

Florida International Model United Nations 37

**Do You Catch My Drift?: United
Automobiles Environmental
Program**



Background Guide

Letter from the Secretary-General and Director General

Hello delegates, advisors, parents, and teachers,

On behalf of us, your Secretary-General Isabella Balbi Masso and Director-General Alexandria Cerini, and all of our Secretariat, we would like to welcome you all to the 37th iteration of the Florida International Model United Nations Conference! This upcoming FIMUN will continue to be held at Florida International University's beautiful Modesto A. Maidique Campus from March 14th to 16th, 2025.

This year we have selected the theme of "Diplomacy in a Divided World," where delegates will be prompted to show diplomacy during challenging and engaging scenarios in a wide variety of General Assembly, Specialized, and Crisis Committees. Both of us originate from opposite sides of the ocean and have seen the division of the world, especially in our modern day. We are strong believers that every person, even young students, have the ability to show diplomacy and change the world. Being able to act with diplomacy in cases of adversity, disadvantage, and injustice is a skill that every person should learn and harness to make the world a better place, not just for themselves but for everyone.

We are working hard to provide every delegate with a committee that they will love, and an unforgettable experience where they will make new friends, learn new skills, and discover the amazing world of Model UN! This year we will be hosting 15 committees each one focusing on a different current, historical, or fantasy issue, with an amazing staff who are prepared to make this FIMUN the best one yet!

We are incredibly honored and excited to welcome you all to our amazing campus and conference this March, and cannot wait to see each and every one of you succeed!

See you soon,

Isabella Balbi Masso and Alexandria Cerini
Secretary-General and Director-General for FIMUN 37

ibalb007@fiu.edu and aceri008@fiu.edu

Letter from the Under-Secretary General

Dear Delegates,

My name is Kathy Cuellar and I will be your Under-Secretary-General for Crisis for this iteration of FIMUN 37! I am a senior at Florida International University double Majoring in Politics and International Relations, while working toward certificates in Latin American and Caribbean Studies and National Security Studies. Last year I had the honor of serving as the Director of Delegate Affairs for last year's FIMUN 36 and I am incredibly excited to be serving as your "USG" of Crisis for FIMUN 37! I was born and raised in Miami, Florida, making FIU a natural choice for me to attend and I have not regretted it since! I have been on the FIU Model UN team since Fall of 2023 and as a delegate, I have been able to not only learn new skills but also make new friends. I hope that you can have as much fun participating as we have had in planning these committees!

The FIMUN 37 team has worked extensively to create these exciting and unique committees curated toward delegate learning and enjoyment. As you look through these committees, you might notice that we try to put a little part of the world (and the multiverse) into different committees. This year's selection of the crisis committees starts in 1300 with the Fall of the Golden Horde in Eastern Europe, jumping to the 1530s with the Spanish (but the S is Silent): Court of Charles V, fast forwarding to 1975 to Bet(ting) on Green or Black with the National Security Council on the Angolan Civil War, reconvening with modern times to find where X Marks the Spot with Twitter Board of Directors in 2022, and then jumping into hyperspace to reach the planet of Dune with It's Getting Spicy In Here: The War for Arrakis. As for the ad hoc... well we can't tell you guys yet! All the topics have been selected to take you guys through a journey of problems, cooperation, and solutions to solve the crisis at hand! As we move closer to FIMUN 37, our secretariat, directors, chairs, and staffers are working hard to make this experience unforgettable and enjoyable! We're all excited to see how you guys plan on making your part and impact in "history!" As we move forward with FIMUN, please remember the importance of these events, as they may deal with sensitive topics and hold much importance (although some may be on the niche side). I am looking forward to seeing the chaos, shenanigans, and brilliance delegates will create in our FIMUN 37 crisis committees! If there are any questions or concerns, please feel free to contact me, your crisis directors and chairs, or the secretariat of FIMUN 37.

~ Best of luck,

Kathy Cuellar
kcuel007@fiu.edu

Under-Secretary-General of Crisis Committees
Florida International Model United Nations 37

Letter from the Co-Director

Dear delegates,

Hello all, my name is Max Keck and I'm wheelie excited to welcome you to the thirty-seventh iteration of FIMUN as co-director of Do You Catch My Drift?: United Automobiles Environmental Program. This will be my third straight year participating in FIMUN in some capacity, and I hope you will enjoy the hard work everyone on the team has put into making this conference a great experience for all of you!

Shifting gears, I'm supposed to talk a bit about myself here, so I'll try to keep my foot on the gas: at the moment I'm overseas in Taiwan studying Mandarin, so that's why you won't see me on campus, but my love for MUN hasn't waved the checkered flag. I joined the team in the Fall of 2022 and have had the fantastic opportunity to travel with the team over the last two years, so I've taken many laps of the collegiate circuit. FIMUN veterans might remember me as one of the merch people from FIMUN 35, or the Washington Naval Conference Director from FIMUN 36.

Enough with that, let's get this show on the road and talk about this committee! The topic of this FIMUN is 'Diplomacy in a Divided World', and this committee will be a fun way for us to take a unique spin on it (if you catch my drift). As we all know, climate change and its related issues are one of the most pressing topics we face today, making international cooperation vital. With car-driven climate change, the issue is even more acute, affecting all aspects of car life.

Through the lens of the Cars universe, delegates of each carnation must be careful to stay in their lanes, recognizing global gears of influence and understanding each unique interest and goal each of their carnations has, just as nations do in real life. This background guide will serve as a road map, pointing out the potential topics of crisis but it will be up to each delegate to plot their course! And remember, the fastest way to get between two points may not be a straight line...

This meeting of the United Automobiles Environmental Program will place every delegate firmly in the driver's seat, and while this committee should be an exciting, fast-paced, and high-octane sprint to the finish line, that doesn't mean there's no room for cooperation and teamwork. Just like in any race, it won't be just up to who is fastest, but also up to the strategy and racing line of each delegate, and if you're not careful you might just crash and burn.

