

Sample Position Paper | Oakridge Model United Nations

Committee: Social, Humanitarian, and Cultural Committee (SOCHUM)

Country: Nigeria

Delegate: Samuel Tung

Topic: Negative Ramifications of Urbanization

Honourable Dias and Fellow Delegates,

Urbanization, as it is now, is a controversial, but very important force in the development in modern society. Some people (such as working-class citizens of MEDCs) view urbanization as a gateway of opportunity; a way to better the lives of people by centralizing and allowing more open trade and business, and providing more than enough space for housing and infrastructure development, along with other perceived benefits. However, many others can agree urbanization can have detrimental effects towards countries, such as, in Nigeria's case, widespread poverty, an increase in catching a disease, and the harm of the environment around various urban areas. The issue of urbanization is especially pressing as more than half of the world's population live within an urbanized area, which is only set to grow in the future.

Ladies and Gentlemen, Nigeria, as stated before, has faced a series of detrimental effects in relation to urbanization. Urbanization in Nigeria is slowly taking over once-rural areas, limiting how much farmland $\frac{2}{3}$ of Nigerians rely as a source of income. In fact, there is a strong correlation between urbanization in Nigeria and the number of people in slums. Agriculture, before lots of people moved to cities, was once the strongest industry in Nigeria. Because of the takeover of farmland and rural areas, Nigeria's major industry has since shifted to oil. Many Nigerians have resorted to slums, reducing production of food and increasing crime. With many slums being densely populated, the combination of poor infrastructure encourages the spread of disease, with a denser set of people being able to get infected quicker than sparsely-populated communities. Due to a desire to exploit various unexploited resources (like oil,) lack of education and a lack of political and civil will, many natural regions are lost to economic growth. Despite the fact Nigeria is among the largest economies in Sub-Saharan Africa, more than 62% of Nigerians are in extreme poverty, meaning only a very small portion of Nigerians are participating in the economic growth. In general, Nigeria's urbanization has made the country worse than it was. However, the rate of urbanization shows no signs of stopping because there is a "perceived wide gap" of services, job opportunities and quality of infrastructure.

The Delegation of Nigeria strongly believes a combination of education and non-monetary aid will solve the problem of urbanization, both short-term and long-term. Firstly, education is essential in teaching everyone what urbanization is and can help increase the interest of becoming an urban planner. Education should not only teach people what urbanization does, but eventually motivate people to collaborate and find their own smart and affordable ways of curbing the issue, in the event non-monetary



aid would not arrive. Non-monetary aid is required to ‘do the big stuff’ - actions that are out of control from everyday citizens, and require government effort on a national level, such as strengthening the already-subpar infrastructure (which can solve smaller problems, such as disease and crime) and invest in the resources needed to educate the people.

In essence, urbanization, though it may have a positive connotation for some, can have a series of detrimental effects towards others. The Delegation of Nigeria, facing the negative ramifications of urbanization in the past and present, strongly believes urbanization can become something better in the future, if people and governments can actually put effort to collaborate and solve the issue in a smart and affordable way, through education and non-monetary aid.

Thank you.

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Sample Resolution Paper | OakridgeMUN Model United Nations

Draft Resolution 1.0

Topic B: Maritime Transport

Sponsors: Italy, Singapore, United States of America

Signatories: Australia, Brazil, Canada, China, Finland, Germany, Iceland, India, Republic of Iran, Israel, Japan, Republic of Korea, Mexico, Netherlands, Norway, Pakistan, Saudi Arabia, Sweden, Turkey, United Arab Emirates

The United Nations Commission on Science and Technology for Development,

Recognizing the vital role of maritime industry and container shipping to the global economy,

Emphasizing the importance of updating current maritime transport cybersecurity,

Deeply conscious of the importance of connectivity and management systems to container ships,

Fully aware of the threat posed by the greenhouse gases which are emitted from ships and its effects on the environment,

Seeking to gradually replace the current world fleet with more efficient and environmentally conscious alternatives,

Bearing in mind that not all countries have the capability to diversify ship energy sources immediately,

Affirming need for reduction of trade tariffs to encourage green technology and incentives for ship fuel efficiency,

Recognizing the harm done by ballast water on global ecosystems, biodiversity, and the need to improve or eliminate its usage,

Cognizant of the dangers presented by piracy to the container ships,

Acknowledging the importance of defending transport ships and focus on preventing pirates from boarding instead of a more lethal option,

Recognizing the necessity for cleaner and safer methods in both ship building and destruction,

Realizing that implementation of cybersecurity, efficiency, self defence technologies require cooperation and dialogue with private companies.

