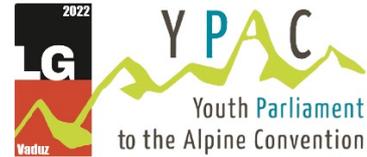


Resolution



Committee 1

Postulation 1: It is all about communication (week)

We postulate that the Parliament exchanges more with the population. This exchange takes place in a one-week time frame, the “communication week”, in which politicians meet up with different lobbies and interest groups, especially youth groups. These meetings take place every year and should be as inclusive as possible, we suggest using digital platforms. During the “communication week” there should be a platform for written demands for direct exchanges. We also suggest a website where the population can express their demands.

The reason for our demands is to create more communication between politicians and the population. The “communication week” should give the opportunity to exchange, especially to citizens who don’t have a say like the young. A suggested website should allow the population to subscribe to demands, so that the politicians can recognize demands expressed repeatedly and give them a priority. The top demands on this website should be taken up by the politicians in the coming year. The “communication week” is a means for politicians to really listen to the demands of the people. We think this is important because if politicians have time to listen, they can represent the population better and it keeps parliament up to date. This would give faster answers to current problems and it would expand democracy.

Postulation 2: YOUTH POLITICAL ORGANISATION (YPO)

We postulate that each country establishes its own youth political organization. These organisations should create an objective community for young people who are interested in politics to formulate opinions, learn, debate, and more. You can join the group earlier than the voting age, so earlier than 18, or in Austria earlier than 16. The suggested maximum age in this organisation is around 23-25, with a transition age of 26-30, when they can become a member of their favourite political party. The people are assisted and directed by experts who know about political topics and have some sort of degree (college professors or teachers for example). The members can often take part in discussions dealing with real problems in politics. An organization's representative should have a permanent seat and the right to vote in the National Assembly in order for young people to participate in the law-making process.

The reason for our demands is that we believe that if the young get more educated about politics (its functions, structures, etc.), then their opinion is as valuable as any other opinion. By such actions we could increase faith in the government, because with people thinking more, there is less chance of corruption. The current youth political parties are not inclusive and not very active. Through our organisation the youth will be better heard by politicians as the people who transitioned from the organisation to their favourite party will be able to represent the ideas of the organisation. The opinions of the youth will be more taken into consideration because they will be educated and will know what they are talking about. This organisation also enables the older members to mentor the younger ones and share their experiences.

Postulation 3: Youth Deputy (YD)

We postulate that each country should have an additional deputy to represent the young. The suggested maximum age of this deputy would be restricted to around 25-28 and the minimum age would be 18. This youth deputy should be elected by all teens aged 15 to 18 in the country. They can also participate in summits for youth deputies where they share their ideas and discuss the problems of their countries. The youth deputy should have equal power to other deputies so that the issues that young people face will have the same treatment as any other issue. The youth deputy should have a seat in the National Assembly and be able to participate in the law-making process.

The reason for our demands is that young people need to be heard and represented. This position gives young people opportunities to share their opinions and problems directly with the government. Such deputies have authority to be heard and not just be dismissed by conservative, traditional and conventional politicians. Youth deputies enable a direct connection between the young and the government. Young people are the future so they need to be able to contribute to politics as those decisions will affect the younger generations much more than the older ones.

Committee 2

Postulation 1: The Green Number

This postulation is about raising consumers' awareness and providing adequate information on the level of sustainability of products available on the market. We would like to introduce a new mandatory labeling system that is placed on every product sold. It is a number that represents how much the product impacts the environment and it directly impacts the additional tax imposed on the product. Consequently, it motivates the manufacturers to be more eco-friendly and consumers to buy sustainable products.

The number would range from 0 to 100, where 0 means the greatest sustainability rate and 100 indicates the worst practice. The “green number” would take into consideration the waste produced and recycled, the energy used, workforce conditions, the carbon footprint of the company and more if agreed upon. This number would surely affect the overall image of a company, since it spreads awareness of the company’s practices and thus also makes consumers think about their shopping habits.

The additional tax would be financial motivation for consumers and producers. This additional tax would depend on the “green number” of the product. The higher the number, the higher the tax. Through this tax, less expenses for the producer and lower prices for the consumer shall be produced. The implemented new green tax could replace the already existing CO₂ tax that is currently too low, not flexible enough and does not take into consideration other factors that impact the environment.

The “green number” would always be visible and placed on every product. The size, placement and design should be determined prior to the implementation on the market.

To ensure the integrity and reliability of the label, multiple independent organizations would have to be responsible for measuring the different aspects of the label. This would prevent greenwashing and corruption.

Postulation 3: Coal had been, let’s get green!