I also hope my car puns haven't tired you out, and I know they've driven some of the staff crazy, really grinding their gears, I feel like they'll blow a gasket when they see all of the puns I've crammed into this photo finish! I hope you all have fun and delegates... start your engines!

See you all at the finish line,

Max Keck

mkeck002@fiu.edu

Letter from the Co-Director

Dear Delegates,

My name is Lucas Sastre and I am very happy to be your co-director for what I expect will be an engaging, thought provoking, fun, and overall amazing committee at FIMUN 37! Model UN has been one of the biggest joys of my FIU “career” and I hope everyone will be able to not just grow as a debater and writer, but also be able to make new friends and expand your curiosity and creativity in these fun yet intriguing dilemmas.

If you have watched the movie Cars, or its many sequels, you may have seen that the universe expands far from only racing; including nations, spies, and even colonialism! To further give life to this animated world, we have provided problems that reflect real world challenges with a twist and no easy solutions. In the United Automobiles Environmental Program (UAEP), you must tackle oil scarcity, coolant extraction, social tensions, and even world threatening car-caused climate change!

As your co-director, and a crisis enjoyer myself, I hope to see new creative ways of managing our carculations effects on the environment and if you can deliberate and come up with any auto-matic or down the road initiatives to help! Additionally, I hope you will find a unique opportunity to grow your impact and put your own twist to this carrupt world! The most important thing is to be diplomatic, creative, memorable, passionate, and be you!

If this will be your first experience with crisis, or if you have experience and are ready for a new challenge, this committee is sure to test your skills and keep you on your toes. In order to effectively construct solutions for the drastic climate change, and many other colossal problems, you must be quick and mindful of the consequences of the UAEP’s actions. As Doc Hudson once said, there “are good folk around here who care about one another. I don’t want them depending on someone they can’t count on”. Therefore, can the world count on you and the team to solve these earth-shattering issues?

If you have any questions, feel free to email me! Best of luck delegates!

Lucas Sastre
lsast007@fiu.edu
Florida International Model United Nations 37

Sensitivity Statement

FIMUN 37 has a zero tolerance policy on racism, sexism, xenophobia, homophobia, and transphobia. If delegates are found to be engaging in any such actions or rhetoric are open to disqualification from awards.

We ask all delegates to be conscious of the histories and context of their countries or characters for their committees. Many of our committees focus on the stories and topics relating to historically oppressed and marginalized communities and regions. While these committees are simulations, the histories behind them are real, and disrespect towards the histories and existences of people represented in our committees will not be tolerated.

On our website, we have an anonymous report form if delegates encounter such actions. While we hope to avoid the need for such, this form will be checked regularly by our Secretariat to ensure that all delegates at FIMUN 37 can enjoy their weekend comfortably.

Land Acknowledgement

We acknowledge that our university is located on the ancestral homelands of sovereign Native nations, including the Tequesta, the Calusa, and today, the Seminole Tribe of Florida, and the Miccosukee Tribe of Indians of Florida. We pay our respects to the traditional custodians, the Elders past and present, by fully recognizing Indigenous sovereignty as well as the historical and contemporary relationship between Indigenous peoples and their traditional homelands. It is within our responsibility as an academic institution to uphold knowledge about the history of our institution with the original stewards of this land that we live, learn, and work on. We encourage our delegates to read and learn about ways to support our local Indigenous communities in their efforts to preserve Seminole and Miccosukee land and water rights, cultural practices, and the conservation of the environment.

Consistent with our University's commitment to diversity, equity, and inclusion, FIU is working towards creating an academic environment that is inclusive of Indigenous students, faculty, and staff who have often been rendered invisible due to structural discriminatory practices. At FIU, we hold ourselves accountable to serving local, regional and worldwide Indigenous communities through academic policy-oriented research, education, partnerships, community service, as well as enrollment initiatives to overcome the effects of Indigenous exclusion and erasure in our own academic institution. It is our hope that acknowledging the land helps us to better understand that harm has been done and address the legacies of violence in our communities in order to create a pathway to true healing

Rules of Procedure

Motions

Motion to Open/Resume Debate

Opens the floor for debate. Delegates may now begin to provide further motions.

Motion to Open Speakers List

Opens the Speakers List, wherein delegates can deliver speeches without a set topic.

Motion for a Moderated Caucus

Opens a set speakers list for debate on a specified topic. Total time and speaking time must be specified within the motion.

Motion for an Unmoderated Caucus

Opens time for unregulated working time for delegates to work within their blocs on working papers/draft resolutions/directives.

Motion for a Round Robin

Opens a Round Robin, where every delegate in the room delivers a speech for a set time without a designated topic. Will start from the delegate that motioned and will either go clockwise or counterclockwise at delegate's discretion.

Motion for a Gentlemen's Unmoderated/Consultation of the Whole

Similar rules as to a normal Unmoderated Caucus, however all delegates must remain in their seats.

Motion to Introduce Working Papers/Draft Resolutions/Directives

Opens the floor to begin formal procedure on papers. Order of address if not specified will default to order in which each paper was introduced.

Authors Panel

Generally motioned for alongside the introduction of Working Papers/Draft Resolutions. Involves a Reading Period for Delegates to read papers, an Introduction where a panel of Delegates present the paper, and a Question and Answer portion, where sponsors of the paper are asked questions by fellow delegates about the paper.

Motions for For and Against Speeches

Opens a short speakers list where (generally speaking) 2 delegates are called to speak for and against a given working paper/draft resolution/directive.

Motions to Enter Voting Procedure and Voting Methods

Goes alongside a motion to end debate when in General Assembly and certain Specialized Agencies. Delegates will vote on papers on the floor. If no voting method is specified, committee will default to placard vote.

Placard vote operates the same way as votes for procedural matters. Delegates raise their placards to vote For, Against, or to Abstain if they stated they were Present.

