to Improve Transport Access for Women," Institute for Transportation & Development Policy, <https://www.itdp.org/2019/03/14/itdp-improves-transport-women-cairo/> (accessed June 12, 2019).

<sup>162</sup> "In Cairo, ITDP Works to Improve Transport Access for Women," Institute for Transportation & Development Policy.

the bus system in Cairo.<sup>163</sup> By doing so, it should alleviate the multitudes of cabs and minibuses complicating already congested traffic patterns, standardizing fare prices, and allow for more accurate commute planning.<sup>164</sup>

### *Actions Taken by the United Nations*

Within the greater body of the UN, there was the first collective action on international migration. Said action took the form of *The Global Compact for Migration*, which is non-legally binding and contains twenty-three objectives, wherein the entire body of the UN recognizes that "...a cooperative approach is needed to optimize the overall benefits of migration, while addressing its risks and challenges....".<sup>165</sup> Within this Global Compact, the UN-Habitat's governing body discusses the need to:

*"Invest in programmes that accelerate States' fulfillment of the Sustainable Development Goals with the aim of eliminating the adverse drivers and structural factors that compel people to leave their country of origin, including through poverty eradication, food security, health and sanitation, education, inclusive economic growth, infrastructure, urban and rural development".<sup>166</sup>*

One popular method of disseminating information between local and international architects is UN-Habitat's Global Network of Urban Planning and Design Labs initiative.<sup>167</sup> The Urban Design Lab created by Resolution 25/L.6 of the UN-Habitat Governing Council addresses the need for improved collaboration between governmental entities and the constituents they represent.<sup>168</sup> These permanent councils collaborate locally to bring UN-Habitat's sustainable building principles to construction projects occurring domestically. Such partnership is prevalent in the re-development of Afghanistan's historical and metropolitan Murad Khani district to be more inclusive of pedestrian safe roads, water and waste management within the Kabul municipality.<sup>169</sup> The Design Labs Initiative began in 2017 with one of their main tenants being that local craftsmen will learn the international standard that other Member States hold their own transportation departments to.<sup>170</sup> Those international transportation standards take the form of The Transit Oriented Development Standard (T.O.D).<sup>171</sup>

T.O.D is the creation of the ITDP. In the aftermath of the La Penca bombing, Michael Replogle founded the ITDP as a method of providing bikes to humanitarian workers and teachers, as a form of relief aid that allowed them to reach rural communities that severely lacked the ability to move from the rural Nicaraguan suburb of La Penca to the main hub of Managua.<sup>172</sup> After incorporation into Nicaraguan politics, the ITDP transitioned from solely focusing on domestic politics and now works alongside the World Bank to create individualized practices for Member States that request help with implementing sustainable transportation policies.<sup>173</sup> T.O.D is based on the ITDP's *Practice of Transport in Urban Life*, which touts eight main principles:

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<sup>163</sup> "Eol: Towards an Integrated Transport System: Demonstration Bus Rapid Transit Corridors in Cairo, Egypt," UN- Habitat, <https://unhabitat.org/eoi-towards-an-integrated-transport-system-demonstration-bus-rapid-transit-corridors-in-cairo-egypt/> (accessed June 12, 2019).

<sup>164</sup> "Eol: Towards an Integrated Transport System: Demonstration Bus Rapid Transit Corridors in Cairo, Egypt," UN- Habitat.

<sup>165</sup> "Global compact for migration- Habitat", <https://refugeesmigrants.un.org/migration-compact/> (accessed April 21, 2019).

<sup>166</sup> "Global compact for migration- Habitat", <https://refugeesmigrants.un.org/migration-compact/> (accessed April 21, 2019).

<sup>167</sup> "Global Network of Urban Planning and Design Labs", UN-, Habitat, <https://unhabitat.org/global-network-of-urban-planning-and-design-labs/> (accessed August 2, 2019).

<sup>168</sup> "Global Network of Urban Planning and Design Labs", UN-Habitat.