This postulation is about rethinking the energy supply by introducing a new energy sharing network within the Alpine region. In this network renewable energy should be shared between Alpine countries. Furthermore, it should help the nations to be less dependent on energy from countries outside the Alpine region.

To accomplish these goals, we need to reassure that renewable energy is distributed and transported throughout the Alps, which would be done in the energy sharing network. In addition, we need to increase the use of hydroelectric power stations for water energy, wind turbines for wind energy and solar panels for solar energy. In the long term we want to achieve complete energy independence to export energy all over Europe.

In order to move away from conventional heating forms based on coal and oil as well, subsidies provided by the governments should encourage consumers to change to heat pumps, geothermal or biogas heating systems. This contributes to a decrease in CO₂ emissions, so in the end the Alpine region can be a role model for other countries and encourage them to do the same.

Committee 4

Postulation 1: Unload the Road

This postulation aims at reducing CO₂ emissions caused by cargo traffic and improving the network responsible for transporting goods, as research has shown that one-fifth of global CO₂ emissions are due to transportation, 30 % of which are caused by road freight. For both railroad and road traffic, we propose policies to establish a system that supports the use of zero-emission vehicles.

We demand the use of alternatives to trucks as well as cargo trains. This means providing professional transition strategies - especially for workers in the truck field - optimizing and building new railroad systems, and unifying the train network and regulations in Europe. For an effective rail network system to be built across Europe, we propose an agreement between European countries to collaborate on a tax regulation agreement and work on overcoming existing language barriers when trains cross national borders. Furthermore, until this system is fully established, cargo trains could be used for transporting freight over longer distances, and cargo trucks from the train station to the final destination.

Moreover, we ask that trucks avoid driving during high occupancy commuting hours in order not to jam the traffic. We also propose granting a tax reduction for the people/corporations that use eco-friendly modes of transportation like trains, "E-trucks" or biofuels, along with state subsidies to the enterprises that are active in the research of sustainable mobility. This would include the state doing regular and spontaneous inspections of the companies to avoid fraud.

Postulation 2: More accessibility in mobility!

This postulation addresses the issue of accessibility concerning mobility in the Alpine region. Specifically, we aim to solve problems regarding costs, harsh snow conditions and additional complications disabled people are dealing with, since over half of all disabled people report to have major problems with the usage of public transport, the issues scaling with their own disability.

Firstly, we propose that all citizens of a limited regional area have the opportunity to purchase an annual subscription for a ticket, with which all persons have unlimited access to all public transport. The price of this ticket would be lower for students, elderly and disabled people.

Secondly, even in various weather conditions, such as strong snow fall, public transport has to stay stable and safe. Therefore, there is a need for precise weather forecasts, high quality organization and towns well equipped with the required sanitation and road infrastructure.

Thirdly, we propose adding space on public transport for people in wheelchairs and speakers at stations announcing the number of the bus/train and its destination, aiding individuals struggling with sight disabilities.

Finally, every government ought to hold regular ceremonies to reward people for every kilometer they commute, e. g. collecting so-called eco points to reduce the utilization of personal vehicles. In addition, we encourage local authorities to offer more affordable alternatives like e-scooters, e-bikes and bikes.

Postulation 3: Mobile Mobility

In this postulation we strive to completely recreate the common habit of traveling by car. In 2019, 292 million cars were used in Europe, which shows that people have not yet started to rethink their way of traveling. We want to change that by encouraging people to use zero-emission types of transport, which would lead to greater safety in traffic and in the end a decrease of carbon dioxide emissions.

We propose improving the connection between media and transport by designing a special “data management” app that allows passengers to interact with traffic situations concerning trains and buses. The app would receive signals from users and specific bus/train stations informing the drivers about the necessity of stopping or not, which consequently prevents delays and makes the schedules more reliable.

Furthermore, the app should include information about available bikes, electric car rental and car-pooling options around the city as well as an opportunity to collect eco points, with which travelers can get certain benefits. We also want to widen the web of public transportation, so the buses/trains reach and connect all important points as often as needed.

Secondly, we suggest special activity days in schools dedicated to awareness about mobility, gas emissions and safety in traffic, including presentations done by experts.

Thirdly, we propose wider usage of electric vehicles (buses, trains and cars), especially when it comes to vehicles of public transport, to increase sustainability and to decrease the level of gas emissions. We also advocate for designing walkable cities, which means all the essential buildings (shops, banks, post-offices, etc.) are accessible by walking or cycling.

Finally, we suggest a redevelopment of biking trails by implementing bike boxes - a zone in intersections where bikers have priority - and a clearer division of paths made for cars, bikes, and pedestrians in order to increase the level of efficiency and safety in traffic.