1. Encourages the usage of various methods to improve cybersecurity across maritime vessels, via:
 - The development of blockchain-encrypted communication technology:
 - i. To reduce the chance of messages being intercepted or instructions being hacked;
 - ii. Combat the flaws of blockchain technology, specifically an intentional leadership in the system;
 - iii. To trial run live implementations of blockchain technology in smaller scope before applying it on a global scale;
 - iv. Education and promotion of the usage of of blockchain technology;
 - v. As a long term solution to prevent cyber terrorist's hacking attempts;
 - vi. Begin researching in potential problems with the technology and providing countermeasures and other potential technologies as solutions;
 - The implementation of a network segregation system with:
 - i. Different networks for different domain workers;
 - ii. Separated external network and internal network;
 - iii. Focusing resources on protecting information of higher importance making hackers will attempt to hack easier target, low risk;
 - Create a vulnerability and intrusion detection system:
 - i. Allow for detection of irregularities in network traffic and user actions;
 - ii. Heighten safeguard of security controls;
 - Education for operation of onboard systems:
 - i. Delegating the maintenance of more vulnerable systems or sensitive information to those who have received necessary education;
 - ii. To be funded by shipping corporations;
 - iii. To prevent misuse or accidental exposure of vulnerabilities within onboard operating systems by those not well versed in computer information systems as to avoid any sailors on board getting hurt;
 - The implementation of anti-malware softwares and decentralizing the servers as a short term solution against cyber attacks:
 - i. These softwares include but are not limited to:
 - Anti-virus softwares,
 - Anti-phishing softwares,
 - Anti-malware softwares;
 - ii. Improve integrated operating systems with sandboxing and other security features;

2. Urges the Commission to develop solutions for environmental impacts and improve energy and fuel efficiency:
- Short term solutions include:
 - i. Encouraging the lowering of tariffs for ships with high efficiency technologies as an incentive to begin development;
 - ii. Directing funds earned from oil to green energy research;
 - iii. Developing and implementing technologies that improve fuel efficiency of ships such as:
 - The Silverstream system, air lubrication to decrease friction in water;
 - ‘Nose Job’ to lower drag caused by wind, leading to more fuel efficient travel;
 - iv. Utilization of hybrid ships to reduce oil consumption;
 - Long term solutions include:
 - i. Diversifying country’s economy to reach complete replacement of traditional fossil fuels with renewable energy sources, such as but are not limited to:
 - Solar energy;
 - Biofuels;
 - Hydro power;
 - ii. Encouraging research to develop technology that can utilize renewable energy sources as a reliable fuel source for vessels such as but are not limited to:
 - Improving origin of electrical power in order to affirm an alternative energy use;
 - Encourage investment in developmental energy storage technologies (batteries) for efficient energy storage:
 - a. Graphene batteries;
 - b. Proton batteries;
 - c. Lithium-air batteries;
 - Discovering new technological systems to improve energy efficiency such as hemisphere-shaped streamlined bows for ships or air lubrication;
 - Working towards the optimization of vessel consumption,
 - iii. Having more economically developed nations who do need not completely rely on oil to, fund, research, develop and implement green technologies:
 - For oil reliant nations’ successful transition to a non-oil-reliant state through incubation periods;

To gradually lower costs of future green technologies;

Following the example of countries such as Germany;

- iv. Allowing countries who rely more heavily on fossil fuels to have an incubation period to prevent economic crashes within these countries,
 - v. Allowing development projects to be undertaken by nations owning the bulk of container ships; including but not limited to:
 - Greece;
 - Japan;
 - China;
 - Singapore;
 - Germany;
3. Recommends the development of non-lethal sensory weapons that attack sight, touch, hear, and/or smell to deter pirates from boarding merchant ships such as but are not limited to:
- Lasers that disorient and blind pirates who are attempting to approach large carriers;
 - Long Range Acoustic Devices emitting a high frequency sound above human tolerances, which disorients pirates;
 - Slippery foam replicating the effects of black ice, which reduces ground friction and increase difficulty for pirates to board ship and maneuver themselves;
4. Supports research on short term and long term solutions to improve or eliminate the use of harmful ballast water, via China, Korea, and Japan as they already construct 97% of the ships:
- Short term solutions include, but are not limited to:
 - i. Filtration devices to prevent accidental disposal of organisms into the water such as a screener/disk which removes suspended solids;
 - ii. Hydrocyclone which separates particles at a high velocity;
 - iii. Coagulation which enlarges particles, so as to trap toxic chemicals before they are released into the ocean;
 - iv. Filtration Systems (physical);
 - v. Chemical Disinfection (oxidizing and non-oxidizing biocides);
 - vi. Ultraviolet treatment which removes harmful toxins in and on invading organisms;
 - vii. Deoxygenation treatment;
 - viii. Heat (thermal treatment);
 - ix. Acoustic (cavitation treatment);
 - x. Electric pulse/pulse plasma systems;

