

IOWA YOUTH SYMPOSIUM

Draft Resolution (2025)

Scientific Committee

Topic: What should be the US position in the UN on reducing greenhouse gas emissions in the shipping industry?

~~Strikethrough~~ means failed

Bold means passed

Underlined means tabled

PREAMBULATORY CLAUSES

- P1. Recognizing in January 2025, Donald Trump ordered the US to withdraw from the Paris Climate agreement for a second time, placing the world's top historical emitter of greenhouse gas emissions outside of the global pact which aims at pushing nations to tackle climate change, and**
- P2. Recognizing that 99.6% of fuel used by the global merchant fleet in 2023 was derived from fossil fuels, and**
- ~~P3. Acknowledging greenhouse gases (GHG) are gases in the Earth's atmosphere that trap heat, and~~
- P4. Recalling the Kyoto protocol (1997), which was the first global conference to task the IMO with addressing maritime emissions, and**
- P5. Affirming the U.S. rejects all efforts to impose economic measures against its ships based on GHG emissions of fuel choice, and**
- P6. Aware that the U.S. Environmental Protection Agency defines greenhouse gases as gases that trap heat in the atmosphere, and**
- P7. Recognizing that the U.S. maritime industry directly supports nearly 650,000 jobs and the broader marine economy supports 2.6 million jobs, and**
- ~~P8. Acknowledging that since the Industrial Revolution (1760), the rapid increase in technological innovation in manufacturing mass products, led to the total warming influence of all human-produced greenhouse gasses to increase by over 50%, and~~
- ~~P9. Encourages the UN to encourage countries to endorse investment in research for battery storage recognizing the need to develop eco-friendly shipping, and~~

- P10. Noting that e-fuels or synthetic fuels are produced by combining carbon dioxide with hydrogen generated from renewable energy sources, creating a cleaner alternative to conventional fossil fuels, and**
- P11. Acknowledging that the International Maritime Organization (IMO) approved the NZF or Net Zero Framework on the 11th of April 2025, a plan that the IMO plans to formally adopt in October 2025 and put into force by 2027, and**
- P12. Emphasizing that existing e-fuel production projects are projected to fall short of the volumes needed to meet the IMO's 2030 greenhouse gas reduction targets, and**
- P13. Observing that just over 0.3% of the global commercial shipping fleet is fully electric, with those ships often being small and used for short journeys, and**
- ~~P14. Acknowledging maritime shipping refers to the transport of goods via coastal, oceanic, or inland waterways, and~~
- P15. Acknowledging that maritime shipping refers to the transport of goods via coastal, oceanic, or inland waterways, and**
- ~~P16. Acknowledging that the US does not believe in globally mandatory carbon emissions, and~~
- ~~P17. Acknowledging that the U.S. produces on average 3% of global greenhouse gas emissions annually, and~~
- P18. Cognizant that global shipping industries greenhouse gas emissions (GHG) account for roughly 3% of the global total GHG emissions, with a 20% increase in the last decade, and**
- P19. Recognizing the Paris Agreement, a legally binding international treaty adopted in 2015, has a goal of limiting global warming to 1.5 C, which requires greenhouse gas emissions to peak before 2025 and decline by 43% by 2030, and**
- P20. Noting with concern that the environmental effects of an excessive amount of greenhouse gasses produced from the shipping industry and more include: acid rain, air and water pollution, respiratory illnesses, and the clear indication of climate change, and**
- P21. Acknowledging deregulation, the current administration has moved to dismantle Biden-era climate regulations, and EPA proposed repealing all greenhouse gas emission standards for the power sector under the Clean Air Act, and**

- P22. Fully aware one commercially viable alternative fuel for shipping is liquified gas (LNG), which has been in use for around 20 years, LNG emits approximately 25% less carbon dioxide than conventional marine fuel, however, it is still a fossil fuel with a high risk of methane leaks, and**
- P23. Recognizing that the U.S. emits the second most greenhouse gases globally at 12%, and**
- P24. Noting the International Maritime Organization (IMO) Net-Zero framework includes annual fuel reduction goals, penalties, and a credit system setting a path for net-zero emissions by 2050, and**
- P25. Recognizing current alternative transportation fuels offer some greenhouse gas advantage over gasoline and diesel, but do not offer a pathway to fully decarbonizing the transport sector, and**
- P26. Bearing in mind the maritime shipping sector accounts for 9% of sulfur dioxide and 18% of nitrogen oxide emissions annually, which are harmful atmospheric pollutants that affect and can cause acid rain, and**
- ~~P27. Acknowledging the US's desire to not have taxes placed on shipments, and~~
- ~~P28. Recognizing the US's stance against mandating economic measures against ships, according to a US ambassador speaking at the UN shipping agency's headquarters, and~~
- ~~P29. Stressing the global reliance on fossil fuels in the shipping industry, as well as the difficulties associated with electrification, and~~
- P30. Aware that the vast majority of the global shipping fleet uses heavy oil fuel (HFO), which is low in cost but also pollutes heavily, when there are lower polluting shipping fuels that could be utilized such as hydrogen, methanol, and biofuels, and**
- ~~P31. Examining that greenhouse gases from the shipping industry account for around 3% of human emissions, and can produce aerosols that have the complicated effect of uncertain net cooling due to the setting and reflection of sunlight, and~~
- ~~P32. Noting in 2024, global container emissions reached 240.6 million tons, which is a 14% increase from the previous year, and~~
- P33. Alarmed about 99% of the people in the world breathe air that exceeds air quality limits and threatens their health, and more than 13 million deaths around**