Roll Call vote will have the chair call Roll Call once more, and when delegates are called they will state whether they vote For, Against, or if they Abstain.

Votes by Acclimation involves calling for general consensus, where the paper will pass unless anyone votes Against. Then placard vote is in order.

Points

Point of Inquiry

General question regarding committee or the conference

Point of Order

Question or correction regarding parliamentary procedures

Point of Personal Privilege

Personal request unrelated to committee. (e.g temperature in the room or seating issue)

What is a Crisis Committee?

Crisis committees are dynamic committees that differ substantially from your typical General Assembly. You might be asking yourself, what exactly is this difference? The difference is that, unlike in General Assemblies, where everything is taking place in one setting (your committee room), there are “two rooms” in a crisis committee. One room, which is your committee room, is where you will be debating on recurring issues plaguing the committee and its “setting.” The other room consists of your crisis director and their staffers, where they are responding to the committee’s crisis notes and engendering crisis updates, which can either be delegate or staff driven. Delegates are welcome to prepare not only a public policy but also a composition of their own private interests to pursue through personal notes to the crisis staffers.

How do I begin to prepare for a crisis committee?

There are many ways you, the delegate, can prepare for a crisis committee. However, for the purpose of this guide, a standard that is generally widely used by delegates will be written here for your convenience. To start, reading your committee’s background guide written by your crisis directors will help you get a kickstart on your preparation efforts. The background guide, while it gives plenty of context to your topic, should not be the only research you bring to the conference. Rather, it should be giving you an idea as to how you would want to research for your committee. Not just for historical context, but also for your crisis arcs, speeches, and directives.

What is a Crisis Arc?

A crisis arc is the story that you are going to be writing to your crisis staff through crisis notes. Crisis arcs are the most integral aspect of your research and preparation for a crisis committee. They consist of every single idea that you plan on showcasing to your crisis staff through your crisis notes in order to influence your committee. When crafting a crisis arc, you should keep it secret from every other delegate in your committee, even if they ask! The best crisis arcs are typically the most creative and most detailed. As a result, these arcs will be the most likely to be brought to the committee’s attention by your crisis staff. Think of making a crisis arc like you’re writing a story or a movie script. This plan is top secret and will allow you to pursue personal interests and ulterior motives to impact your committee room.

What is a Crisis Note?

A crisis note is what you write to your crisis staff in order to influence action in your committee. Crisis notes should be written with some form of action. The better prepared your crisis arc is, the better your crisis notes will be in regards to the action(s) you want to take behind the scenes. Your crisis notes should be kept “secret” from other 2 delegates in your committee, unless you are collaborating with another delegate to influence action in the committee. The more detailed your crisis notes are, the more likely you are to get a crisis update from your crisis staff. Like the aforementioned crisis arc-story analogy, think of your crisis notes as the chapters to your story (crisis arc).

What is expected of the committee?

A crisis committee is very atypical in conflation with a General Assembly, but it is still a very fun experience that you will soon come to embrace! When you walk into committee, you are expected to be ready to debate on pressing issues and write crisis notes! Prior to the start of committee, the chair and crisis director will give you their specific expectations. The crisis director and their staff will walk into the committee to give the first crisis update. Afterwards, the crisis staff will return to the crisis room, and the chair will take a roll call, then will look for motions to, usually, discuss the crisis update in a moderated caucus, or your own unique motion! Once committee officially starts, you are expected to either be debating about finding a solution via a directive, or composing your top secret crisis note, which will be collected by your crisis staff.

What is a Crisis Room?

The crisis room is where your crisis staff will be for the majority of the conference. Unless it’s under a circumstance where someone from the crisis staff and or the crisis director wants/needs some clarification on a crisis note, delegates are not allowed to be in this room. In this room, the crisis staff will be responding to crisis notes. As these crisis notes are responded to, the crisis director will choose the best of the actions in the round of notes to incorporate into a crisis update

What is a Directive?

A directive is the resolution that you are deriving in response to the crisis update. Directives are basically General Assembly resolutions, except that they are much more 3 concise and to the point. In a moderated caucus, you are discussing the ideas that you have in your directive that you feel would be best to solve the problems given in the crisis update. When comprising the directive, feel free to give it a creative name! In an unmoderated caucus, you are meeting with the other delegates in your committee to merge these directives, especially if your fellow delegates had a similar idea to yours. Once these directives are merged, you would read through each and vote for them just as you would a General Assembly resolution. It is also worth noting that the best directives are usually incorporated in crisis updates by the crisis director.

Committee Overview:

The topic of car-driven climate change has taken many laps of the international circuit, but previous international meetings have failed to produce effective solutions and international collaboration. This lack of progress has led the United Automobiles (UA) to convene an emergency meeting of the United Automobiles Environmental Program with the goal of passing a series of drivectives in order to create a cohesive international response to the ongoing crisis.

Due to the desperate need for solutions, each nation has agreed to grant each delegate greater leverage and a wide berth to make decisions as they see fit, so each delegate will have to carefully steer debate around the issues their nation has specific interests in. Due to the nature of the committee, schemes in the background may also require the committee's attention, and there are sure to be spontaneous crises that demand the committee's attention. This committee will use a dual-notepad system with one notepad (within it your crisis note) submitted at one time. While the staff will be as fast as possible in responding, recognize that we will attempt to time the notes with the ongoing drivrective-crisis cycle.

All discussions and discourse on any conflict must remain respectful and diplomatic. Any notes containing unacceptable content are prohibited. All final decisions regarding this matter are at the discretion of the dias and Secretariat. If you have any questions about acceptable topics, please reach out to the FIMUN staff. If you feel uncomfortable for any reason, please bring it up to the dias as soon as possible. While this committee may take place in a fictional universe, one characterized by humor and comedy, some topics this committee addresses will be serious. It will be your challenge as a delegate to find a way to navigate these serious and often heavy topics and find meaningful solutions to these problems. The fact that we are discussing Cars and not people does not excuse any form of bigotry, racism, and any other forms of discrimination.