<sup>169</sup> "UN-Habitat for the redevelopment of Kabul Riverfront", UN-Habitat, <https://unhabitat.org/un-habitat-for-the-redevelopment-of-kabul-riverfront/>.

<sup>170</sup> "UN-Habitat for the redevelopment of Kabul Riverfront", UN-Habitat.

<sup>171</sup> "T.O.D. Standard, "Institute for Transportation & Development Policy, [https://smartcitiescouncil.com/system/tdf/public\\_resources/TOD%20Standard.pdf?file=1&type=node&id=413&force=1](https://smartcitiescouncil.com/system/tdf/public_resources/TOD%20Standard.pdf?file=1&type=node&id=413&force=1) (accessed June 8, 2019).

<sup>172</sup> "From Bikes Not Bombs to Global Transformations," Institute for Transportation & Development Policy, <https://www.itdp.org/history/> (accessed June 11, 2019).

<sup>173</sup> "From Bikes Not Bombs to Global Transformations," Institute for Transportation & Development Policy.

*“(1) Develop neighborhoods that promote walking [walk], (2) Prioritize non-motorized transport networks [cycle],(3) Create dense networks of streets and paths [connect],(4) Locate development near high-quality public transport [transit],(5)Plan for mixed use [mix], (6) Optimize density and transit capacity [densify], (7) Create regions with short commutes [compact, (8) Increase mobility by regulating parking and road use [shift]”.*<sup>174</sup>

The T.O.D. standard’s principles are implemented in quite a few infrastructure innovation projects. The United States’ Chicago Climate Action Plan, which started in 2008, was the city of Chicago noting its greenhouse gas emissions and desiring to reduce their levels by 25 percent by 2020, with an 80 percent reduction in overall emissions by 2050.<sup>175</sup> They began utilizing a multi-pronged approach consisting of energy efficient buildings, renewable energy sources, improved transportation systems, and reducing current pollution levels.<sup>176</sup> Chicago, as of 2015, has reduced their emissions approximately eleven percent since the inception of the Climate Action Plan with former Mayor Rahm Emanuel increasing the 2025 greenhouse gas emissions goal from 25 percent to 26-28 percent.<sup>177</sup>

In India, the T.O.D standard can be seen in the Delhi Northern Capital Region (NCR). NCR refers to a metropolitan region, so Delhi serves as the core of the NCR and incorporates: New Delhi, Gurgaon, Noida, Ghaziabad, and Faridabad.<sup>178</sup> In the Delhi NCR, the Delhi metro station connects with the surrounding suburbs of Gurgaon, Noida, Gaziabad, Dwarka; which, has allowed for their populations to conveniently and consistently commute from their homes while allowing the government to effectively utilize available land.<sup>179</sup> India has taken the T.O.D standard and combined it with its variant, the Transit Joint Development (TJD) standard, because urban planners are of the opinion “...that development is joint with transit, and not before or after transit...”<sup>180</sup> By doing so, real estate projects are approved and executed with the assumption that the developer will be positioning their property adjacent to public transportation.<sup>181</sup> The T.O.D. standard has proven to be extremely helpful when cities and Member States are addressing their existing policy and infrastructure gaps while conceptualizing their own individualized plans for climate change mitigation.<sup>182</sup>

Aside from their initiatives in Egypt, UN-Habitat has also established the Urban-Low Emissions Development Strategies (LEDS) project, which serves to create comprehensive transportation policy that reflects Sustainable Development Goal eleven and calls for multi-level cooperation between local governments and the Global Covenant of Mayors.<sup>183</sup> Sustainable Development Goal eleven pertains to making “...human settlements inclusive, safe, resilient, and sustainable”.<sup>184</sup> The Global Covenant of Mayors, formerly known as the Compact of Mayors, is the largest global consulting body for climate change and utilizes its 132 representatives to enact upon the Paris

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<sup>174</sup>“T.O.D. Standard, “Institute for Transportation & Development Policy.

<sup>175</sup> “Chicago Climate Action Plan: Overview Summary,” Chicago Climate Action, <http://www.chicagoclimataction.org/filebin/pdf/CCAPOverview.pdf> (accessed August 11, 2019).