the world per year due to avoidable environmental causes, such as air pollution, and

~~P34. Recognizing that the green shipping corridor accounts for 9% of sulphur oxide and 18% of nitrogen emissions annually, and~~

P35. Acknowledging that the United States strongly opposes the Net-Zero Framework as it poses significant risks to the global economy, and

P36. Acknowledging that maritime shipping produces lower GHG emissions on a per-ton-mile basis than other modes of transportation, such as trucking or air transport, and

P37. Deeply disturbed that the transport sector, including the shipping industry, is a heavy contributor to GHG emissions, resulting in a death toll of about 4.2 million, and

P38. Acknowledging about 12% of the U.S. population lives near sea ports, many of which reside in port-impacted communities that show higher rates of respiratory and cardiovascular disease, dangerous soil and water quality, and poorer health outcomes aggravated by the elevated emissions, and

~~P39. Recognizing that the U.S. just cut 7.6 billion in federal funding to clean energy projects, and~~

P40. Recognizing that the U.S. did not ratify the Kyoto Protocol, and

P41. Emphasizing that the International Council on Clean Transportation estimated that maritime transport ships could contribute 17 percent to total human-caused carbon emissions by 2050, and

~~P42. Concerned that the shipping sector is releasing green house gas emissions increasing in a way not aligned with goals from the Paris Agreement, and~~

P43. Acknowledging that the Kyoto Protocol targets the six main greenhouse gases which are CO₂, CH₄ (methane), nitrous oxide (N₂O), hydroflourocarbons, perflurocarbons, and sulfur hexafluoride (SF₆), and

P44. Recognizing that fuels produced by electrolysis of water from renewable energies, such as e-hydrogen and e-ammonia, are currently considered to be the most sustainable, and

- P45. Recognizing the International Maritime Organization (IMO) was established in 1948 by the United Nations to be the global authority for safety, security, and the prevention of pollution in the shipping industry, and**
- ~~P46. Keeping in mind Greenhouse gas emissions being caused by the shipping industry and effecting the climate and causing more extreme weather, and healthcare will be effected as well, and~~
- ~~P47. Establishing that there has been a 0.3% global decrease of carbon dioxide emissions, and~~
- P48. Noting that global container emissions increased by 14% in 2024 to 240.6 million tons, easily surpassing the previous record of 216.5 million tons of carbon set in 2021, and**
- ~~P49. Recognising that the effects greenhouse gases have on our atmosphere is making it weaker and changing how the magnetic poles are reacting, and~~
- P50. Acknowledging current circumstances, such as the conflict in the Red Sea, and reduced water levels in the Panama Canal, have forced ships to take longer routes, using more fuel, and**
- P51. Acknowledging that maritime decarbonization aligns with global sustainability goals, such as the United Nations' Sustainable Development Goals (SDGs), and**
- P52. Understanding low priority shipping would be materials or items not needed as quickly, like some furniture, while high priority shipping would be something of the sorts of vegetables, spoils, weaponry, etc, and**
- P53. Concerned that the shipping sector is releasing greenhouse gas emissions, increasing in ways not aligned with goals from the Paris Agreement, which aims to limit temperature increases, and**
- P54. Deeply disturbed that China, Greece, and Singapore, the countries with the three highest maritime emissions, account for 26% of total global maritime emissions, and**
- P55. Bearing in mind pollution from the shipping industry is thought to cause approximately 60,000 premature deaths a year, especially around coastal and port areas, and**
- P56. Recognizing that the U.S. cut 7.56 billion in funding for clean energy projects in 2025, and**

P57. Recognizing that a green shipping corridor is a shipping route on which emission reduction programs are deployed and encouraged, and

~~P58. Recognizing that the Trump administration has stated that they do not plan to support the NZF (net zero framework) due to its emissions pricing, stating that it would be a “global tax regime” and would be a burden on the U.S.’s economic goals, and~~