With all that said, we are here to have fun, so please make sure to have some pun! I mean fun.

Historical Background:

While the history of the Cars world is vast, this background guide will touch on a few particularly important international developments that may affect debate and the committee itself. The United Automobiles was founded in 1945 following the end of the Second Wheel War, in which the Allies fought the forces of the Axle Powers, who adhered to Fastist ideologies. In order to prevent any new wars from breaking out, the United Automobiles was created as a platform for global dialogue.

Sadly, the United Automobiles would be the forum of a different kind of conflict, a so-called 'Cold Race' between the Carpitalist 'First Gear' led by the United States of Automobile (USA) and the Carpoolist 'Second Gear' led by the Union of Soviet Socialist Recreational Vehicles (USSRV). While the United Automobile successfully decarbonized much of the 'Third Gear', their lack of economic development can be partially attributed to their status as ideological battlegrounds between Carpitalism and Carpoolism. While the Cold Race has long since ended, its impacts can still be felt today and there continue to be ideological conflicts between democratic nations like the USA and authoritarian nations like the Russian Federation.



1 <https://youtu.be/aavHDi4tah0?si=K4j5Yy4ikHx894yL>

Concerns about the impact of car activity on the environment have been a well-documented concern throughout history. During the Industrial Revolution, a group of cars, calling themselves Luggites, began to destroy technological infrastructure and rebelled against technological progress. But this was not so much for the environment as for concerns about its impact on their lives. In more recent history, the infamous Unacarbomber, Ted Carczynski believed cars should return to a primitive, pre-road society. He authored a manifesto, *Industrial Society and its Future*, a critique of modern society and nearly all forms of political ideology. Radicalized against modern technology, he targeted individuals he thought to be advancing scientific progress by sending them bombs, killing and injuring many innocent civilians.



While he obviously did not succeed in his ultimate goal of toppling the modern tech-based society, despite his extreme methods, he did succeed in spreading his message. While not directly related to Carczynski, the idea of ‘downshifting’ has become increasingly popular within Car society. Rather than focus on an endless race to achieve economic or financial success, individuals adopt simpler lifestyles and spend more time doing leisure activities. Limiting their external consumption, allows them to reduce the amount they need to work, having the side effect of also reducing their carbon tireprint. His actions, however, also created significant stigma against environmental activist groups that still persist to this day. But others glorify his actions, painting them in a light of vigilante justice, and as technology continues to hurt cars and the globe his cause is regaining supporters. But it is important to note his actions were not directed against the cause of environmental protection, as his main gripes with modern technology weren’t so much with how they affected the environment, but society itself.

During the Cold Race, major research was undertaken by both the USA and the USSR into alternative propulsion methods. While these were not originally intended for the purpose of reducing greenhouse gas emissions, in fact, they were designed to get an edge over their enemy and reduce reliance on Middle Eastern oil, their research is highly relevant. From more efficient fuels and catalytic converters to the complete replacement of internal combustion engines with clean alternatives, such as hydrogen fuel cells or electric motors, the technology was varied. But they all did allow for more efficient cars and reduced emissions. Some of these measures, however, were met with strong opposition by The Vatican, United Automobile Emirates, and Saudi Arabia. They saw alternative propulsion as a direct affront to nature and against the teachings of the Catholic Bible and Quran.

² <https://www.theguardian.com/us-news/2023/jun/19/unabomber-ted-kaczynski-dangerous-anti-tech-manifesto-lives-on>

This led to the publishing of a series of anonymous essays in the 1980s by an anonymous member of the Cartholic Church titled ‘Do Electric Vehicles Go to Heaven?’ which have caused significant public discussion in public circuits, leading to split public opinion on the ethical nature of alternative propulsion sources. The vast majority of the scientific community argues that alternative propulsion systems have no significant differences from internal combustion engines other than being cleaner, comparing it to the differences between diesel and gasoline-fed cars. But overall the religious community as a whole is vehemently against the idea, with some nations passing laws to make such research completely illegal.



One car took this too far, however, and on September 11th, 2001 the terrorist organization Al-Careda hijacked four airplanes by holding them hostage and forced them to fly into the World Trade Center and the Pentagon. Only the heroic actions of the fourth plane, sacrificing her own life, prevented further casualties. These attacks were not the first attack perpetrated by Al-Careda, under the leadership of Osama Bin Carden, but merely the most deadly. Of his many critiques of carpitalist societies, he specifically identified the USA as especially deserving punishment. In his 1998 fiatwa Bin Carden vehemently opposed the presence of the USA in the Middle East, but also argued that they were, through research into alternative propulsion methods, corrupting religion and spitting in the face of the Qaran. He would continue arguing these ideas until his death at the tires of WHEEL Team Six in 2011, but his message had already been spread. The War on Terror would lead to a massive global shift in power, with the United States of Automobile and its allies being seen in an increasingly imperial light, especially as they exerted their influence in the oil-rich Middle East.

All of this has led to mixed overall feelings toward alternative propulsion methods in the global circuit. Within the United Automobiles there have been resovroomtions introduced both to encourage its development and others to ban it outright, and there has been no consensus on said measures. Major support for alternative propulsion methods comes from mostly developed Western nations, but smaller Pacific nations are also increasingly favorable towards it. Opposition comes from religiously conservative nations and almost all OPEC member nations.

3 <https://www.theguardian.com/us-news/2023/jun/19/unabomber-ted-kaczynski-dangerous-anti-tech-manifesto-lives-on>

Past Actions:



The issue of climate change formally entered the global consciousness in the late 20th century. The USA and USSR's space race spurred discussion about the fragility and beauty of Earth, with the United Automobiles holding the world's first Earth Day in 1970. This was soon followed by the first major global conference discussing the topic taking place in 1972, in Stockholm, Sweden. This meeting of the United Automobiles Scientific Conference would later be named the First Earth Conference, was monumental in establishing the concept of international collaboration on environmental issues, and more importantly the establishment of the United

Automobiles Environmental Program. During these initial discussions, however, a controversy was created when developed nations such as those in the European Union demanded that developing nations take measures to reduce their overall pollution. Within the Cars Universe, this was multiplied threefold. As carpalation increases, pollution does even more so than in real life. More cars in the world means more roads built, tires replaced, motor oil, and most importantly gas burned.