<sup>176</sup> “Chicago 2010 Regional Greenhouse Gas Emissions Inventory,” Chicago Climate Action, <http://www.chicagoclimataction.org/filebin/pdf/CCAPOverview.pdf> (accessed August 11, 2019).

<sup>177</sup> “Chicago 2010 Regional Greenhouse Gas Emissions Inventory,” Chicago Climate Action.

<sup>178</sup> “Doing Business in Delhi NCR,” Amritt, <https://amritt.com/india-business-guide/doing-business-in-delhi-ncr/> (accessed August 11, 2019).

<sup>179</sup> “Transit Oriented Development,” National Institute of Urban Affairs, <https://tod.niua.org/todfisc/book.php?book=1&section=3> (accessed August 11, 2019).

<sup>180</sup> “Transit Oriented Development,” National Institute of Urban Affairs.

<sup>181</sup> “Transit Oriented Development,” National Institute of Urban Affairs.

<sup>182</sup> “TOD Standard,” Institute for Transportation and Development Policy, <https://www.eltis.org/sites/default/files/trainingmaterials/tod-2017-v3.pdf> (accessed August 11, 2019).

<sup>183</sup> “Urban-LEDS project: (“Accelerating climate action through the promotion of Urban Low Emission Development Strategies:”),” UN-Habitat, <https://unhabitat.org/urban-initiatives/initiatives-programmes/urban-low-emission-development-strategies/> (accessed June 23, 2019).

<sup>184</sup> “Sustainable Development Goal 11,” United Nations Report of the Secretary-General, <https://sustainabledevelopment.un.org/sdg11> (accessed June 23, 2019).



Agreement and promote climate-resilience programs.<sup>185</sup> To enact inclusive policy, Urban-LEDS has designed three initiatives: Innovate4Cities, Data4Cities, and Invest4Cities.<sup>186</sup> Innovate4Cities addresses the technological gaps in existing urban climate data through partnerships with academia, the public and, the private sector.<sup>187</sup> Data4Cities utilizes the information collected from Innovate4Cities, standardizes its findings and streamlines it, while promoting data transparency.<sup>188</sup> Lastly, Invest4Cities combines the information provided by the first two programs and: creates enabling environments that support local investments and implementation, mobilizes technical assistance for cities to create investment ready climate action plans, and advances large scale financing instruments to support local implementation of climate support strategies.<sup>189</sup>

### ***Conclusion***

As seen in the protests of Bengaluru, the projected increase in global fuel consumption, and subsequent greenhouse gas emissions, the call for sustainable transportation is one facet within the larger conversation of mitigating climate change. Actions taken by bodies, such as the Global Compact of Mayors and UN-Habitat's UN-LEDS project, have yet to manifest themselves into tangible policy changes implemented within Member States. Governments, as they begin to adopt transportation policy to accommodate the massive growth of their civilian populaces, they must recognize the importance of this exponentially increasing demand for crude oil, its impact on a weakening climate, and the lack of renewable energy sources being funneled to ameliorate the transportation industry. With the global population expected to reach 8.6 billion by 2030, time is dwindling for Member States to create and expand infrastructure for public mobility systems before even more people must find adequate and reliable transportation mechanisms.<sup>190</sup>

### ***Committee Directive***

When beginning their foray into research, delegates should address the various intersections mobility systems have with climate policy and promoting gender parity. How does this increasing call for affordable energy impact Member States unable to devote financial resources to restructuring an entire, sometimes, unregulated transportation system? How does a Member State go about creating standardized transportation policies that build upon existing Member State specific legislature? Will the committees' proposed initiatives reach rural areas of Member States? Are the informal transportation mechanisms, such as Egyptian minibuses, going to be completely shut down, if not what does the process of integrating those industries look like? Does the continued and increasing consumption of crude oil stifle the renewable energy initiatives proposed by bodies such as the Global Covenant of Mayors? What role does rideshare technology play in this? Ultimately, the goal is to craft a comprehensive resolution that addresses these issues with practical and innovative proposals.