~~P59. Recognising the hundreds of thousands of years it will take for the oceans carbon reserves to recover from the damage greenhouse gases have caused, and~~

P60. Acknowledging that the maritime shipping industry itself is affected by rising sea levels, flooding, and heatwaves caused by climate change, and

ACTUATING CLAUSES

A1. Requests that all nations individually incentivize reduced emissions to avoid foreign conflict and drawbacks, and

A2. Encourages governments to provide some incentive toward reduction of carbon usage and/or usage of green energy, such incentives could be Emission Reduction Credits (ERCs), Capped Allowance Systems or Subsidies, which are used in the United States, and

~~A3. Condemns the International Maritime Organization’s Net-Zero Framework due to its global tax policy, and~~

~~A4. Expresses the hope that China, Greece, and Singapore reduce their maritime emissions, such as renewable energies and sustainable fuels, and~~

A5. Recommends the use of priority planning in the shipping sector by encouraging low priority shipments to be transported using reduced ship speeds, which leads to decreased emissions, and

~~A6. Considers the extraction of lithium harms the environment, countries should push the use of Direct Lithium Extraction (DLE) to continue the expansion of electrification, and~~

~~A7. Reminding that since the shipping industry only takes up 3 percent of all annual greenhouse gases (GHG) emissions, so focus should turn to larger sectors, such as manufacturing & construction (12.4%) and/or electricity & heat (21.0%), and~~

- A8. Urges increased investment in research, development, and deployment, of zero-emission shipping technologies, and**
- ~~A9. Recommends that the UN refrain from imposing immediate shipping emissions regulations, instead favoring gradual implementation, and~~
- ~~A10. Emphasizing the importance that the IMO should not impose binding financial penalties, and~~
- A11. Supports education of the likely cost increases as the overall carbon footprint progresses to incentivize share-holders to participate in global efforts to reduce emissions in the shipping industry, and**
- A12. Encourages the UN to encourage countries to endorse investment in research for battery storage recognizing the need to develop eco-friendly shipping, and**
- ~~A13. Urges to reduce greenhouse gasses through financial incentives given to ships meeting ideal emissions levels, funded by private companies in the shipping industry, and~~
- ~~A14. Recommends the IMO establish a marine e-fuels supply, initial supply and, production target, and~~
- A15. Emphasizes the importance of finding domestic policy choices that can suit the needs of individual nations, in accordance with international guidelines, and**
- A16. Supports a global framework on reducing GHG emissions, provided that mechanisms are flexible to developing and developed countries, and**
- A17. Encourages a cooperative relationship between ports and shipping sectors to work towards reducing GHG emissions from ships, and**
- ~~A18. Further recommends, if revenue from penalties under the net-zero framework are insufficient, additional funding for e-fuels development is to be secured from a small levy on ships based on their emissions, and~~
- ~~A19. Encourages penalties collected from ships exceeding GHG emissions guidelines under the net-zero framework be allocated to an IMO fund dedicated to supporting the development and usage of zero- and low-carbon marine fuels and ensuring equitable access for small Island developing states (SIDS) and developing nations through infrastructure and subsidies, and~~
- A20. Opposes immediate mandatory carbon levies that risk destabilizing global trade and disproportionately harming vulnerable economies, instead favoring gradual implementation, and**

- ~~A21. Encourages voluntary participation in emissions reduction programs by private shipping companies, rather than mandatory international regulations, and~~
- A22. Encourages the use of locally manufactured and grown products to reduce the long distances covered by the shipping industry, which can help reduce unwanted greenhouse gas emissions, and**
- ~~A23. Recognizes that the tackling of climate change and actions to decarbonize could easily lead to new employment opportunities within the shipping industry, such as manufacturing, construction, and research roles, and~~
- A24. Emphasizes that the increase in global air pollution due to shipping is partly of the United States' own making, it is a responsibility to put a sustainable course of action into play, such as alternative fuels, green shipping corridors and battery storage, and**
- A25. Stresses that the global reliance on fossil fuels in the shipping industry coupled with limitations in battery technology and the capability to refit ships requires a longer transition period, and**
- A26. Proposes the idea of using renewable energy sources and new innovative technologies specific to shipping such as, wind assisted and hydro-powered fuel, along with the use of Direct Air Captures (DAC) to reduce shipping emissions and reduce fuel use, and**
- A27. Encourages government partnership and collaboration across agencies, academic institutions, and private organization to coordinate research & development efforts, and**
- ~~A28. Rejects the IMO's Net-Zero Framework due to its potential to disrupt global markets and impose costs on American Shipping interests, and~~
- A29. Reinforces that economic stability should remain top priority for the U.S. and this should not be compromised by restrictive environmental policies, and**