So, while simple on paper, many nations in the Third Gear found this to be unfair, as many of these First Gear nations had themselves polluted the world heavily during their economic and industrial development. These nations dumped motor oil in rivers and burned tires, not having the same shortcuts had the direct outcome of inhibiting their economic growth, leading to the Indian Prime Minister arguing "Aren't poverty and need the biggest polluters?". But this debate continues to this day, where developing nations are still pressured to invest in clean energy such as hydroelectric dams, wind farms, and solar panels despite the extreme cost of construction and maintenance.

Others, such as the oil-rich nations of OPEC, were also resistant to measures that would fully shift gears away from fossil fuels. Oil was the driving force of their economies, and they couldn't afford to take their feet off the gas. These nations argued that the First Gear, in adopting heavily polluting policies during their development and also profiting off the sale of oil themselves, were kicking down the proverbial ramp. As in, they intentionally were attempting to keep the members of the Third Gear impoverished and underdeveloped so they could continue to exploit them, using environmental issues to perpetuate the stratified capitalist world system. These arguments drew upon the writings of Carl Marx, with this concept later named Dependency Theory.

⁴ <https://www.un.org/en/chronicle/article/stockholm-kyoto-brief-history-climate-change>

⁵ <https://www.weforum.org/stories/2023/01/climate-crisis-poor-davos2023/>

⁶ https://pure.eur.nl/ws/portalfiles/portal/116167434/Hout_-_Dependency_theory_-_for_Pure.pdf

One nation identified a rather simple method to reduce car-released greenhouse gases. Reduce the number of cars by halting carpopulation growth. The logic was simple, like many of Motor Zedong's policies, and so the One Car Policy came to be. At the time, the People's Carpublic of China had by far the world's largest and fastest growing carpopulation. It even was said at the time that the smog in Beijing was so thick you could drive on it, but the drastic nature of the policy shocked the world. With that said, it has been effective at reducing the PCC's total carbon emissions, by curbing its carpopulation growth.

In more recent history, the United Automobiles Environmental Program has attempted several international agreements and protocols to resolve the issue of car-driven climate change. The most recent and widespread attempts, the Kyoto and Paris Grand Prix Agreements, have failed to amount to substantive change and worldwide carbon emissions continue to rise. If current policies continue, the gears of car-driven climate change are automatic, shifting rapidly and showing no signs of stopping. Efforts so far to find alternative fuel sources have proven fruitless. The most promising effort, spearheaded by Miles Axelrod with Allinol proved to be a sham as exposed by Tow Mater during the



World Grand Prix. While Allinol has been recalled, the underlying issue has not been addressed. Gasoline and diesel are still the main fuel sources for automobiles, and there do not currently seem to be any viable alternatives. Total conversion to biofuel had been

gaining popularity, but now the future of the concept is deeply in question due to the failures of Allinol. Not only have increases in carpopulation, but the overall standard of driving, has increased carbon emissions.

Current Situation:

This committee is an emergency meeting of the United Automobiles Environmental Program (UAEP) to address the growing and urgent threat of car-driven climate change. As the carpopulation continues to grow, the world of Cars is facing a widespread ecological disaster. Car-driven climate change has made sea levels rise and coolant much harder to locate, with some nations fearing that wars will begin over the limited coolant left. Oil has also been recognized to be a dwindling resource, with few nations having monopolies over them. But these issues are just the beginning.

The effects of climate change have already begun to manifest. The nations of the UAEP will be called upon to deal with the rising tides of civil unrest within nations who have taken little to no action against climate change.

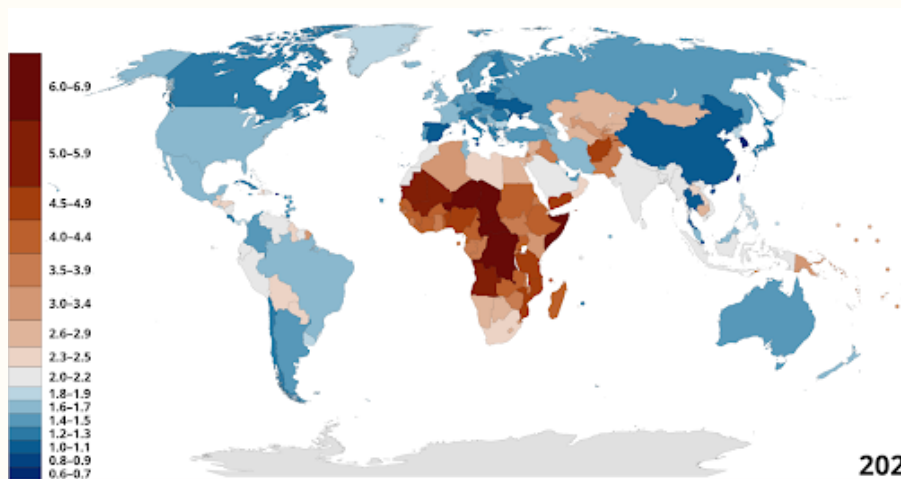
⁷ <https://www.csis.org/analysis/end-one-child-policy>

Do You Catch My Drift?: United Automobiles Environmental Program

In the USA, young cars, realizing their future is at stake, are taking to the streets en masse and putting themselves in park, blocking streets, and making it impossible to drive past them. They call themselves TRAFFIC (Total Revolutionary Automobiles Fighting For Immediate Change), and they have put cities into complete gridlock. While these protests have been non-violent so far, intelligence reports suggest that more radical action could be in store, and could spread into other countries.