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<sup>185</sup> "Who We Are," Global Covenant of Mayors for Climate & Energy, <https://www.globalcovenantofmayors.org/about/> (accessed June 23, 2019).

<sup>186</sup> "Our Initiatives," Global Covenant of Mayors for Climate & Energy, <https://www.globalcovenantofmayors.org/our-initiatives/> (accessed June 23, 2019).

<sup>187</sup> "Innovate4Cities," Global Covenant of Mayors for Climate & Energy, <https://www.globalcovenantofmayors.org/our-initiatives/innovate4cities/> (accessed June 23, 2019).

<sup>188</sup> "Data4Cities," Global Covenant of Mayors for Climate & Energy, <https://www.globalcovenantofmayors.org/our-initiatives/data4cities/> (accessed June 23, 2019).

<sup>189</sup> "Invest4Cities," Global Covenant of Mayors for Climate & Energy, <https://www.globalcovenantofmayors.org/our-initiatives/invest4cities/> (accessed June 23, 2019).

<sup>190</sup> "World population projected to reach 9.8 billion in 2050, and 11.2 billion in 2100," The United Nations Department of Economic and Social Affairs.

## Annotated Bibliography

### **I. Addressing the Economic Challenges from Rapid Rural to Urban Migration**

United Nations Population Fund, “State of World Population,” 2007, <https://www.unfpa.org/publications/state-world-population-2007> (accessed May 20, 2019).

This report directly addresses rapid urban migration and the positive and negative roles that cities can take on. Cities are often seen as magnets to poverty, but they are also seen as a way to escape from it. This report explores the different factors that can affect people living in poverty disproportionately, such as access to utilities, safety and security after natural disasters, lowered life expectancy rates, and raised infant and maternal mortality rates. The report concludes by outlining ideas regarding how to move into a future where cities are viewed as beacons of sustainability and economic opportunity.

United Nations Department of Economic and Social Affairs, “2018 Revision of World Urbanization Prospects,” May 16, 2018, <https://www.un.org/development/desa/publications/2018-revision-of-world-urbanization-prospects.html>.

This report from the United Nations Department of Economic and Social Affairs brings a more recent analysis on the state of rural to urban migration. The report delves further upon more specific topics related to this issue, such as the role of mega-cities and causes of population decline. It also further reiterates the importance of sustainable urbanization. This website includes links to other publications, maps, country profiles, interactive data, and data in excel files. This could be useful to research how the Member State a delegate will represent views this topic.

David Satterthwaite, Gordon McGranahan, and Cecilia Tacoli, “Urbanization and its Implications for Food and Farming,” *Philosophical transactions of the Royal Society of London. Series B, Biological sciences* vol. 365,1554 (2010): 2809-20, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2935117/>.

This article examines how urban migration has affected food and farming. It points out that if there is no rural land to produce agriculture then there is no food. It goes on to address the issue of the massive demand for rural farms to produce food, as well as the realities of poverty in these rural areas. The timeline that this article lays out gives a broad picture of the situation and covers key points around the world. This specifically affects low and middle-income Member States, which make up three quarters worlds urban populations.

World Migration Report 2015 - Urbanization, Rural–urban Migration and Urban Poverty. Technical paper. [https://www.iom.int/sites/default/files/our\\_work/ICP/MPR/WMR-2015-Background-Paper-CTacoli-GMcGranahan-DSatterthwaite.pdf](https://www.iom.int/sites/default/files/our_work/ICP/MPR/WMR-2015-Background-Paper-CTacoli-GMcGranahan-DSatterthwaite.pdf) (accessed July 20, 2019).

This background paper outlines the contribution of migration to urban population growth, urban capacities and the risk of exclusion, urban poverty and exposure to risk, and migrant’s specific vulnerabilities. It highlights the challenges that a migrant can face, how migration affects the economy, poverty, and gives suggestions on how to manage migration and address poverty. It also gives some clarification to concepts of migration. It can be a useful document regarding economic challenges and poverty in general regarding urbanization and migrants.