Across the world, there has been a noticeable increase in natural disasters, which scientists attribute to the effects of climate change. In tropical areas, hurricanes and typhoons are devastating local communities, causing significant damage to property and risk to car life. In more arid areas, severe droughts are killing crops and making it nearly impossible for these communities to make biofuel. Current carmanitarian aid resources are being stretched to their limits, and scientists say the issue is only going to get worse. Small island nations are worried, as it would take only one direct hit from a storm to literally wipe them off the face of the earth. The lack of action has caused some small island nations to take independent action. Within the small islands of the Automaldives, the issue is specifically acute as many of their roads are in danger of sinking underwater. In solidarity, other island nations like Singahorn, Kirigas, and Towtruck & Tobago have already banned racing outright, arguing that it creates unnecessary emissions and the land could be better used for other purposes. This has been met with backlash in nations that claim racing as an important cultural tradition, seeking protection under UAESCO. Many race tracks such as the Roadman Coliseum, are already protected as UAESCO World Heritage sites, lending credence to their argument.





Recent debates on carpooling control have restarted their engines, particularly as developed nations continue to see their Total Fertility Rates continue to fall. These nations, with carpoolings beginning to plateau, or even shrink, are seeing their 2024 carbon emissions fall.

But they are also seeing possible demographic issues rise up. Mainly, as cars continue to age, the cost of maintenance for older models increases, and so does the tax burden. A shrinking workforce and growing social security costs are causing economic crises in nations like Japan, and South Korea, which have some of the world's lowest TFRs. Older cars are also, generally speaking, far less efficient than their modern counterparts. The overall pollution from older car models is far more than newer models, not just in miles per gallon but in the cost of tires, engine oil, tires, and other car parts. So, while plans like the One-Car Policy have so far succeeded in the PCC, its overall long-term outcome remains to be seen.

Potential Blocs:

First Gear:

Cars in the First Gear generally have developed economies and have the funding and ability to move towards carbon neutrality. They also have slow or nonexistent carpooling growth, meaning that their carbon emissions are naturally beginning to slow and may soon start to decline. However, some nations are facing domestic disagreements on the issue and will need to convince the cars of their nation to agree with the changes that will have to be made in order to achieve progress in the fight against climate change.

Third Gear:

These nations lack the funding and ability to move towards carbon neutrality and have rapidly growing carpoolings. This makes them the nations where, if change can be made, the United Automobiles can have the most impact. But it also has to be said that these nations are not polluting by choice, but by virtue of their situation. They feel as if they are being unfairly treated by the First Gear, who went through the same kind of economic development as them and reaped all the benefits, and are now trying to block them from doing the same.

BRICS:

Made up of nations opposing the democratic First Gear, the members of BRICS are trying to move the world towards a multipolar world order. For them, the issues of climate change are potential tools to shift the world order away from the First Gear, and to allow them to gain more influence. While each nation may not agree exactly on what to do regarding climate change, having their own domestic policies, they tend to work together to subvert and interfere with the plans of the First Gear, which they view as the global elite.

OPEC and OPEC+:

The nations of the Organization of the Petroleum Exporting Countries (OPEC) work together to control oil prices by controlling how much oil they produce. This makes them extremely influential as they literally set the price of the oil that cars rely on in daily life. OPEC has been known before to manipulate the prices of oil for political gain, and as the world is still reliant on oil they retain significant influence. However, if countries move away from oil they could find this power quickly begin to vanish, which they obviously want to avoid.

Religious Nations:

A more special bloc, apart from the obvious nations, almost all nations in committee have significant portions of their carpopulation which are religious. Measures that go against the will of these nations have the potential to create domestic unrest, which can make implementing policies more difficult.

Island Nations:

The most vulnerable nations in the world, these island nations have a common ground in that they are all at risk of literally disappearing. They have previously united on policies, as described above, such as banning racing. Contributing together less than 1% to global carbon emissions, they have done nothing to deserve being put in such a dangerous situation. They will have to do their best to convince the world to help them and avoid the destruction of their homelands.



Crises and Questions:

1. The lack of action against car-driven climate change has caused mass social unrest, such as movements like TRAFFIC. How will nations calm their citizens and deal with these protests?
2. Small island nations are at the most risk, but they have done little to contribute to the issues of climate change, with nearly no carbon emissions. How will the United Automobiles help these nations, who have done nothing to deserve the current dilemma they face?
3. Car populations are continuing to rise around the globe as the world continues to develop. How will car nations reduce the emissions caused by increased populations?
4. Some nations have researched alternative propulsion methods such as electric or hydrogen fuel cell propulsion. Should these be allowed, and if so how should they be implemented?
5. Biofuels show lots of promise, with the growing of crops said to offset the carbon emissions created once they are consumed. But public favor on them has soured post-Allinol, and some concerns are being raised about excessive water use on growing crops, how will these concerns be addressed?
6. Some nations have banned racing, one of car culture's oldest traditions. Should racing be protected or outlawed?
7. What can be done in nations that rely on fossil fuel production for their economies to combat climate change and its threats? How can they help the rest of the world?



Dossier:

<p>United States of Automobile</p> <hr/> 	<p>While it doesn't have the largest <u>carpulation</u>, the home of Lightning McQueen is known for its love of long road trips, high-speed racing, and being one of the world's leading contributors of greenhouse gases per capita. However, the high cost of living has led to an increasing divide between cars wanting to continue their traditional lifestyle and to adopt alternative propulsion methods to make life more affordable and sustainable. Still, to get anywhere in the USA... life is a highway.</p>
<p>United Cardom of Great Britvan & Northern Petrolland</p> <hr/> 	<p>It was once said that the sun would never set on the Britvan Empire, but the UC is firmly in its sunset years now. But nevertheless, the United Cardom has made significant strides in climate change policy, being the first G7 nation in the world to phase out coal power.⁸ Public transportation and use of railways are big in the United Cardom, and they would also like to reduce their reliance on imported fuels from the Middle East and the Russian Federation.</p>
<p>Russian Federation</p> <hr/> 	<p>Despite being a member of the Paris Grand Prix Agreement, with much of its land cold and inhospitable there are figures within the Russian Federation who see global warming as a net-positive. But melting permafrost has put Russian arctic infrastructure at risk, and climate change has increased droughts in agricultural areas⁹. Still, as a major natural gas and oil exporter, the Russian Federation has made little actual progress on climate change policy, despite its promises.</p>

8 <https://interactive.carbonbrief.org/coal-phaseout-UK/index.html>

9 <https://www.csis.org/analysis/climate-change-will-reshape-russia>









<p>People's Carpublic of China</p> <p>-----</p> 	<p>The largest remaining Carpoolist nation in the world, the People's Carpublic of China remains under the tire iron of Motor Zedong. In response to the huge <u>carpulation</u> of his country, he implemented the '一车政策' or One-Car Policy. This measure has sparked controversy, but it has led to the overall reduction of carbon emissions in the country. While by and far the world's largest single polluter due to their massive economy and <u>carpulation</u>, investment in renewable energy has made great leaps forward in the PCC, and so has their climate policy.</p>
<p>The Vatican</p> <p>-----</p> 	<p>With a <u>carpulation</u> under a thousand, the Vatican's contributions to climate change are negligible. With no military, taxes, or government revenues, it stands out among the United Automobiles. But what it does have is the Cartholic Church, amounting to over one billion cars. While the days of launching Carsades are behind it, the Vatican still is a powerful force and has significant influence, including assisting many revolutions near the end of the Cold Race. Today, the Vatican's priorities are simple, preservation of car life above all else, including from modifications to their internal mechanisms, in the image of The Great Manufacturer.</p>
<p>Automaldives</p> <p>-----</p> 	<p>A small archipelagic nation off the southern coast of India, the nation of the Automaldives is in severe danger of disappearing due to climate change. By the end of the century, it is likely most if not all of the country will be underwater, despite attempts to build sea walls. Even if the nations do not sink, rising ocean temperatures and acidification are killing their coral reefs, a major source of tourist revenue, which is the main source of income for the small nation.</p>





<p style="text-align: center;">Kirigas</p> <p style="text-align: center;">-----</p> 	<p>A small island nation in the middle of the South Pacific, the nation of Kirigas is one of the most at-risk nations in the world. Rising sea levels, warming oceans, and ocean acidification are wreaking havoc on the island and its surrounding waters, from which it relies. The nation of Kirigas is at the United Automobiles to demand action, and will not take no for an answer. Failure is simply not an option.</p>
<p style="text-align: center;">United Automobile Emirates</p> <p style="text-align: center;">-----</p> 	<p>One of the wealthiest nations in the world by GDP per capita, the United Automobile Emirates is built on an empire of black gold and highly questionable labor practices. While it has been able to use this extreme wealth to diversify its economy away from oil and move towards carbon neutrality, the fact remains that the nation still relies on oil to make up 26% of its GDP. As an Islamic nation, the nation is strongly against the use of alternative internal propulsion.</p>
<p style="text-align: center;">Saudi Abrakia</p> <p style="text-align: center;">-----</p> 	<p>Saudi Abrakia has the world's second-largest known oil reserves, and the oil it produces is light and sweet, making it perfect for distillation into gasoline. This has made it obscenely wealthy as its known as the gasbasket of the world, and as <u>carpulation</u> grows it is raking in the dough. Saudi Abrakia enters the UAEP with the goal to keep oil production flowing, reduce international appeal for biofuels, and to ensure alternative propulsion methods don't take hold.</p>
<p style="text-align: center;">Singahorn</p> <p style="text-align: center;">-----</p> 	<p>A small island nation in the heart of Southeast Asia, the nation of Singahorn made its money as a shipping hub between the manufacturing giants of East Asia and the oil in the Persian Gulf. But today, as one of the most densely populated nations in the world, it has been taking extreme measures to reduce its carbon emissions. By emphasizing green space, improving public transportation, and disincentivizing excessive driving (through congestion pricing), it is actively fighting climate change.</p>








<p>Towtruck & Tobago</p> <p>-----</p> 	<p>Towtruck & Tobago is one of the wealthiest nations in the Caribbean, and it's largely in part due to its oil and increasingly liquified natural gas production. But as one of the worst polluters per carpita and with climate change exacerbating unpredictable weather such as hurricanes, the nation of Towtruck & Tobago recognizes the need for change. However, it also needs to maintain its own economy, leaving it in a tricky situation.</p>
<p>Ecuadoor</p> <p>-----</p> 	<p>Ecuadoor is in an interesting position, with its economy built on the dual-fuel-producing industries of oil and agriculture. But the most important issue for Ecuadoor and its cars is the Gaslapagos Islands. Home to extreme biodiversity, they are at unique risk to the changes that climate change brings. As a result, the cars of Ecuadoor are extremely invested in climate change issues, and demand immediate global action to try and remedy the crisis.</p>
<p>Côte d'Coire</p> <p>-----</p> 	<p>The Côte d'Coire is a coastal nation in West Africar, and is home to just over 31 million cars. Its economy is mostly agricultural, and rubber is its most important output, leading Africar in its production. As <u>carpulation</u> increases, more tires are necessary, driving up demand for rubber. Côte d'Coire will have to be careful to decide what is more important for its future, economic growth or the effects of climate change?</p>
<p>Belavroom</p> <p>-----</p> 	<p>Belavroom's economy is dominated by its industry, and has some of the worst air pollution in Europe. But its substantial agricultural sector has potential to offset some of this pollution. Agriculture, however, is extremely vulnerable to the extreme weather that climate change can cause, such as heat waves and droughts. As a result, Belavroom must decide its future here at this conference.</p>