### **II. Creating and Expanding Infrastructure for Public Mobility Systems**

United Nations Secretary General’s High-Level Advisory Group on Sustainable Transport, “Mobilizing Sustainable Transport for Development,” <https://www.un.org/development/desa/undesa/voice/more-from-undesa/2016/11/29738.html> (accessed May 20, 2019).

This source will give delegates a strong understanding of what the goals of the United Nations are pertaining to this topic. It contains several examples of cities that have implemented sustainable transport

solutions. It also highlights ideas regarding how public transit projects can be funded and implemented in the most effective way. There is also information regarding how new technological innovation works into the topic. The report ends with the solutions that the Advisory Group wants to see implemented into policy.

The United Nations Secretary-General's High-Level Advisory Group on Sustainable Transport, "MOBILIZING for DEVELOPMENT: Analysis and Policy Recommendations from the United Nations Secretary-General's High-Level Advisory Group on Sustainable Transport," New York and Geneva: United Nations, 2016.

<https://sustainabledevelopment.un.org/content/documents/2375Mobilizing%20Sustainable%20Transport.pdf> (accessed August 2, 2019).

This report is meant to address efforts occurring in developing sustainable transportation policy. Ten major recommendations made by the High-Level Advisory Group include: (1) making transportation planning, policy, and investment decisions based on social development, environmental and economic growth, (2) vertically and horizontally integrating all sustainable transport planning efforts across modes, territories, and sectors, (3) creating institutional, legal, and regulatory governmental frameworks to promote effective sustainable transport, (4) building the technical capacity of transport planners and implementers, (5) reinforcing efforts to prevent deaths caused by road traffic, (6) educating and engaging the public, (7) establishing monitoring/evaluation bodies, (8) diversifying funding sources and creating coherent fiscal frameworks, (9) increasing international development funding, and (10) promoting sustainable transport technologies and public/private partnerships. This piece serves to both provide a brief overview of the suggestions made by infrastructure and development experts while supplying case-studies that support their argument that development can be practical and effective without also being costly.

Dorina Pojani and Dominic Stead, "Sustainable Urban Transport in the Developing World: Beyond Megacities," Sustainability, (Summer 2015).

[https://www.researchgate.net/publication/278668493\\_Sustainable\\_Urban\\_Transport\\_in\\_the\\_Developing\\_World\\_Beyond\\_Megacities](https://www.researchgate.net/publication/278668493_Sustainable_Urban_Transport_in_the_Developing_World_Beyond_Megacities).

What Pojani and Stead intend to do is draw attention to the cities that do not qualify as megacities. Most citizens reside in cities that typically reach a population of about 500,000 and do not surpass that. However, because they are not overflowing with people, these regular cities are often overlooked when it comes to expanding and improving upon their existing transportation infrastructure because their needs are not deemed urgent enough. Pojani and Stead detail the impact and role of nine commonly considered options for sustainable transportation development have on these areas. Those options being: road infrastructure, rail-based public transport, road-based public transport, support for non-motorized travel modes, technological solutions, awareness-raising campaigns, pricing mechanisms, vehicle access restrictions, and control of land-uses. By considering those, more discussion can be had on how to downsize initiatives made for megacities into ones suitable for cities a third of their size.

"Towards a discussion of support to Urban Transport development in India," The World Bank,

<http://siteresources.worldbank.org/INTSARREGTOPTRANSPORT/Resources/UrbanTransportSectorStrategyNote.pdf> (accessed June 7th, 2019).

Serving as the basis for a possible case study, this article by the World Bank serves to answer the request to the Indian government asking for support in their development of their urban transport agenda. Within it, they address the areas of Bengaluru (formerly Bangalore) and Chennai. The presence of a growing population that has a lack of reliable transport to accommodate their rapid growth is cause of concern because of the continual stress being placed on existing roadways and communal transportation forms, such as buses and railways. By utilizing this report, it gives context to the existing transportation infrastructure and the recommendations currently being proposed.