<p>Torquemenistan</p> <p>-----</p> 	<p>A post-USSRV state in the heart of Central Asia, the nation of Torquemenistan primarily relies on natural gas and oil exports. However, the nation is vulnerable to drought¹⁰ due to its heavy use of irrigation systems built during the USSR. Similar systems drained the nearby Aral Sea in neighboring Uzbekistan, and most cars in the nation still rely on agriculture for their livelihoods. Torquemenistan will have to carefully balance their economy and the future of their cars.</p>
<p>Bangladashboard</p> <p>-----</p> 	<p>Bangladashboard is one of the densest carpulated <u>areas in the world</u> in the world, the 8th most carpulus but only the 92nd largest. This has made the government look for ways to reduce the growth of their <u>carpulation</u>. Demand for electricity is high, and while Bangaldashboard has invested in sustainable energy, they are still reliant on natural gas <u>for the nearly all</u> of their electricity production. With so much of its population in crowded cities in low-lying areas, Bangaldashboard is highly vulnerable to the effects of climate change.</p>
<p>Truckiye</p> <p>-----</p> 	<p>As a newly industrialized nation, Truckiye's economy has mostly been based on manufacturing, and now is one of the leaders in the Car's world for the manufacturing of spare car parts. While the government of Truckiye is open to climate change policy, it values energy independence as a key political aspiration, making it unwilling to completely phase-out coal and other fossil fuel production, instead aiming for net-zero carbon versus the total elimination of carbon emissions.</p>

10 <https://www.adaptation-undp.org/explore/europe-and-central-asia/turkmenistan>





<p style="text-align: center;">Gasbon</p> <p style="text-align: center;">-----</p> 	<p>Gasbon is accurately named, with 80% of its total exports being crude oil. Somewhat surprisingly then, nearly half of all electricity in Gasbon is produced by hydroelectricity. This might have to increase soon, as some experts say that Gasbon's oil reserves are beginning to run dry. Gasbon has struggled to distribute the wealth from its oil exports into diversifying its economy, and has had significant political issues, the most recent a Coupe d'etat in 2023.</p>
<p style="text-align: center;">Burundiesel</p> <p style="text-align: center;">-----</p> 	<p>A small nation located in the African Great Lakes region, the nation of Burundiesel is a mostly rural nation, and has mostly unpaved roads. Cars in Burundiesel mostly grow crops for use in making biodiesel, not for export but to prevent starvation, in what is called subsistence farming. This makes the population vulnerable to drought, which could cause a famine killing millions of people due to their reliance on farming for survival.</p>
<p style="text-align: center;">Idrove</p> <p style="text-align: center;">-----</p> 	<p>Idrove is one of the few remaining theocracies in the world, with its population adhering to Shia Islam. Following its 1979 revolution, the nation's economy is largely based around its state-owned oil industry. However, significant international sanctions have inhibited its ability to sell its oil overseas. Nevertheless, Idrove continues to develop its local manufacturing capabilities and oil production. Its development of nuclear energy has been highly controversial.</p>
<p style="text-align: center;">South Sedan</p> <p style="text-align: center;">-----</p> 	<p>South Sedan is the newest member of the United Automobiles, and its history has been filled with violence, exacerbating the effects of drought, leaving many Sedansese running on empty. Most of South Sedan lacks basic infrastructure such as paved roads, with leftover rail and water links used to transport trade. South Sedan is reliant on oil as its main export, and is currently suffering from severe water shortages.</p>





<p>Parallel Parkistan</p> <hr style="border-top: 1px dashed black;"/> 	<p>Despite significant economic development in Parallel Parkistan, more than 40 million of its cars still lack electricity in their homes¹¹, and as the Parkistani population continues to grow so will demand for electricity. While, spurred by foreign investments from nations like the PCC, coal-power production in Parallel Parkistan has almost tripled since 2015, overall GHG emissions remain low.¹² Despite this, Parallel Parkistan has been hit hard, experiencing disastrous climate-change exacerbated flooding in 2022, affecting millions of Parkistanis.</p>
<p>Horse Powerguay</p> <hr style="border-top: 1px dashed black;"/> 	<p>Found in the heart of South Americar, the nation of Horse Powerguay’s economy is mostly based around agricultural exports. In the Cars universe, this makes them influential in the growing field of biofuels. In addition, as the nation is neither a significant contributor to climate change nor particularly at risk, Horse Paraguay can really choose its own course in guiding its actions and decisions.</p>
<p>Central Automobile Republic</p> <hr style="border-top: 1px dashed black;"/> 	<p>The Central Automobile Republic (CAR) is one of the poorest nations in the Cars world, and has been wracked by civil wars and conflicts since independence. Most of the country lacks electric power, mostly reliant on a few dams for power alongside diesel power plants.¹³ Most cars grow crops for use in biofuel, and due to the lack of development the CAR cannot take advantage of its vast mineral deposits, including Uranium and Oil. This makes it heavily reliant on foreign aid, often likened to a IV of fuel into the country.</p>


11 <https://www.iea.org/countries/pakistan>

12 <https://www.reuters.com/business/energy/pakistan-push-chinese-utilities-pakistan-switch-domestic-coal-2024-07-21/>

13 <https://www.se4all-africa.org/seforall-in-africa/country-data/central-african-republic/>





<p>Djiboulevard</p> <hr/>  The flag of Djiboulevard is a white triangle with a red five-pointed star in the center. The top-left corner is a blue triangle, and the bottom-right corner is a green triangle.	<p>A small nation in the Horn of Africar, the nation of Djiboulevard is in a strategic location along key trade routes, straddling the line between the Red Sea and Gulf of Aden. With a primarily arid climate, the nation is particularly vulnerable to droughts due to climate change, which would deprive cars of needed coolant for their radiators. All the fuel in the world doesn't matter if cars don't have a drop of water to drink. Scientists also have interest in developing geothermal energy in some regions, but it won't solve the underlying issues in Djiboulevard.</p>
---	--

